

THE ALLARD REGISTER

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THE BULLETIN

APRIL/May/June, 1983

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Member Joe Parshall of Marina, Cal., U.S.A. writes:-

"We look forward to the Allard Register Bulletins; thank you for all you do to keep the movement going..... Good health and happy motoring..."

Many thanks for your kind remarks, Joe, which are much appreciated. ED.

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In a letter from member Tomas Steuer of Bogota, Colombia we extract the following:-

"I enjoy the Bulletin, and hope to have the opportunity to meet you and some other members in the future... Many regards..."

Thank you for your letter, Tomas, and for your interest and support. ED.

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Member John Peskett of Leicester, England, writes us as follows:-

"...I've prepared my K type for a respray and shall be replacing the motor shortly. Have just acquired the special hill-climb 2½ litre Cooper Daimler V8 for this year's hill-climb season. It is immaculate, fully prepared and ready to go.... Keep up the good work on the Bulletin...."

Thanks a lot for your letter, John, and here's to many successes in '83 hill-climb events. ED.

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Our Hon. Secretary writes:- As the January/March issue of The Bulletin contained the report of the Allard Reunion at Road Atlanta and the article from our President of his trip to the U.S.A. I should like now to wish all members very happy and enjoyable motoring in 1983.

Early in 1982, member Syd Silverman of New York State kindly sent me some fine action photos of the 1981 Road Atlanta classic car races, taken by member Dr. Tom Turner of himself and Dean Butler competing in their J types. He reported that Dean's Allard was plagued with throttle-sticking problems which led to a spectacular spin at one point in the race which dropped him several places. Some exciting wheel-to-wheel racing was enjoyed and by keeping going until the finish, Syd managed to gain third place. Congratulations, Sir.

Some weeks later he wrote me to say that he and Dean had discussed the possibility of organising a special meeting of Allard members and their cars for the 1982 event.

This marvellous Allard reunion is now history, and I do thank both Syd and Dean for all their hard work. A tremendous amount of effort must have been extended to tie-up all the arrangements for this event. Arranging for our President and his wife to fly over from the U.K., and for inviting our Vice-President, Mr. Fred G. Wacker Jr., and assembling the largest number of Allard cars to ever appear on a track at any time anywhere in the world. A super job superbly accomplished.

Again I not only thank our President for his most interesting report on his American trip but take this opportunity of thanking him for all his help with the many different types of queries regarding the 'marque' Allard. For instance, whilst reading The Daily Telegraph I happened to read that Mr. Fotheringham-Parker had died leaving £500,000. I remembered this name in connection with competition Allards in the early days, and on enquiring from Tom, he informed me that he (Fotheringham-Parker) was co-driver with Sydney at Le Mans in 1953. Tom mentioned that he knew him before the war when he raced Alvis cars with considerable success, and of recent years that he owned the only complete Lutzmann car in existence.

Many thanks to member John Patterson, who can always manage to find a particular spare part at any time without apparent difficulty.

On July 25th we had a Members' Meet at Althorp House, near Northampton, which is the stately home of Earl Spencer, the father of the Princess of Wales. Owing to a number of other important motoring fixtures taking place on this date, a reduced number of members attended, but nevertheless, it was a most enjoyable meeting. Thanks are due to members Ann and Aubrey Howard for arranging this event.

I wish to thank Dean Butler for kindly sending me a copy of the August, 1953 issue of "Auto Sportsman" which contained the article "End of a Legend" which appeared in the July/September issue of The Bulletin and which referred to member Tom Carstens' famous racing J type Allard.

I also wish to thank our three U.S. area representatives, Mr. Don Hudgins,

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Dr. Stephen Jewell-Thomas and Mr. Ed Reed II, for their assistance during the past year, and this also goes for Mr. Fred Wacker Jnr. for acting in the capacity of our Vice-President. To conclude, I should like to say "Thank you very much to all the members who sent Christmas greetings cards, and I wish them all the best in good motoring for the coming year".

