

THE ALLARD REGISTER

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THE BULLETIN

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We are very pleased to announce that another famous Allard racing driver of the early 1950's, Mr. Jackson G. Armstrong has recently joined the Register. From his letter to our Hon. Secretary, we extract the following:-

"...Yes, I certainly did have an Allard J2 which I raced very successfully during the early '50s in Southern California..... I believe that my car was the second one on the West Coast of the United States and I equipped it with a stock Cadillac V8 engine opting for reliability rather than performance. This paid off handsomely, as I always drove the car to and from work as well as to the races and back.

The car was never a winner, but I don't believe I ever failed to finish a race I entered and no worse than 3rd.

Bill Pollack probably still remembers our memorable race at Pebble Beach in California when I lost to his "full race" Allard by only a whisker.

After selling the car, I drove a hot Allard J2 in one race at Golden Gate Park near San Francisco. The car was owned by Jimmy Chapman. This was the car which had been completely rebuilt following a monstrous crash, when the car was being driven by Michael Graham.

I finished second in this race to Maston Gregory who brought his new Jaguar 'C' the first time to California. I had the race won when, nearing the finishing line, a wire fell off the ignition system and I ended up pushing the car across the line, not too far behind Maston. A very exciting race which Maston, to this day, remembers.

I had to give up my racing, due to pressure from my employer (I was a Test Pilot for Douglas Aircraft), but I had great fun with the Allard while I was able to compete....."

A warm welcome to you, Mr. Armstrong, and many thanks for your letter. The following article mentions your good self as well as Member Bill Pollack, Vice-President Fred Wacker, and Member Tom Carstens. ED.

We reproduce the following by kind permission of 'Motor Sport', which appeared in the March, 1952 edition of that journal.

SPORTS-CAR RACING IN AMERICA

On April 1st, 1951 the California S.C.C. and the S.C.R.A. held its second meeting at Palm Springs, using a 2.3 mile circuit of camp roads and dispersal strips at the Airport. After T.D.M.G.s had wiped up the 1½ litre race - as well they might as the sole opposition was one Singer - the big event, for blown cars up to 3 litres, unblown up to 8 litres, was run over 65 laps, or 149½ miles. Thirty-one started - a fine mixed field of Ferrari, Alfa-Romeo, Simca, Allard, Jaguar, M.G., Crosley, Riley, etc.. Over 6,000 spectators saw the red 2-litre all-enveloping Ferrari of Jim Kimberley, driven by M. Lewis, win from J. Armstrong's Cadillac-Allard, with Robinson's Jaguar XK 120 third. Another XK 120 and a high-boost TC M.G. followed the place-men home.

The meeting gave rise to troubles we have known here - difficulties of crowd control, poor P.A., lack of control at the pits, absurd refreshment prices - and they too, used straw bale markers. The regulations, too, caused bother, a Citroen being deemed non-sports but an Austin A90 getting by - a matter Road and Track obviously thought unfair. Phil Hill's 3.8 Alfa-Romeo lost a wheel, the blown Crosley overturned (sand, not straw!), another Crosley seized-up, a Brooklands Riley Nine lost its throttle linkage, the Singer had worn out its brakes in the smaller race. Barlow's 1,112-lb. Simca broke its transmission,

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the Altemis Special, with "banking wheels", caught fire, an Allard threw a rod, the Edwards Special, with Ardun o.h.v. V.860 engine, lost all its water after momentarily passing the Ferrari, and a Cadillac-Allard had gearbox trouble and pinked about in "high" until the pistons packed up. The Austin A90 coasted in sans brakes and transmission, a J2 Allard with G.M.C. Six engine never got more than four cylinders firing, and the Cannon ran a bearing. Expensive! A happy incident occurred when Armstrong, munching an apple, came upon a worm, took the escape road and still bit head off worm... A Cadillac-Allard made fastest lap.

The 40-lap Argentinian General Peron G.P. for sports cars over 1½ litres had a Le Mans-style start. Press photographers met with a cold reception from the police and quite rightly went on strike. Fitch's Cadillac-Allard won after Fred Wacker had spun his Cadillac-Allard while in the lead, ending astride a straw bale. He continued to second place - he had made fastest qualifying time in practice. Fitch set a lap record for sports cars. Third place went to Schroeder's Le Mans Delahaye, followed by a Healey.

