

THE ALLARD REGISTER

President

TOM LUSH
U.K.

Vice-President

FRED G. WACKER, Jnr.
U.S.A.

Hon. Secretary

R. W. MAY

8. Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND. ('phone: Horsham 61372)

U.S. Area Correspondents

Mid-West

DON HUDGINS,
130, E. Bodley,
Kirkwood, Mo., 63122.

Los Angeles

DR. S. JEWELL-THOMAS,
5430, San Fernando Road,
Glendale, Cal., 91203.

Eastern States

ED REED II,
24, Butternut Hill Road,
Worcester, Mass., 01609

We have received a letter from our Eastern States U.S.A. correspondent, member Mr. Ed. Reed, from which we extract the following:-

"...I have a story about my Allard from the past which I hope you will find interesting. The time was in June 1953 on a hot summer night at 10 p.m. at the Westboro Mass. Speedway. Westboro Speedway is a high banked track designed for single seat midget race cars. That night the stands were packed with people and I was circling the track waiting for 23 Offenhauser powered midget race cars to line up behind my Allard in a double column. I had been asked if I would drive my Allard as pace car for one of the season's main event races. I accepted. I wanted to drive my Allard as pace car. Also, I had another reason. I had practised driving a lot on this 1/4 mile high banked oval track because I could always practise there if an event was not being run. There was one interesting thing I noticed about my car from the driver's seat as well as watching it in the high banked turns from the infield. The Allard was the only car I have ever seen which would go through the high banked turns with all four wheels on the track. All other cars including the Offenhauser powered midgets went through the high banked turns at speed with their inside front wheel up in the air. I knew why the Allard cornered on this track with all its wheels on the track at speed in the high banked turns. The reason is the Allard's front suspension was superior! This fact gave me confidence. I was told to drive the two pace laps at 25 miles an hour. The first pace lap I drove at 25 m.p.h. As I approached the starting line for the second pace lap my hand was on the shift lever. As I passed the starting line for the second pace lap I shifted down into second gear and pushed the throttle to the floor. For a couple of seconds the race car drivers behind me didn't realise what I was doing. Then I heard a crescendo of noise as 23 Offenhausers took off after me. When I came out of the back stretch my eyes were focused on the spot where I planned to enter the high banked corner before the straight-away and the starting line. I crossed the starting line with the Allard going as fast as I could make it go and then pulled into the infield. When the race was over, I asked my friends who had been sitting in the grandstand how the Allard looked as pace car. They said, 'On the second pace lap you pulled away from the Offenhausers'. This is what I wanted to hear. Since I got the Allard in 1952 I have driven it on all types of surfaces in all weather conditions and know from experience that the front suspension, if kept in normal good condition, is tops."

Very many thanks, Ed. for your most interesting letter. ED.

oOo

We would remind members in the Eastern States area of the U.S.A. that member Ed Reed would like to meet all Allard enthusiasts with or without their Allards in Boothbay Harbor, Maine, on Wednesday, July 14th next at 1 p.m. on the occasion of the Windjammer Day Parade. All those interested can contact him at his home address: 24 Butternut Hill Road, Worcester, Mass., 01609. -----

In a letter from member Bob Lytle of Los Angeles, Cal. we extract the following: "...Herewith my dues for '82. Keep up the excellent work of putting out the Register Bulletin..."

I flew to Tampa, Florida and bought J2X 3162. I had two problems driving it back to L.A. Once because of the hood shorting out the battery and melting the cables out of their clamps, and the other caused by the Bendix fuel pump which is in series with the Lucas pump quit. A knock on it with a rock, picked up at the spot where it stopped, set it straight. I took the rock with me and each time the engine stumbled I would reach around behind the driver's seat and rap the pump with the rock! After putting up with a bone chilling wind for some time, I got out the top and attached it. Could not use the side curtains as someone had removed the studs down the sides of the windshield posts. No matter, the top kept me dry and with the heat coming off the Buick, I was in heaven!..... I already have the body off for a complete rebuild. I will keep you posted as to my progress...."

Very many thanks for your letter, Bob. You sure had an eventful run back from Tampa to L.A. We look forward to further info. from you, ED.

Member Dean Butler, of Cincinnati, Ohio writes us as follows:-

"...Enclosed are photos from the November, 1981 Vintage Sports Car Races at Road Atlanta. Would you believe it, three J series Allards on the track together?

