

THE ALLARD REGISTER

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THE BULLETIN

November/December, 1976

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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 member Bill Pollock driving the famous Cadillac-Allard J2, which was owned by member Tom Carstens, winning the Guardsmen Cup Race at Golden Gate Park, San Francisco, California, U.S.A. on the 31st May, 1952. We thank Bill for sending us the photo, and also our thanks must go to member Harry Weston for the many hours of work spent reproducing this photo on such a large number of cards.

In a recent letter from Bill Pollack he writes:-

"... The race was most exciting for me as my car ran perfectly throughout. The long sweeping curves were made to order for the Allard. There was a long downhill straight that ended in a hairpin. If one failed to make the hairpin one would have found himself in a large pen filled with large, live, wild buffalo (bison). I always found myself giving the brakes a little extra test as I neared the shut-off. The park itself is one of the more beautiful places in the world and since 1952 I have been back many times to cycle through its lanes and marvel at the beautiful trees and flowers. But on that day in 1952 it was a day for some of the best racing in the U.S. Phil Hill did a fine job in a Ferrari that gave away some displacement to the Allard but made up for it with better brakes and fine handling. Despite the articles which I have enclosed, the Allard was not pressed as hard as the authors would like to have the readers believe. The Ferrari was overstressed while the Allard still had power and plenty of brakes. I will admit that I was using all of the road, but that's what it's for, isn't it?

All in all a most exciting race and one of the Allard's finest. The enclosed should give you much more background materials.

Thank you again for contacting me in this regard. Please excuse the typing as my secretary is on vacation and in my haste to get this off to you I find that driving race cars was far easier than operating a typewriter..."

The enclosure was a photostat of 'Sports Car', May/June, 1952 in which the race was described as follows:-

"...Within ten minutes of the ending of the Mayor's Cup Race, the big ones were on the grid for the Guardsmen Cup event. Bill Pollack in Tom Carsten's Allard J2 shared the first row with Michael Graham in Chapman's white Number Thirty Allard. The long-nosed Cannon Special - now painted French Racing Blue (sic!) - with Jim Seeley at the wheel and Sterling Edwards in the R-62, Chrysler powered and fibreglass bodied covered the next two grids. Jaguar Number Five, owned by I. Robbins and driven by Chuck Manning, and Don Parkinson in his XK120 Special were in the third row. Joe Esherick in Edwards' R-26 was starting well back and near him was the standout car of the day, Hill's 2.6 Ferrari. Among the Class V cars was Dick Scott's yellow Mark II. For Scotty to even start was an accomplishment. In practice he burned a piston and replaced it on the spot at the eleventh hour. Nadeau Bourgeault's very fast TC, now equipped with four-wheel two leading shoe brakes, and John Edgar's Eighty Eight contended for honors in the wire-wheel set. In all, twenty three cars occupied the grid as starter Al Torres dropped the green.

Bill Pollack punched the big Allard into the lead immediately, with Graham in Allard Number Thirty second and Edwards in the slab-sided fibreglass R-62 taking third spot. Johnny von Neumann, in a modified XK120 moved into fourth as the cars roared past the stands at the end of lap one. Don Parkinson in his Jag Special was fifth, but Phil Hill in the beautiful Ferrari had already driven through the field and passed Parkinson on the short Transverse Drive section. Sherwood Johnston in modified Jag Number Seven lay tenth, with the car going indifferently well.

On lap three, the amazing red Ferrari had passed Mike Graham and was driving to catch Bill Pollack in the undefeated Allard. Von Neumann passed Parkinson's Jag Special and was now in fourth position.

