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THE BULLETIN

January/March, 1985

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We recently received the following letter from Member Jan Bellander of Gustavsberg, Sweden:-

"1982-3 finished my 7 years restoring of my Allard J2 (J 1690) to almost mint racing condition. After tests at some club races I tried to beat the famous English GP-cars at a big race 1982 at Ring Knutstorp. But I couldn't. But in 1983 at the big Cannon-Race Kariskoga I had the luck to be the winner of Class E. This first place much because I just got 4 new Dunlop Racing tyres from England. It was really a Big Race, as you can read in the Swedish WHEELS.

After that race I had no ideas for selling my J2. I am proud of my Allard much because it is an ALLARD and not a Hot Rod if you understand what I mean - no disc brakes Jag-rear, etc.. But perhaps some time in the future I can change my mind.

This year 1984 I have raced the Allard twice and finished at the 2nd place. There is a little Lotus I can't beat. It seems to me that he does not need to use his brakes. But some time Goliath will beat that little David.

Your Allard Racing Driver since 1962,

JAN BELLANDER"

Many thanks for your letter, Jan, and congratulations on winning your class at Karlskoga. Thanks also for getting permission for us to reproduce the photos from Swedish 'Wheels'. ED. (see picture page)

Member John Peskett of Leicester, England writes us:-

"Thanks for the Bulletin - a good read as usual..... At Prescott Speed Hill Climbs during the 1984 season I was placed second in class on three occasions driving the TR Special, and Roger Murray-Evans (Allard K1) and Sue Halkyard (Allard L type) were placed 1st and 2nd in class in the Classic Car category at the July '84 meeting. These two have given me encouragement to press on with my own K1, which as you can see from the enclosed photo is at least in one reasonable looking piece now. Note how the body behind the seats is cut-away to form the only K1 occasional 4-seater I know of.

The enthusiasm of the American members is obviously terrific and an inspiration to everybody to get their Allard on the road, or better still, the track.

That's about it: once again thanks for the Bulletin, it does keep us all together and encourage blokes like me to get cracking!"

Many thanks for your letter, John, and for the result sheets of classic car events at Prescott speed hill climbs. ED.

Our Eastern States Rep. Ed Reed II writes as follows:-

"The picture of my Allard in the enclosed Christmas card was taken by my son Alden from another sports car as we were on our way to a Worcester Area Sports Car Club Anniversary party. As I approached the location of the party, I saw many people smiling and waving. I was directed to drive up on to the lawn and around to the back of the house where the Allard was parked between a swimming pool and a tennis court. Much to my amazement the Allard was used as the center piece for the Sports Car party, which took place all around the car.

The big Allard event for me this year was driving my Allard to Lime Rock, taking part in The Allard North-East Gathering, and driving the Allard back to Worcester. That weekend I drove the K2 Allard 278 miles and enjoyed every minute of it. The weekend September 21-23 was perfect weather for driving an open sports car. I left Worcester at 10.30 a.m. Friday morning and headed west on the Mass. Turnpike. I stopped for gasoline at the last gas station on the turnpike since I would soon turn off and take the country roads to Lime Rock, Conn.. While filling the tank with gas I heard a voice say 'Are you going to Lime Rock?' As I looked at the person asking

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the question I saw a red J2Allard on a trailer in the background. Ray Holtzapple had been parked at the gas station when I drove in. We drove together to Lime Rock. The scenery is beautiful in this part of the country, and when I leaned back and looked over the top of the windshield I could see the many-coloured leaves of the fall foliage stretching way up on the sides of the surrounding mountains.

At Lime Rock that weekend I saw more Allards in one place than I had ever seen before and met more Allard drivers than I had ever met before. The first question every Allard Register member asked me when they looked at my car was 'where did you get the Allard Register Badge?' I told them that I had followed your instructions in making the badge.

During the weekend many pictures were taken of my car by people who were restoring Allards. Many details such as the seat adjustments, interior door trim, and the master brake cylinder interested the Allard restorers. One detail of major interest was the way the gas line ran from the electric fuel pump on the firewall to the two carburettors. The original set-up did not use a fuel block which you see on many restorations. If any Allard Register members restoring an Allard would like photos of any part of my car, I would be glad to send them a picture if it would help in their restorations."