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In a letter from our Area rep. (Eastern States) Mr. Ed Reed II, we extract the following:-

"...This past summer I had many interesting experiences with my Allard. My K2 took part in three shows and four parades.... At the end of June a trip that I had been looking forward to in the Allard began. I made a 200 mile cross country trip to Boothbay Harbor, Maine. The temperature this time was 72° and the view from the driver's seat was spectacular. While making this cross country trip I noticed that the Smith's water temperature gauge was reading 182°. As I passed through Portland, Maine the radiator sniffed a cool ocean breeze and dropped to 176°. I only have one problem on these cross country trips, and that is that they end too soon.

No doubt you have heard the story about the 'Pied Piper'. This is the way I felt last summer as the car attracted so many people. It attracted a design artist from Vogue magazine who couldn't stop looking at the car. The artist said "the Allard looks artistic and colour black is just right". A rancher from Idaho gave me a recipe for keeping the leather belt that holds down the hood in good condition. His recipe is as follows: "1) rub on Lexol and buff; 2) rub on Mink oil; 3) a good grade of paste shoe polish is optional".

July 14th at 1 p.m. was the time for the Windjammer Day Parade in which the Allard participated again. Prior to the start of the parade the open cars were parked together waiting for their passengers. A bus drove into the parking lot and all of the Miss New Englands (one from each State who would later take part in the Miss America contest) stepped out. They all walked over to the Allard and said "Which one of us is riding with you?" Reluctantly I had to say that I was sorry but I already had my passengers. This year there were more people than ever before watching the 2 mile long parade. As the Allard moved along the road people were clapping their approval. Many people wanted to know more about the car. Whenever I was asked about it, I would stop and say "This is a 1951 Allard. In the early 1950's the Allards won more sports car races than all the other makes combined". At one point in the parade, I noticed a television crew taking pictures of the parade and wondered if the Allard was included. At the end of the parade, 20 or so of my friends (Allard enthusiasts) were waiting and I knew, thanks to the news note in the Allard Register Bulletin that Don Milligan and his family would be there also. I had arranged to have a party for the Allard at the Tug Boat Inn which was celebrated by my friends. That night after the parade I was watching the 6 o'clock news broadcast on the Portland, Maine T.V. station, and there it was, the Allard on television. The news coverage used the pictures of a band and the Allard as the background for their news story.

On July 24th there was a 325 car show and again a parade through Boothbay Harbor in which the Allard took part. I was asked many times how long it took me to restore the car. I answered that it had never been restored, but had been kept in original condition. I said that the Allard was made of aluminium, which meant that the body will not rust. One person replied "Then aluminium means forever". When comparing an aluminium bodied car with one made of steel in the New England climate, it does mean forever.

Don Milligan told me that on August 14th the Vintage Sports Car Club of America, Inc. would be meeting at Owls Head, Rochfort, Maine to take part in a large automobile, airplane and stationary engine show. I drove my Allard to the Owls Head Foundation where there were 500 cars dating from the early 1900's as well as World Wars I and II airplanes on display and flying. At first I didn't see any sports cars so I kept on driving around the display area. Then in the distance in front of the airplane hangar I saw a familiar grille. It was a black J2X. It was in a roped-off area, so I had to park my car with other sports cars. Before I could shut off the engine, the owner of the J2X was introducing himself to me. It was Bob Valpey from New Hampshire. During our conversation I asked him if he was a member of the Allard Register. He said no, so I told him he should join, and gave him the Register address. I met another fellow who was trying to restore a K2, and I gave him the Register address. I also met Robert V. Hartson again, who I think still has his Mark II Palm Beach model, and I may have convinced him to bring it to Owls Head next year. I then got the O.K. from the show manager to move my Allard inside the roped-off area next to the J2X. The two black Allards looked great parked side by side, and attracted much attention. That day, unfortunately, I forgot my camera. I asked all the other Allard drivers if they would take pictures of the two Allards parked side by side, which they did. Now I'm patiently waiting for one of these pictures.

On October 5th my Allard participated in an event in my home town, Worcester, Mass.