On lap five, the Healey Silverstone driven by Barry Wagner lost a stabilizer bar

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and came into the pits for repair. Barry continued at reduced speed, saying later that he found out what the gadget was for after it was gone. The Healey, sans stabilizer, rocked like a canoe in a storm. Dick Scott ran into trouble, losing a belt on his blower. He made a stop and it was efficiently repaired by his yellow-clad pit crew. N. A. Bourgeault made two stops, driving like crazy in between. Finally, however, the grey Number Fifteen came to rest in the pits - and to stay. Esherick in the Edwards lost an argument with baled hay and remodelled the star-board contours of the R-26. Not long afterwards, a stub axle gave way and Joe watched the rest of the race from the pit area.

The drama of Pebble Beach was re-enacted now, as the Ferrari, in the sympathy-winning role of giant-killer roared ever closer to the big Allard. The time interval between the two cars shortened to twenty seconds at the half-way mark, then eighteen seconds, ten seconds and even seven seconds. The crowd was on its feet cheering Hill on in a remarkable display of partisanship. Hill was driving harder and faster than ever, with the flair he has shown on so many occasions.

It was at this very time, when everyone was wishing the little red fireball on, that the true stature of Bill Pollack's mastery was shown. For the first time, the 6 litre giant was being pressed. Bill knew that some day he'd have to face defeat in the black Allard, for all he knew this might be the day. It would have been if he had been less a sportsman and driver than he is. Tom Carstens in the pit turned Bill loose and let him pace himself. It was a wise move. Pollack kept the lead.

Meanwhile, the Jaguar contingent was running into problems. First Von Neumann and then Johnston pulled into the pits to shower everything and everyone with geysars of hot water and steam from their radiators. Parkinson, however, continued strongly, passing Mike Graham on the seventeenth lap only to be repassed again by Graham on the twenty second.

Again, Sterling Edwards ran into problems. On lap eight, he was passed by Seeley in the Cannon, and he pulled into the pits with failing pressure. Seeley went on to capture second place in Class II behind Graham's Allard.

As the race drew near to a finish, the duel between Hill and Pollack had everyone on their feet. As the cars took the blue flag for the next to final lap, only eight seconds separated them. Both were timed across the line on an uphill section at over 117 mph. On the downhill run into the see bends on Middle Drive their speeds were topping 140.

The two leaders flashed past the stands and vanished around the bend. The crowd stood waiting, shifting nervously. The other cars in the race went by almost unwatched. Then Pollack's black beauty came surging over the hill and took the checker - the winner of the Guardsmen Cup. Hill and the red Ferrari? Among the missing. After a long tense interval, the Ferrari appeared, limping along on one bank of cylinders ... pushed just a bit beyond its limits, the gallant little machine shook one coil loose. Applause for Hill was thunderous - and a smaller, but better informed group applauded both Hill and the steady drive under pressure displayed by Pollack.

An anti-climactic display was put on at the finish line as Mike Graham was suddenly very seriously threatened by Parkinson in the Jag Special for third position. Parkinson, calling on some hidden reserve of speed, came flashing up out of nowhere to challenge Graham right at the line. Graham won out by the width of a wheel. And then there was a slight clash of tearing tin as the cars touched fenders. Parkinson swerved and brought his car under control, but Graham lost it and screeched into a tree in the pit area with a solid thump.

Wheeler in XK Number Thirty Five was fifth and Mander in Jag Number Seventy was sixth, with the Cannon seventh and Sherwood Johnston in the modified XK eighth.

Class winners were as follows: Class I, Pollack in Allard Number Fourteen; Class II Graham in Allard Number 30....."

Many thanks, Bill, for sending the race report and list of race entries. ED.

From the list of race entries we extract the four Allard entries. They were as follows:-

No. 8. ALLARD J2X. Another experimental Allard sports-racing car, this one powered by an overhead-valve Olds engine of 4,460 c.c. displacement. Class II. This car is owned and driven by Hastings Harcourt of Santa Barbara, who placed fourth in the Del Monte Trophy Race at Pebble Beach last month.

No. 14. ALLARD J-2. Class I. This car owned by Thomas Carstens of Tacoma, Washington, and driven by Bill Pollack of Los Angeles, is the car to beat on the West Coast. It won the last two Pebble Beach races and last October's Reno go-round. Its Cadillac motor is bored out to 5981 c.c. - nearly six litres - claims 255 horsepower.

