

THE ALLARD REGISTER

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THE BULLETIN

January/ March, 1982

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In a letter from member Paul Lindhø, of Rydaholm, Sweden, he writes as follows:-
"...I would also like you and all the members of the Register to have a merry
Christmas and a happy New Year..."

Your good wishes are much appreciated, Paul, and are warmly reciprocated. ED.

Our Hon. Secretary writes:-

"In wishing all members a happy and prosperous New Year, I take this opportunity of
thanking all those members who have sent or written items of interest and articles for
The Bulletin during 1981.

First of all, I mention member Mr. M. A. Stein of the newly formed Allard Motor Co.
of Toronto, Canada. He has provided literature on the new J2X2 and also, very kindly,
had produced the excellent colour photo of the new car for the Register Christmas card.

I wish to thank very much member Dr. Stephen Jewell-Thomas, who has done an excellent
job of getting many Allard drivers and enthusiasts together for a meeting on the West
coast U.S.A. and has kindly consented to act in the capacity of Los Angeles area
correspondent for us.

Much appreciated is the help given to our members by Don Hudgins, who is attending to
members' queries and requirements in the State of Missouri, and other mid-western states.

Many thanks to Dean Butler, for sending recently a copy of Auto Sportsman, issue
August, 1953, which contains an interesting article on the famous John Carstens racing
J2 which will make great reading in The Bulletin.

Thanks to Dr. Richard McKee of Fort Worth, Texas for sending excellent colour photos
of his J2X alongside another J2X in the paddock of a vintage racing car event held in
conjunction with the Sebring 12-hour endurance race.

A most enthusiastic letter of a 3-year restoration job on a J2X from Roger Morello,
together with fine colour slides showing the various stages to final completion.

Thanks also for the technical data sent by Andy Picariello of Needham Heights, Mass.
on the use of silicone fluid in the braking system of his J2, and the assistance afforded
to the Register by member John A. Howard of Westminster, Mass.

Two members very kindly sent me Christmas cards showing a colour photo of their
Allards; they were Ed Reed (U.S.A.) and Colin Daniel (U.K.).

Thanks again to John Patterson for his service in providing members with spare parts,
and our President Tom Lush for his assistance and help with technical queries from
fellow members. In this connection, I must mention one case in particular. It concern-
ed a Palm Beach Mk.1 owned by member Alan S. Harvey of Los Angeles, California. Alan
wrote me with a request for further information on his car, but the chassis plate was
missing. He did, however, provide me with an engine number which showed that it was an
English Ford motor. I advised him that if the motor was the original one fitted at the
time of manufacture at the Allard Motor Co. factory, our President may be able to locate
the chassis number, and then any history. I did warn Alan that if this engine number
was a replacement unit, then it would be doubtful whether it would be possible to tell
him the chassis number.

Tom Lush spent a considerable time searching his records and found that the engine
number supplied by Alan Harvey was the engine fitted originally and that the chassis
number was 21Z 5025. Further investigation showed that this car was purchased new by
Major H. G. Fisher of the U.S. Air Force and he was adjutant to Lt.Col. 'Butch' Griswold,
U.S. Air Force, who was a personal friend of the late Sydney Allard when 'Butch' was in
command at North Weald Airdrome, Essex, England.

This car was used in a comedy film some 20 years ago, entitled 'Knock on Wood' which
starred the famous movie actor Danny Kaye. For this fine effort, I say many thanks, Tom.

Finally, I had an extremely pleasant surprise on Christmas Day when presents were
being exchanged. One parcel I opened, which had been initially addressed to my wife
with instructions to give it to me on Christmas Day, was from member Frank Bursinger of
Seal Beach, California. It contained a Christmas sock full of candies, and amongst

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them was a plastic model of a J2 Allard. This really was a great surprise.

To sum up, I say to all members, very many thanks for your continued support, and I look forward to receiving many communications in 1982."

In a letter from member Ed Reed of Worcester, Mass. U.S.A. we extract the following:-

"...I received the October-December 1981 Bulletin and the Christmas card showing the new red and yellow Allard J2X2's. They look great. I was also interested in reading about the activities of other members of the Allard Register. I am glad to see that more and more Allards are being put back into running condition...

...I recently received a telephone call, and when I answered a voice said: "I own an Allard!" It was member John A. Howard from Westminster, Mass. who is restoring a K type. ...In April last I had the Allard's (K2) mudguards (wings) repainted. This work was done in a shop in Westboro, Mass. which specialises in restoring old cars. Whilst the car was there, it received a compliment. When the paint had been removed from the mudguards I was told that "An expert job of hammer welding was performed in the construction of the front mudguards". With the paint removed, I counted 8 pieces of metal which were hammer welded in forming each mudguard...

On the last day of June 1981 I started the engine and made a cross-country trip to Boothbay Harbor, Maine which is about 200 miles from Worcester. It was a beautiful summer day with a temperature of 68° and everything went fine. People in other cars kept asking me what the car was. I was busy all the way trying to yell the word 'ALLARD' over the wind and exhaust noise. When I stopped for fuel, a large crowd of people gathered around the car. When this happens I always lift the hood to show all those interested the Cadillac engine with its Detroit Racing equipment. I drove the car to Maine to enter the 'Wind Jammer Day Parade' in Boothbay Harbor on July 9th at 1 p.m. This was a large parade with entrants from all the New England States plus Canada..... ...While my Allard was in Maine I enjoyed many early morning drives along the ocean front on the various roads around the Boothbay Harbor area. The Allard attracted many people everywhere I went. All ages were interested, and when they looked at the car I noticed there was an air of excitement. The Allard looks great painted black with its black belt holding down the hood and the contrasting chrome and aluminium trim. The red seats and red wheels really make it stand out. There were many comments. Some people thought it was artistic the way the mudguard design flowed into the body design. One question I was asked many times was: "How did you get the car to Maine?" I answered: "It was easy. I started the engine, put it in gear, aimed it toward Maine and here it is. The last Sunday in August I drove it back to Worcester, and the ride was so enjoyable I wished it could have lasted for ever...."