Pebble Beach happened for the second year, over 25,000 watched and the 48-lap, 100-mile Cup Race was for sports cars rather than production cars. Bill Pollack's Cadillac-Allard won from Armstrong's Cadillac-Allard, with Breeze's Jaguar XK 120 third, Hill's Alfa-Romeo fourth. The winning Allard, in its first race, had a "full-race" Cadillac engine bored out to 6 litres. Armstrong's had a standard engine, Lincoln gears and Columbia shock-absorbers; he put its top speed as 100 m.p.h. when the hydraulic tappets began to pump up. The Kimberley Ferrari overturned and a V8-powered M.G. "lost a spindle". Concours d'Elegance was won by a blue MK. VIII Jaguar.

At Bridgehampton Tom Cole won in his Chrysler-Allard, from Goldschmidt's Cadillac-Allard and a 2.3 Ferrari. But at Elkhart Lake the Cunninghams played with the field. J. Fitch led for all but two laps, winning at 80.82 m.p.h. and for those two laps it was his team-mate, P. Walters, in another Cunningham, who was out ahead. This Cunningham subsequently ran a bearing but Walters took over Briggs Cunningham's car, to finish sixth. Second place went to M. Graham's Cadillac-Allard, at 80.3 m.p.h., in spite of many wild moments, and Phil Hill's ex-Silverstone Jaguar XK 120, now with wire wheels and special all-enveloping body, was third, at 70.35 m.p.h., free from brake fade and winner of its class. It was followed in by another ex-Silverstone XK 120, and Bill Spear's 4.1 Ferrari "America". A Ferrari and Barlow's Simca won the smaller classes.

The Cunningham success at Elkhart Lake was consolidated when Walters won at Watkins Glen before 150,000 spectators - only about 10,000 fewer than trek to Indianapolis.

The Watkins Glen G.P. (which shouldn't have been called a G.P. and, although an International fixture, was by invitation only - Ed.) was over 15 laps, or 99 miles, instead of 30 laps and 198 miles, because, alas, the huge crowd was getting out of hand. The winning Cunningham set fastest lap at 80.5 m.p.h. and was followed home by the Cunningham of Fitch, with Spear's 4.1 Ferrari third, Cunningham's Cunningham fourth and Sabol's Chrysler-Allard fifth, ahead of Harris' Cadillac-Allard; Wacker's Cadillac-Allard was the only car out of 33 starters to really challenge the three Cunninghams and the Ferrari but it was hampered by Hydramatic transmission, which caused such wild cornering that it was flagged in, although it had run third for a few minutes earlier on. The 72.6-mile 1½ litre race was a victory for G. Weaver's Le Mans Jowett Jupiter which beat Viall's Lester-M.G. and Koster's H.R.G., winning at 68.95 m.p.h.

These Cunningham victories are perhaps significant, and the news that these cars now have a four-speed in place of three-speed gearbox, light-alloy disc wheels in place of wire-wheels, and are lighter than before, adds interesting speculation. Will they atone for last year's debacle at Le Mans this year?

The Third Palm Springs 65-lap Cup Race was won by D. Parkinson's rebodied Jaguar XK 120 (you wouldn't recognise it) from a V8 60-powered TC M.G. and another Jaguar Special. Graham's Cadillac-Allard led for eight laps, then retired with back axle trouble. A Nash-Healey cornered too fast and overturned. Barlow's Simca won the 1½ litre race, after many stops for oil. The Kurtis met six Jaguar XK 120s in the 1½-4-litre production car race but had brake trouble and a novice driver. One XK 120 also retired with its brakes gone completely. The 1½ litre race was interesting because one of the new 1,500cc Singers beat the TD M.G.s, another of these Singers being third. A Cooper-J.A.P. was demonstrated during this race and left the sports cars in one lap! Again the crowd got out of hand.

At Reno, where the Reno Chamber of Commerce and the S.C.C.A. ran a road race in October, Pollack's 6-litre Cadillac-Allard (owned by Carstens) had the necessary speed, but was hard pushed by Hill's Jaguar XK 120 until Hill's car lost its oil-

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pressure relief valve. Parkinson's alloy-bodied XK120 then took second place, although suffering from brake fade, which he hopes wire wheels will cure. The Edwards Special was third, these cars all winning their classes, in company with a Crosley, a Morris, Barlow's Simca and a TD M.G.