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No. 30. ALLARD J2. Cadillac-powered, 5,420 c.c., Class II. A long-time campaigner in the sports car wars, this machine has been driven to victory at Pebble Beach, Torrey Pines and class wins elsewhere by British driver Michael Graham. Owner of this fine road racing bolide is James Chapman of Los Angeles.

No. 78. ALLARD J2X. Class I, 5,430 c.c. engine displacement. This sports-racing car is owned by John C. Edgar of Los Angeles and will be driven by Jack McAfee. Supercharging an already powerful American engine should give Number Seventy-eight really vicious acceleration and speed. The chassis is an experimental design based on the Allard J2. It is lighter and smaller, and in general improved over the earlier model. McAfee is a driver capable of getting the best out of any car.

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

E. E. Carlson, Jr.	of Cambridge Springs, Pennsylvania, U.S.A.	91P 2284
A. R. W. Payne	" Retford, Nottinghamshire, England.	71K 691
R. Wilson Wilmer, Jr.	" Braine l'Alleud, Belgium.	J2X 3067

Wheel services to the motor trade.

The Motor Wheel Service Company, 71, Jeddo Road, Shepherds Bush, London, W12 9ED advise us that they are now the sole U.K. distributors of Dunlop (Wheel Division) after market sales. This includes steel, alloy, trailer, caravan, light commercial and a range of wide wheels and motor cycle rims.

They offer a full repair service for these wheels, including the supply of wheels no longer manufactured by Dunlop. They stock a wide range of service exchange wheels, wire and pressed steel.

In addition they can manufacture to specification, wire wheels with widths of up to 12" as well as the regular wide steel range. They also specialize in vintage wheel repairs, and offer full servicing facilities which include rebuilding and stove enamelling.

The Tyre Book by Dunlop.

This book published by Vintage Tyre Supplies Limited* contains data on beaded edge, straight sided, wired-on and vintage racing tyres together with information on wheels, rims, tubes, valves, loads and pressures and useful hints and suggestions on fitting and removal.

It is printed on high quality paper and its attractive cover design reflects the mood of the period when motoring really was motoring!

This is the first time such information has been collected and set down in one publication. Mr. Ralph Wilde, fleet technical sales manager for Dunlop U.K. Tyre Group and himself a collector of vintage cars, prepared the technical data.

He said: "There are very few people today who have information on these tyres. If the Tyre Book had not been published a lot of this data would be lost in a few years' time and the vintage movement would be that much poorer.

I often see cars which have been painstakingly restored yet because of lack of knowledge the tyres are not right for the car. The owner is often unaware that even if the original tyre size is not available there is an acceptable alternative in the range."

Dunlop is the only major tyre manufacturer in Europe making tyres for vintage and veteran cars. A range of 32 sizes is available and the tyres are made at Fort Dunlop, Birmingham, with, in many cases, the original tyre building equipment.

The only difference between the tyres of yesteryear and veteran tyres made today is the use of modern reinforcing materials such as rayon and nylon, and improved rubber compounds to give better grip and tread life. The marketing of all vintage and veteran Dunlop tyres is handled by Vintage Tyre Supplies Limited.

*Copies of the book can be obtained from Vintage Tyre Supplies Limited, Jackman Mews, North Circular Road, Neasden, London, N.W.10. England.

Manhattan bar sign: Remember most accidents happen in the home. What better reason for staying out late.

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Sign in a Camberwell pub: Please do not throw your cigarette ends on the floor as they may burn those ladies and gentlemen who leave here on their hands and knees.

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An American parson knocked on the door of one of his parishioners. In reply a woman's voice called out: "Is that you, angel?" "No, but I'm from the same department" was the prompt reply.

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Road sign seen by a motorist on holiday in Texas: "Drive damn careful, dangerous coroner ahead".