Many thanks for your letter, Edgar, and your kind offer to fellow members who are restoring their cars. ED.

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1984 in Retrospect - by our Hon. Secretary.

During 1984 I received many interesting photos from members who had completed restoration jobs on their cars.

Member Bob Rehfeld of Walnut Creek, California, U.S.A. sent me a fine set of photos of his car which was the famous road-racing J2 of member Tom Carstens. This was the car in which driver Bill Pollack gained so many successes in the early '50's.

Member P. Morton of Cheadle Hulme, Cheshire, England sent a photo of his P type saloon resplendant in white cellulose and red wheels, and with all metal parts re-chromed.

Member Bob Lytle of L.A., California, U.S.A. has done a great job on his J2X over the past 2<sup>1/2</sup> years. He took it to the second Allard Reunion at Road Atlanta last November and it was driven by English member Cyril Wick. A most interesting detailed account of his restoration job is to appear in the next issue of the Bulletin.

Several members sent Christmas cards which had photos of their Allard cars, and amongst these were Ed Reed and Peter McManus's K types, and Cyril Wick and Jim Tiller's J types.

I take this opportunity of thanking member Jim Donick and his assistants for organising the Allard North-East Gathering at Lime Rock, Conn., which was a most successful event run in ideal weather conditions. Also many thanks to Syd Silverman and his team of helpers for again running a very successful Second Allard Reunion at Road Atlanta.

Thanks again to member John Patterson for his service in providing members with spare parts, and our President Tom Lush for his help and assistance with technical queries received from fellow members.

To conclude, I thank all the Register officials, area representatives and all members for their support in 1984, and look forward to receiving many communications in 1985.

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Member Syd Silverman of White Plains N.Y., U.S.A. very kindly sent us a full report of the Second Allard Reunion held at Road Atlanta in November last, which was over 4 pages in length, and of great interest.

First of all, we wish to congratulate member Don Marsh on his outstanding performance. He won the Group 4 race with ease, came back in the Group 6 (racing cars through 1959) and when the flag dropped, he made a lightning start and went on to win this race in a decisive fashion. In the process he beat theoretically faster cars such as a Lister Chevy, a Lister Jag., a D-Jag. and numerous Forsches.