...I am going to drive my Allard to Boothbay Harbor for the Wind Jammer Day Parade again in the summer of 1982. The date of the parade is Wednesday, July 14th, 1982 at 1 p.m. I should like to meet all Allard enthusiasts and Register members with or without their Allards in Boothbay Harbor, Maine. All those interested can contact me at my home address: 24 Butternut Hill Road, Worcester, Mass. 01609 ('phone 1-617-7557212)..." Many thanks for your letter, Ed, and from the photo, your car looks fabulous. I hope that many members meet up with you next July and thank you for arranging this meeting. I shall put another note of this in the next issue of The Bulletin as a reminder. ED.

Member Brian Golder owns the late Sydney Allard's original dragster, which is on loan to the Montagu Motor Museum at Beaulieu, Hants., England. Sydney developed this machine in the early 1960's, which was, incidentally, the first dragster manufactured in the U.K. and which started the drag racing scene in Europe. In a recent letter from Brian, he writes:-

"...This classic Allard was in a shocking state when I bought it but it has now been restored to its former glory, and a credit to the marque Allard. Due to the rush to have it ready for exhibition the restoration was restricted to a 'rolling chassis and bodywork' job only, although it is my intention to eventually fit a rebuilt engine, blower and drive train, then in the future, give a few exhibition runs on the track again. Obviously with the original engine/blower set-up, and running an ET of 10 seconds for the quarter mile, the current dragsters would make the Allard look sick. I think I, personally would prefer it in as near original trim as possible, but what do you think of the idea of tuning with all the latest in engines and blowers, etc. to give the best possible performance, which due to the heavy weight of the Allard still would not compete realistically against the current machines. Perhaps you'll be so kind as to open a forum of discussion in the Bulletin:-

ORIGINAL AND NON-COMPETITIVE versus NON-ORIGINAL AND COMPETITIVE

and see what other members think...."

Many thanks for your letter, Brian, and here's hoping that members will write to us so we can reproduce their ideas. ED.

We have been informed by Mr. Alan Allard, that the new J2X2 Allard car was developed over the last couple of years in co-operation with AHA Manufacturing Co. Ltd. of Mississauga, Toronto, Canada, and became a reality during the summer of 1981 with the building of the first two cars. He advises us that he went to Canada for the Press announcement and launch of the new model and demonstrated it at the Shannonville race circuit.

A new Allard Motor Co. has been formed in Mississauga, and he is director of European sales. It is intended to build up to 250 J2X2's over the next two years.

His letter continues as follows:-

"...It should be pointed out that this is a new Allard, not a replica of the original J2X and should in no way detract anything from the original examples which have a character all of their own. I should imagine that the value of the original J2X's will appreciate considerably as a result of the rebirth of the Allard car.

This should be good news to Allard enthusiasts world-wide and you never know, there might be a new JR, JS, etc.

If anyone requires further information, please let me know...."

Many thanks for your letter, Alan. ED.

Editor's afterthought - would a future JR or JS model sport a 'birdcage' chassis frame?

In a letter from member Jim Donick of Pleasant Valley, New York we extract the following:-

"...I took my K2 over to Lime Rock, Connecticut for the Vintage Car races. I drove over at day-break along Route 44 into a rising sun. It was cold (29°F) but absolutely spectacular. The sun was bright and the colourful autumn foliage at its peak. Truly a day to be alive and motoring in an open Allard. I parked in the Paddock next to a lovely J2X belonging to member Syd Silverman. I enclose some photos....."

Many thanks for letter, Jim, and for the delightful photos of your K type and Syd's J2X. ED.

NATIONAL MOTOR MUSEUM. On Saturday 6th February, the National Motor Museum is holding an Archive Special at the National Film Theatre. The Archive Special will be a unique chance to see Donald Campbell's "How Long a Mile", made following his successful double Land and Water Speed record in 1964 and not before shown publicly. From the Ford Collection there is "Nine Days in Summer", on Jim Clark, the Lotus 49 and the first year of the Ford DFV engine in Grand Prix racing in 1967. Some rare footage of early tracked vehicle experiments, featured as a 'short' in the West End in 1908 is another archive treasure in the programme.

Other items to be included are a delightful Ford film magazine from the 1930's, a cinema commercial "Rhythm of the Road" on the Ford V8, some apt newsreel on Scotland's great white hope the Hillman Imp at Linwood and some 'home movie' of the 1939 RAC Rally.

Two different programmes will be shown, at 6.30 p.m. and at 8.45 p.m. Tickets are £1.80p for each part, and are available directly from:- The Box Office, National Film Theatre, South Bank, Waterloo, London, SE1 8XT, enclosing a stamped addressed envelope. Please indicate clearly whether you require tickets for Part One (6.30 p.m.) or Part Two (8.45), or a combined ticket (at £3.60p) for both. Programme ends at approx. 10.20 p.m. Further details from: Derek Stoneham, F.R.O., National Motor Museum, Beaulieu, Hants., SO4 7ZN. Telephone: Beaulieu (0590) 612345.

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SUBSCRIPTIONS FOR 1982 ARE NOW DUE

THE ALLARD REGISTER

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