

THE ALLARD REGISTER

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THE BULLETIN

May/June, 1979

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In a recent letter from member Dean Butler of Cincinnati, Ohio, U.S.A., he writes:-
"...99J 1693 has been resting peacefully for the winter but should soon awaken with a great roar! I was having trouble getting oil to the rocker arm adjusting screws last summer, and some of the ball ends wore out. I have had the harder ones made and have installed a (hopefully) more effective oiling system. It will all be together soon.

The second J2 is still a pile of parts in the garage. I have obtained a Cadillac racing engine with four barrel carbs., forged steel light flywheel, Isky solid lifter cam, etc.. Hopefully it too will roar in a couple of years.

You will be interested to know that I recently obtained a Steyr engine, identical to the type which Sydney put to such good use. I have no idea what I will ever do with it, but it was a "must have", given my strong love for anything Allard..."

Many thanks for your letter (and stamps), Dean, and that Cadillac racing engine sounds great. The air-cooled Steyr motor would go well in a sprint/hill-climb special. ED.

U.K. member Ron Cook writes us from Kano, Nigeria as follows:-

"...The motoring here is very restricted to some makes of vehicles as the government regularly ban imports of certain cars. Vintage and classic cars are virtually extinct. The nearest one to anything at a glance is in Lagos. Literally littering the roadsides are numerous Second World War army trucks. I am not familiar with truck types (only the V8's inside certain ones) but they appear to be between 1945 and the 1960's in vintage. A lot of them are relics from the Civil War here back in the 60's. Also interestingly, as they break down, one by one, so they are left at the roadside to deteriorate (a truck enthusiasts dream?).

I am working and living approximately 600 miles into Bush country, so from now on after Lagos there will be absolutely no chance of seeing anything classic, let alone an Allard. After saying that, I am hoping now to drive to one of the many villages around and stumble across an Allard or two, perhaps left from the Colonial days. Will keep you informed if I do..."

Thanks a lot for your letter, Ron, and I hope that you come across an interesting classic or two. ED.

Extracts from members' letters:

"...Thank you for the copies of the Bulletin. Enclosed is a photo-copy of a local newspaper article about Allard, U.K. Registration No. JRA 727..."

* * *

Paul Lindhe, Rydaholm, Sweden

"...Thank you for all the efforts you put in, to keep the Register firing on all cylinders..."

* * *

Chris Bass, Surrey, England

"...Just a note to say thanks for your good work on the Allard Register. I appreciate this effort very much; thanks again..."

* * *

Bill Moody, Orlando, Fla., U.S.A.

"...Best wishes to you and all Register members..." M. Saunders, Devon, England.

Member Syd Silverman of White Plains, New York, U.S.A. advises us that he is the proud possessor of a pristine J2X, Number 3061. In his letter he writes:-

"...The car is in really excellent shape, showing only 13,000 miles on the odometer, and I have every reason to believe this is the proper mileage. The car has a stock Chrysler 331 Hemi engine, with a single Carter carburetor. It also has Mallory ignition, and headers with outside exhaust pipes ending just in front of the rear wheel. It is really a super car, and runs like a top. It is unrestored and original in just about all respects, except that it has American tires and has been repainted at some point in its career with a really super red lacquer job.....

Incidentally, I notice that you list Fred Wacker as your U.S. Vice-President. I well remember seeing Mr. Wacker drive his famous 8-ball Cadillac Allard in SCCA races in the early 50's. These races included Bridgehampton, Watkins Glen, and numerous other airport circuits which the SCCA featured at that time. It was some tough car...

Many thanks for your letter, Syd. Your J2X sounds terrific. ED.

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

WATKINS GLEN REPEATED

A repeat performance of Watkins Glen, run over the same course and known as the Second Annual Grand Prix, was held September 17th, 1949 when crowd attendance jumped to 100,000 - an increase of 400 per cent! Again, two races were run; this time they drew between them 84 starters, a field more than twice as large as the year before, while representative makes of cars increased by 50 per cent from 12 to 18. Wilbur Shaw acted as honorary starter for the main event, which was lengthened to 15 laps (99 miles), and the victor, Miles Collier in his Ford-Riley, passed Briggs Cunningham's Ferrari on the last leg of the final lap to win by a narrow and exciting margin at an average of 68.47 mph. This was about five mph faster than Griswold's 1948 win with the Alfa, though Collier put in one lap at 73.5 mph, which proved the fastest time of the day. Drivers wrought havoc on haybales but nobody was hurt and the meet was so successful that plans were made to place it on the International Calendar for 1950.