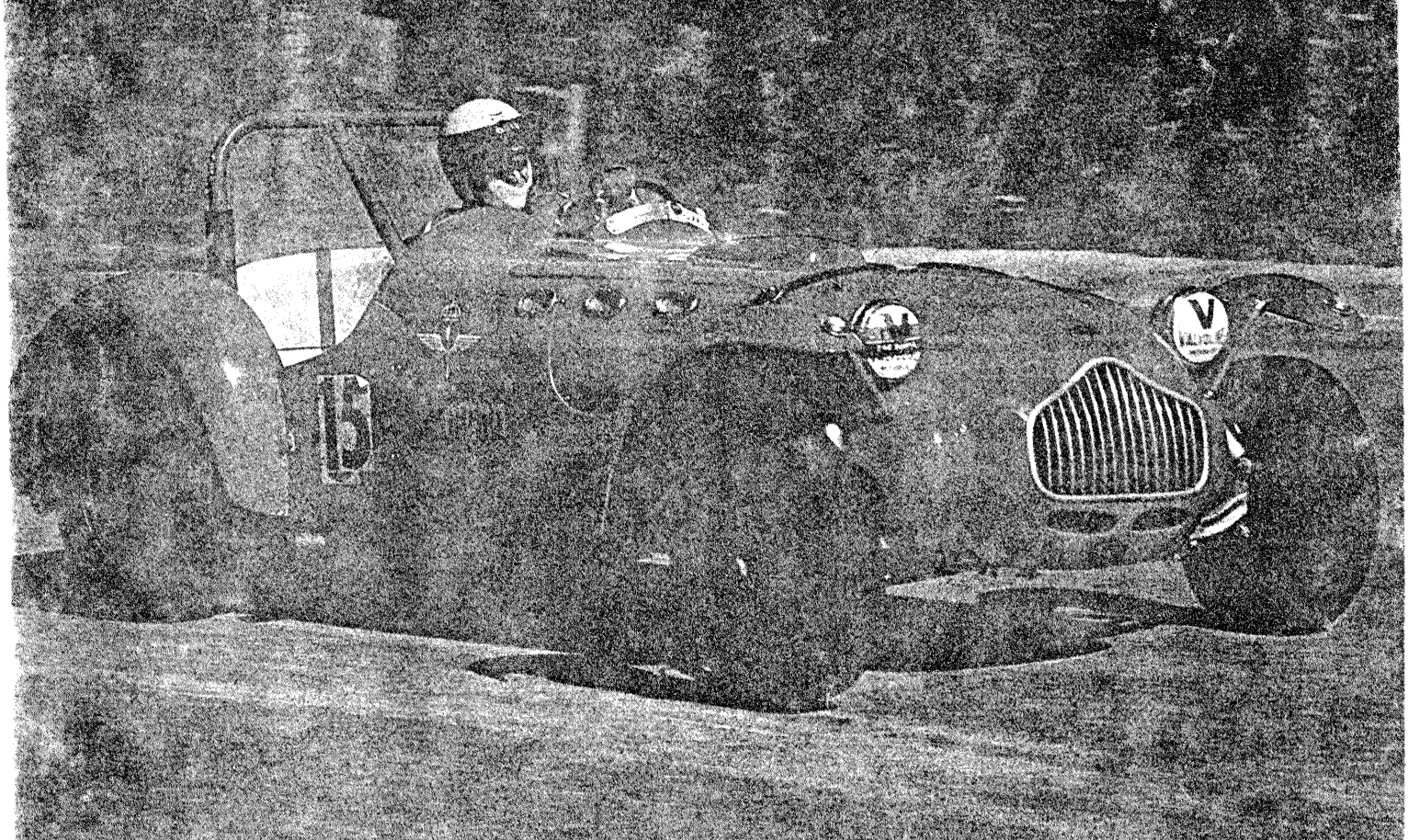
U.K. members attending this event were our President, Tom Lush, and members Cyril Wick and Ian Grant. On their return to England I had dinner with them, and it was agreed that Don had driven a great race, and if he were given a drive in a Formula 1 Grand Prix car, would be right up there on the leader board, without any doubt.

Cyril Wick, however, had his own personal reunion in Atlanta. First he found his original J2 in the paddock. It is now owned by Howard Eckert, and is beautifully turned out in dark blue. Cyril also wound up driving Bob Lytle's Buick-powered J2X for most of the weekend, and after not having turned a wheel in anger for 29 years, went out and finished fifth overall in the Allard race and second in Division B.

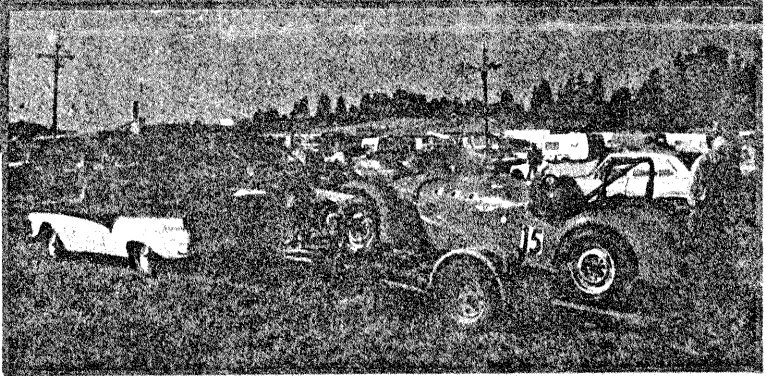
Tony Dron drove Syd's J2X in the parade, and as Syd says, 'I don't think anyone who

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# Historiska sportvagnar



... 1928 års motor i en bil som byggts i ...  
 ... är en toppar. Nu är den motor i en bil på den stora  
 ... Det är en Cadillac 351, 1800 cm3 och med en effekt  
 ... 200 hk. När den körde bilarna var den tillståndigt utrustad  
 ... och utlämnade sprödet över mellan Sverige. Det tog sju år att få in en bil.