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On that day, the 100th birthday of Dr. Robert Goddard, the inventor of the liquid propelled rocket in 1926 as well as solid and liquid motors, multi-stage rockets, and guidance systems, was celebrated. Dr. Goddard's first liquid propelled rocket was fired on the outskirts of Worcester in 1926. Celebrities from all over the U.S.A. came to Worcester for this 100th birthday celebration. The Worcester Chamber of Commerce wanted Antique and Classic cars to transport the celebrities from downtown Worcester to the farm on the outskirts of the city where the first liquid propelled rocket was fired. I was asked if the Master of Ceremonies of this historic event could ride with me in my Allard. I said yes, and with a police car escort, the forty antique and classic cars headed for the rocket firing site with the Allard second in line in this procession. After speeches were given, a replica of the first liquid propelled rocket (which was anchored to the ground) was fired by Astronaut Brewster Shaw who is from Texas. Then a flight of fighter planes flew overhead and three small rockets were fired into the sky. While a large crowd of people were looking at the cars a fellow with a television camera leaned over the side of the Allard and took a picture of the dashboard. I had to smile because just the night before I had polished the Allard's tooled aluminium dashboard to a mirror finish. Then I was introduced to Astronaut Brewster Shaw who will pilot a space laboratory which will be fired into orbit in September, 1983. A picture was taken of Astronaut Brewster Shaw standing with me beside the Allard. I had hoped to have a copy of this picture when I wrote this letter, but I haven't received it yet. The parade of antique and classic cars then headed back to Worcester with the Master of Ceremonies still riding with me in the Allard. In Worcester we parked outside the Centrum where we were greeted by the Mayor of Worcester. Then followed two days of celebrations for this historic event. The Allard made it possible for me to take part in this event and meet Astronaut Brewster Shaw. This would never have happened if my Allard had not been in the parade..." Thank you, Ed. for your very interesting letter and the delightful photo of you in your fine car in the Windjammer parade. Bob Valpey has joined the Register. ED.

In a letter from member Bob Lytle of Los Angeles, Cal., U.S.A. he writes:-  
 "...My J2X:3162 is nearly finished with all the running gear refurbished. The body will take some time to get ready for re-mounting. Hopefully, I will be able to make this year's Laguna Seca race in September. I had an expert make a new dash for me and while at it he made an extra one. Maybe one of our members would want this second one, so you might include a small advert in the next issue of The Bulletin..." Glad to hear that progress is being made on 3162, and thanks for offering your spare dash to a fellow member. ED.

FOR SALE

An engine turned (jewelled) Stainless Steel dash plate to fit J2 or J2X. All cut-outs made for original Smiths Instruments plus switches and mounting holes. Price: \$75.00. Replies to Ernie Haneline, P.O. Box 368, Sunset Beach, Calif. U.S.A.

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ALLARD 'L' type four-seater tourer. Restoration commenced but plenty of work left to finish. Price £600. Further info.: Mrs. S. Dutton, "Lillyhorne", Slad Valley, Stroud, Glos. En gland. (Telephone Stroud 5112 or Stroud 3798).

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

Alonso Grillo L	of Bogota, Colombia, South America	L.115
John R. Jacobson	" Wilmington, Delaware, U.S.A.	91K.1848
Sue Halkyard	" Stokenchurch, Bucks., England	L.243

We have been advised by member Syd Silverman that there is likely to be Allard participation in the following races:-

Mid-Ohio	-	June 25th and 26th.
Elkhart Lake, Wisconsin	-	July 9th and 10th.
Monterey, California		
Vintage Races	-	August 27th and 28th.
Road Atlanta Vintage		
Grand Prix	-	September 9th to 11th.
		(2 months earlier this year)

Our members are invited to the following event:-

The John Harrison/Peugeot/Talbot Veteran Vehicle Rally on 7th May, 1983 at the Newark and Nottinghamshire Agricultural Society Showground, Newark, Notts., England. Entry forms obtainable from our Hon. Secretary.

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.