In addition to my J2, there were the J2X's of Register member Syd Silverman (behind me on the track) and John Harden.

Syd's J2X is as original, and is powered by a 331 c.i. Chrysler Hemi. John Harden's car is a monster! It boasts a full-race 390 c.i. fuel injected Olds., 4 speed Corvette gear-box and Jag XJ6 limited slip rear. John's car is unbelievably fast. He ran 151 m.p.h. at Sebring last Spring.

John was leading our race until an exhaust pipe came adrift. Then the leader was a C Jag followed by a genuine competition XK120. I was then running third, (taking it rather easy and using only top gear) until my throttle stuck and I spun, losing seven places in the process. Syd held the Allard honours by taking third place. I finished tenth. This was my first vintage race and I had great fun...." Thanks a lot for the photos, Dean, they are great. Please let us know how you get on in events in '82. ED.

In the January/March issue of The Bulletin we included a note from member Brian Golder, who now owns the late Sydney Allard's original dragster, requesting the views of fellow members on whether to restore it as original and use it for demonstration runs on certain occasions, or whether to restore it with the latest in engines and blowers to give the best possible performance, which due to its heavy weight would not compete realistically against current machines. He requested us to open a forum:-

ORIGINAL AND NON-COMPETITIVE versus NON-ORIGINAL AND COMPETITIVE.

We reproduce two members' views on this subject:-

Member Dean Butler of Cincinnati, Ohio, U.S.A. writes:-

"When vehicles like the Allard Dragster are not old enough to be regarded as antiques, there is great temptation to modify them. This was done with many racing cars over the years ranging from Bugattis with Buick engines to J2's with Chevrolet V8's. I think that the temptation to do this sort of thing should be avoided. Eventually the car will be old enough to be non-competitive (with modern machinery) no matter what. At that point one has a non-original car with a relatively low value. In the case of, say, a Bugatti, it seems quite clear that such modification is undesirable. Some day the Allard Dragster will be as old as a Bugatti is today, and the owner will probably wish the car had never been modified!

It seems especially important to leave a historic one-off like the Allard Dragster as original as possible. It is an irreplaceable piece of history and should remain just that!

In the case of, say, a J2 or J2X we have far more latitude to mess about, as there were so many modifications made to the cars when they were new! We can change the various period engines, transmissions, etc., without distorting historical accuracy or hurting the vehicle's worth, but we shouldn't do even this with a particular J2 or J2X whose history is famous and whose original state is well known. That's my view." Many thanks, Dean, and I entirely agree with your opinion. ED.

Member Albert Nagelhout of Baarn, Holland writes:-

"It is often a problem in old-car clubs. I am also a member of a Dutch Historical Auto Club. When adding accessories to the car - a spot-light, heater or radio, my strong opinion is to try to get one used in the car's building year or as near as possible. When Mr. Golder's dragster is original with its engine and blower set-up I should prefer to keep the car in this outfit. A second point in the case of Mr. Golder's dragster is: a modern engine and blower(s) yet cannot give the older car a performance quite equal to newer cars (i.e. roadholding).

When a nice elderly lady tries to look much younger with all kind of gimmicks you can see it nevertheless and she is no more a nice lady!

So my opinion is: keep the car original and non-competitive. My excuse if my English is not perfect."

Thank you very much, Albert, for your interesting comments, with which I agree. No apologies needed for your excellent English. ED.

Our Hon. Secretary writes:-

"The Allard Dragster is an historic one-off and the first of its kind to be made in the U.K. The late Sydney Allard was keen to introduce drag racing to this country and produced this one at his small South London factory in 1963.

Because there was no class for dragsters in those days in the General Competition Rules of the Royal Automobile Club which controls the sport in this country within the framework of the F.I.A. and F.I.M., the car had to be designed to a racing car formula, with the result that it had some unusual features, such as front wheel brakes. The wheels are similar to that used on racing cars of the period, and the front end was built with strength in mind not lightness of weight.

In these circumstances, I feel it is imperative that the car be restored to its original specification."

Our Hon. Secretary continues:-

"For many years I have been, and I still am, interested in the American Drag racing scene, and when Sydney decided in 1963 to launch a series of drag race meetings in the U.K., and to invite 10 of the leading American drivers with their cars, I thought that this would create still further interest in British motor racing and motor sport in general. For such an ambitious event it was, of course, necessary to find sponsors.