SOUTH FOR THE WINTER - PALM BEACH

On January 3rd, 1950 the venue moved to Palm Beach, Fla. where a 50-lap 105-mile road race was held round Singer Island, off Palm Beach Shores. The course, which was a fraction over two miles long, featured some acute corners that made high average speeds impossible. Thirty-five starters (many of whom had driven their sports cars 1000 miles or more to get to the race) faced the flag. The crowd numbered about 40,000 and a highlight of this event was the first appearance in U.S. competition of the famous Jaguar XK120. In fact, Leslie Johnson, a top-flight British driver, came all the way from England to compete, but was badly handicapped by loose sand, which claimed a terrific toll of brakes. Intermittent rain was no help to the drivers, and the winner, George Huntoon in a 'home-built' Ford-Duesenberg that complied with FIA body requirements, averaged 57.4 mph. Briggs Cunningham in a Cadillac-powered Healey Silverstone was second, and George Rand took third with Briggs Cunningham's Ferrari. Leslie Johnson drove his XK120 into fourth place, finishing with no brakes at all, taking second place in Class C.

ENTHUSIASTS GO ALL OUT AT PALM SPRINGS

It wasn't until April 16, 1950 that the sports car enthusiasts in Southern California went all-out in a competitive grind of 40 laps on a 1.6-mile course in Palm Springs. It was here that Southern California sportsmen really became enthralled with the new challenge that sports cars offered. Beverly Hills sportsman Sterling Edwards captured first place in this event, driving his custom-built S-E sports car to victory over a field of approximately 20 cars. Second place was taken by Australian E. Forbes-Robinson who drove a consistent race in his MG-TD. Bill Pollack in a Shorrocks-blown MG-TD took third. This race was marked with numerous retirements, caused principally by the devastating desert heat, which played havoc with brakes and cooling systems. Some of the fastest contenders didn't get to the race in the Sunday event because of Saturday's practice in blistering hot weather.

THIRD WATKINS GLEN DRAWS 125,000

The third Watkins Glen Grand Prix, held September 23, 1950 was split up into three events which, between them, brought 75 starters to the line before some 125,000 spectators - a 25 per cent increase in public interest over 1949. At least 24 different makes and models were represented, increasing the versatility of the competition by another 25 per cent over 1949, while average speeds again improved. The Queen Catharine Montour Cup, for instance, was won by Roland Keith's sleeved and supercharged MG-TC at an average of 63.61 mph, a slightly better speed than Griswold's 1948 win with a blown Alfa Romeo of more than twice the MG's cubic displacement. The main event (15 laps, 99 miles), taken by Erwin Goldschmidt in a Cadillac-Allard at 72.08 mph, set a new record average that was 3.6 mph better than the previous year. Briggs Cunningham with his Cadillac-Healey and Fred Wacker Jnr. at the wheel of another Cad-Allard, who ran second and third, both registered speeds higher than Miles Collier's 1949 overall win. Cunningham's last lap at 74.97 mph was not only the fastest of the entire day but also was the highest lap speed recorded on this circuit in three years. A past master at the art of driving a waiting race, Cunningham timed his all-out effort a little too late, and though he picked up 14 seconds on Goldschmidt during the 13th lap and another 25 seconds during the 14th, he was still 48 seconds behind when the checkered flag fell.

SANTA ANA HAS COURSE ON AIRPORT

In the second major road race on the West Coast held June 25, 1950, Southern California's sports car pilots had to prove their capabilities before 14,000 spectators on a tricky, two-mile asphalt circuit at the Santa Ana Airport. Laid out on the flat surface of the airport runways, the course offered unobstructed visibility to nearly all of the crowd, which made the race highly interesting to spectators.

To the drivers, a reserve of stamina and top maneuvering skill translated into the top positions at the finish of the 20-lap race. Roy Richter, driving an Allard, sped over the finish line to take the checkered flag, indicating the Allard's superior cornering capacity. The Allard's unique independent front suspension and DeDion rear axle appeared to be ideally suited to the tight curves of the Santa Ana Course.