Allard-ekipaget. Dragbilen är en Ford Ranchero 1957, första årsmodell för denna arbetshäst från Ford. Svart och gul var en av originalfärgkombinationerna, men Jan hade helst velat ha bilen i dess egen kombination: gul och vit.

Member Jan Bellander in his red Allard J2 winning the Cannon Race at Karlskoga, SWEDEN, in 1983. Reproduced by kind permission of Mr. Sture Throngren, of "WHEELS".



En vanlig syn i historisk racing. Walter Rosenlöcher leder köplet med sin Porsche Super 90 GT. Här har man just klarat den berömda Träskkurvan på Gelleråsen, utan incidenter. Full fart mot nästa höger.

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saw all 19 Allards go by in formation behind a camera car will soon forget that thrill'. Watch the February and March issues of Thoroughbred & Classic Cars for the Reunion story.

Syd also writes us as follows:-

"...Although we are just entering the winter season here, there is a lot of enthusiasm and interest looking forward to the 1985 racing season, and I think the level of Allard activity will continue to increase. I think the most interesting event of '85 will be the SVRA vintage weekend at Watkins Glen in September. Jim Donick is helping with the organization on this event, and we have already reserved a block of rooms in a motel, and had a number of people call making reservations almost a year in advance, if you can believe such a thing...." Many thanks for your letter, Syd. ED.

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Completing the 1984 list of members, we extend a very warm welcome to the following:-

- |                      |                                  |           |
|----------------------|----------------------------------|-----------|
| Dr. W. J. Glasson    | of Wanganui, NEW ZEALAND.        | J type.   |
| Ms. Judy Farkas      | " Pompano Beach, Florida, U.S.A. | -         |
| Vernon Russell       | " Waihi, NEW ZEALAND.            | P 1958.   |
| Charles A. Warnes    | " Fresno, California, U.S.A.     | K3: 3191  |
| Frederic L. Aibel    | " Montville, New Jersey, U.S.A.  | J2X: 3073 |
| James M. Degnan      | " Glendale, California, U.S.A.   | K type.   |
| Dr. Roger J. Bagshaw | " Gladwyne, Pennsylvania, U.S.A. | -         |

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Bob Lytle, 6378 West 79th Street, Los Angeles, U.S.A. has agreed to be our L.A. Correspondent in place of Dr. S. Jewell-Thomas. He writes:-

WEST COAST NEWS. On the first weekend in December the Vintage Auto Racing Association held its last race of the season at Riverside Raceway. A total of over 100 cars showed up along with three Allards. Fellow Register members were Jim Degnan K2, Duncan Emmons J2X and Bob Lytle, J2X.

The Saturday race, which included the Allards, was comprised of 22 cars from a Grand Prix H.W.M. to a D-type Jag. and everything in between. All the Allards made a good showing and finished their race, which makes each a winner - right?

Duncan couldn't be with us on Sunday, something about an old 1936 Packard which he flew to San Jose to purchase. Jim's K2 was suffering from excessive asthma in one cylinder. The 1953 Cadillac still had seven cylinders left which we all thought was enough, but the race stewards couldn't put up with the smoke screen. Lytle's clutch packed in during practice, so the entire Allard contingent sneaked away at lunch time. All had a great time, and look forward to the next meeting.

Work is progressing on the J2X found in the proverbial barn by Dennis Aase. Dennis reports the roller cammed Cadillac is back in the chassis and attention is being given to the body. Someone had replaced the two engine side panels and had never replaced the port holes. This is being remedied with the invaluable help of Alan Tiley who supplied the six porthole bezels. We all look forward to seeing "Hotshoe" Aase out on the course with his new prize.

Steve McQueen's J2X sold at auction for \$40,000. No doubt the price was bid to this figure by the car's association with the famous actor. Some of you will remember this car as the ex-Leo/Matthew Post car campaigned here in California for some years.

Plea: Does anyone know of the whereabouts of J2X: 3050? If so, please contact Bob Lytle. Many thanks for your report, Bob. ED.