In the Convair Trophy race a Mk.II TD M.G. beat Koster's H.R.G. and another Mk.III TD in the 1½-litre race (won at 54.3 m.p.h.), and the Miller Trophy, for the big cars, was won by Fitch's 2-litre Ferrari at 58.2 m.p.h. from an XK120 and Cunningham's Ferrari. Both races were over 94.8 miles. Detroit V.I.P.s watched the performance of the Cadillac engine in Goldschmidt's J2 Allard but after lapping at 62 m.p.h. the rear Panhard rod came adrift after 19 laps of the 60. Interesting special here was D. Ash's, with TD M.G. frame and front end, Mercedes-Benz 170 swing rear axle, B.R.M.-like body and TD M.G. engine over-bored to 1,440cc and with 9 to 1 c.r. This and a Lester-M.G. held the XK120s.

That seems to exhaust these hard-fought shorter races. We refrain from analysis but note that J2 Allards either Cadillac or Chrysler-engined, won four out of the eight big-car events. At times the Allard chassis has proved unable to withstand the power developed, which is not surprising, as most Americans modify their engines and get considerably more than the 160-180 b.h.p. of the standard power units. Carstens' Cadillac engine has been enlarged from 5.4 to 6 litres. No doubt the J2X Allard will gain even greater esteem in this year's U.S.A. races. Besides these circuit races, there was that great Mexican 5-day race which the "works" Ferraris wiped up very neatly from a Chrysler, and an Argentinian "Mille Miglia" of over 75 hours' duration, won by a Ford coupe.

 We have just received from member Dr. Cordell Bahn of Tacoma, Washington, a copy of the July issue of 'Car and Driver'. The centre fold is a delightful picture of a J2X and the article, "The J2X: Sydney Allard's Vintage Supercar" by one of their contributory editors, Mr. Charles Fox, is very interesting. In his accompanying letter Dr. Bahn writes:

"...I don't yet take this magazine, so far preferring the slightly less editorial Road and Track. However, things are getting into such a snit here, regarding speed limits, restrictive engine laws and the like, that this magazine may well have the best approach at keeping 'involved' motorists together in the same direction.

... J 2090 still gets weekly service, and in fact early this spring was the only one in the stable one night to make a hospital call with!! You might have guessed it was raining hard, but she seemed to appreciate the unexpected run...."

Many thanks, Doctor, for sending us this magazine. We liked the sub-headings a) 'It demanded proof of your manhood', b) 'Allard never built a car he wouldn't drive himself', c) 'It'll be a long time before Allard's most honest machines are forgotten - and there's a lesson in that for everyone'. ED.

 Also received some months ago from an enthusiast in Marseille, France, Issue No.8 of the weekly magazine ALPHA AUTO (Quattoroute) Grand Encyclopedie de l'Automobile, which has a short resume of the 'marque' Allard. Also shown are three photographs: (1) a 1939 model, (2) a 1951 K2, and (3) a Palm Beach Mark II with 3.4 litre Jaguar engine.

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

L. A. Bunn	of Burgess Hill, Sussex, England.	P.1936.
J. W. Moody	" Orlando, Florida, U.S.A.	K.1845 & K.2198
D. B. Wenninger	" Swampscott, Mass., U.S.A.	M-type 881.
N. P. M. Butler	" Rolleston-on-Dove, Staffs., England.	-
B. F. Fredrickson	" Verona, Wisconsin, U.S.A.	K.3022
J. G. Armstrong	" Vaud, Switzerland.	-

 We were delighted to see Member Jean R. Allard and his wife, of Yakima, Washington on their recent visit to the U.K. We are always very pleased to meet members from overseas when they are visiting England.

FOR SALE

Four Allard knock-offs (52 m.m.). Threads perfect, but require re-chroming. Offers to be addressed c/o the Hon. Secretary.

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We should remind members that there is no charge made for small adverts. inserted under the heading of FOR SALE, WANTED or EXCHANGE.