Second man home was Phil Hill, and third was Jack McAfee, both driving XK120's and both well-known in Southern California sports car racing circles. One of the interesting features of Phil Hill's campaign was his use of 'asphalt slicks' on the Jaguar.

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These smooth tread, track-type tires proved very effective and marked a significant innovation in Western sports car racing.

The feature event at Santa Ana was, in a sense, two races in one, a type of race since followed in many of the events sponsored by the California Sports Car Club. The high-powered cars, such as the Jaguars, the Cad and Chrysler Allards, and specials formed one contingent and filled the first positions. The second division consisted of small-engined MGs, Simcas, Singers, Morgans, Jowett Jupiters, and Crosley Hotshots. The MGs were the winners in this single struggle with Arnold Stubbs crossing the finish line first.

BRIDGEHAMPTON REVIVES LONG ISLAND RACES

Meantime, two major races had already been run at Bridgehampton, Long Island, these being a combined promotional effort by the Sports Car Club of America, the MG Car Club and the MSCA. The first took place June 11, 1949 and the second June 10, 1950. Bridgehampton was a revival of the sport of road racing in Long Island after a lapse of 29 years, and both driver and public response offered great promise.

The 1949 event brought 31 starters to the line, whose performances were applauded by some 20,000 spectators. The winner of the main race (96 miles, 24 laps) was George Huntoon, driving the late Samuel Bird's blown 2.3 Alfa Romeo at an average of 76.17 mph. Second man home was Tom Cole of England who by sheer determination got his battered and temperamental SS 100 over the line and achieved U.S. fame in a day. Cole finished in defiance of almost every known gravitational law; but had not George Rand (at the wheel of Briggs Cunningham's Ferrari which was making its U.S. debut) broken an oil line on the 16th lap, the story might have been different. Rand was 37 seconds ahead of Huntoon when his oil pressure disappeared, and seemingly without any effort was averaging close to 80 mph. He already had lapped many of the stragglers without even extending the car. Fully half the drivers gave and took a terrific beating in arguments with haybales, and most of them used a cornering technique exactly opposite to that advocated by the great Nuvolari. That is, they entered the corners much too fast and came out too slowly - sometimes going backwards or sideways!

The 1950 Bridgehampton race saw average speeds hiked by at least five per cent; entries by over 50 per cent and crowd attendance by 25 per cent. Tommy Cole in a Cad-Allard won the main event (20 laps, 80 miles) at 79 mph. The three races brought 62 starters who battled around the course before 25,000 spectators and drove with considerably more restraint and good sense than the year before. The late Sam Collier, a master at the wheel, came in second, and George Huntoon was third in the Brundage-built Ford-Duesenberg in which he had taken the Palm Beach event.

TO BE CONTINUED.

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

FOR SALE

Original Allard Instruction Book for the K, L, M, P Allard cars. Excellent condition. Offers over £5.

and

Pre-war Allard radiator badge, 'Flying A'. Offers, please.

and

Issue No. 1. AUTOSPORT. Test run of Allard J2. Collector's magazine. Offers for the above to Clive Mordaunt, 72, Hilton Road, Mapperley, Nottingham, England. NG3 6AP.

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

| | | | |
|----------------------|----|--------------------------------|---------|
| Thomas R. Coady, Jr. | of | Paxton, Illinois, U.S.A. | - |
| John Ould | " | Armadale, Victoria, AUSTRALIA. | J1:110. |
| Royal Allard | " | Shelby, Ohio, U.S.A. | - |

We have received a letter from Mr. Rich Taylor, of Eagle Spring Enterprises, Ltd., Box 18, Nyack, New York 10960, U.S.A. (914-359-4864), advising us that his new book, MODERN CLASSICS, which has a list price of \$35.00, is being offered to our members for \$25.00., postage included. If interested, just send check to Eagle Spring Enterprises Ltd. for \$25.00, along with your name, address and Register membership number.

Our members are invited to the following events:-

- (1) Yeovil Festival of Transport on 11th-12th August, organised by the Yeovil Car Club. Full details from Mr. Mike Stagg, 5, Burton Barton, East Coker, Yeovil, Somerset. Tel: West Coker 3136.
- (2) Horsham Lions Vintage Transport Rally, Bank Holiday Monday, August 27th. Entry forms from Mr. Nicholas Symes, Greenfields, Lyons Road, Slinfold, Horsham, W.Sussex. Tel: Slinfold 790262; (Daytime: Horsham 2547)