In the autumn of 1963, Sydney arranged a cocktail party at the Kensington Palace Hotel in London to publicise this venture, and as well as inviting all the motor press he invited representatives of big companies who might be interested to join in. During the evening I observed that Sydney, the late Reg Canham, and Tom Lush, etc. were in deep discussion with reps. from British Petroleum, Shell, Dunlop, etc.. I got chatting with the rep. from Castrol Oils, whom I had met at British Automobile Racing Clubs sporting and social events. He thought that it was a good idea, initially, with the amount of free advertising that his company would obtain, not only in the programmes but with Castrol drums in the paddock, etc.. However, after some consideration, he declined to put money into the forthcoming series of events to be held in 1964 owing to the uncertain weather conditions which prevail in these islands. If we had the Californian climate, he would be not only pleased, but keen to sponsor our efforts.

Nevertheless, the month of September, 1963 saw the opening of a new chapter of British Motor Sport when Dean Moon of Los Angeles, California, brought 'Mooneyes', the first American dragster to come to England, to challenge Sydney Allard's British dragster to a short series of match races over the standing quarter mile.

World Land Speed Record contender Mickey Thompson also flew in from the U.S.A. with his 1,000 b.h.p. Ford-powered dragster to take on Moon in turn, and in so doing established Europe's fastest standing quarter mile with an 8.84 sec. and 178 m.p.h. run.

The tremendous interest in this country by the Americans' visit confirmed Sydney Allard's long-held belief that it is only a matter of time before the sport of dragging takes hold in Europe. He then planned what was in those days a unique motor sporting event, and he called this event the First British International Drag Festival.

The Festival was scheduled for the period 13th-27th September, 1964, and apart from mid-week static shows of the competing machines, and a Records Day, the main part consisted of five separate 'rounds', each one a complete meeting in itself - to take place in different parts of the country.

The National Hot Rod Association of America under the Presidency of Wally Parks enthusiastically offered to field at least 10 cars and 3 motor-cycles. The cars were the cream of the American dragsters and were driven by the leading exponents of the art of dragging. They flew over for the Festival straight from the 10th Annual National Championship Drag Races at Indianapolis.

The first meeting was held at Blackbushe Aerodrome to which about 20,000 people attended. Attendances at the other venues were not as high as at the initial meeting, but were nevertheless well supported. The weather for all the events was excellent.

Although enthusiasm waned during the following few years, particularly after Sydney Allard's untimely death in 1966, Drag Racing is now an established part of the British Motor Racing Scene, with regular events at the Santa Pod Raceway in the Midlands.

FOR SALE

ALLARD 1948 KI. £3,000 engine rebuild; Hartley 8 pipe tuned exhaust. Ardun conversion engine. British Racing Green. Current M.O.T. The number plate is HRU 2. and has a resale market value of £1,000. History, photos, bills available. This is a most outstanding example of the 'marque'. Price: £12,000 or nearest offer. Mr. M. Saunders, 2, Park House, Ridgeway Road, The Lincombes, Torquay. TQ1 2ES. ENGLAND. (Tel:0803-23942).

oOo

ALLARD PALM BEACH MARK I. Chassis. No. 212:5156. The car is in sound mechanical condition but is in need of a respray. Further info. and offers to Mr. L. O'Meara, 16, Oakridge Drive, Granby, Conn. 06035. U.S.A. ('phone: (203)-653-3367)

oOo

WANTED

For J2X ALLARD: 6,000 r.p.m. tach. and 150 m.p.h. speedo. Contact: Bob Lytle, 6378 W. 79th St., Los Angeles, Cal. 90045. U.S.A. ('phone: 213-649-0260).

oOo

If possible to buy, eventually exchange, metal car club badges. Write to Register Member Mr. A. Nagelhout, Veldheimweg 16. 3741 SG BAARN. NETHERLANDS.

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

Roy E. Jacobsen	of Selsdon, Surrey, ENGLAND.	99J 2011
Dr. D. C. Williams	" Sunnyvale, California, U.S.A.	K2 842

N.B. A few members have not yet paid their annual dues, and are requested to do so as soon as possible. The fee is £2 or \$ 5. If Air Mail required add £1 or \$ 2.