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WANTED Four brake drums, preferably racing type, for a K.2. Information on where to obtain these to Ed. Reed II. Telephone 1-617-7557212. Address on Page 1.

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SIX WEEKS OF AMERICAN HOSPITALITY - by TOM LUSH

Two years ago, in November, 1982, a group of Allard owners combined to raise sufficient money for my wife and I to visit the States at the time of the Vintage race meeting, held at Road Atlanta Track near Atlanta, Georgia, where a special invitation resulted in the appearance of no less than 12 Allards of various types. This 'Allard Reunion' was the result of an intensive publicity campaign by Syd Silverman, Dean Butler and Tom Turner, aided by Bob Lytle in Los Angeles, and was so successful that the event was repeated last November, 1984.

During our visit, Pat and I were able to spend a few days in New York before flying down to Atlanta for the meeting, then going by road to Fort Worth with Tom Turner, where we stayed for a few days. Then we flew to California, where we were met by Bob Lytle, subsequently staying overnight with several different Allard owners in the area, finally flying home from Los Angeles, after three wonderful weeks.

At the time, there was talk of repeating the Reunion in 1984 but I was completely

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satisfied with my previous visit and had no thought of being invited again. Imagine my surprise and delight therefore when I heard that through the generosity of an English enthusiast, together with the American contributions, I was again invited to attend Road Atlanta, and subsequently to spend a total of six weeks, staying with Allard owners and seeing a great deal of the country.

I flew out from Heathrow on November 1st, together with Cyril Wick, Alan Tiley and Ian Grant, to New York JFK. Then we flew on to Atlanta, eventually collecting two 'Hertzmobiles', and navigating through the late night traffic of the city, finally reaching our booked accommodation at the Holiday Inn, Gainsville around midnight.

At breakfast next morning many people met for the first time since 1982, and it was mid-morning before we got away to the circuit. The day was devoted to scrutineering and other formalities (the entry totalled 70. All pre-war cars qualifying as Vintage under the American rules. Practice was on Saturday and the racing on Sunday. A notable guest of the Allard owners was Tony Dron, editor of our Classic and Thoroughbred Car Magazine, and at his request for press coverage, all the nineteen Allards present, including an L type tourer and a Jaguar Palm Beach did two laps, behind a camera car truck. A marvellous sight to see so many all at once. Even in the Works days, one rarely saw so many together, and never more than three or four at a race meeting!

As this article has been requested as a personal account of my experiences in America, and the results of the meeting are being fully covered elsewhere, I need only say that the high-light of the event for me, and I'm sure of all the others, was the sight of Don Marsh in his Cadillac/J2X leading the field in the big race, ahead of a Lister-Corvette, a D type Jaguar and other potentially faster cars. He also won the 'Allards only' race, which fielded 12 cars - six J2X, two J2, two K2, one K1, and the G.T. coupe, still Chrysler engined.

Bob Lytle had trailed his J2X from California, but after several practice laps made a slight contact with Tom Turner's O/S rear, and was therefore excluded from running, under the very strict S.E.V.R.A. rules. Nothing daunted, he promptly offered the car to Cyril Wick, who greatly enjoyed the unexpected chance to drive again after so many years.

Following the meeting I joined Bob on the Monday morning for the 2,000 miles journey back to Los Angeles, and in conversation he said that although disappointed at not racing, he had achieved his set programme of the complete rebuild of the car, over two years to be ready for Atlanta 1984 and was therefore quite happy about the whole affair. His towing vehicle was a big Ford V8 pick-up truck, fitted with a camper body, and we spent two comfortable nights aboard, the first in Jackson, Miss.. On Tuesday we stayed with the Turners in Fort Worth, and our final night in El Paso, reaching home at 11.45 on Thursday night.

On Saturday we collected Alan Tiley from his friends' house in the suburbs, and after staying overnight took him to the airport early on Sunday morning for his homeward flight.

To be continued.

"Custom Car" magazine, December, 1984 had an article and good photographs of member Peter McManus's racing K1.

Members are invited to the John Harrison/Peugeot/Talbot Veteran Vehicle Rally on the 4th May, 1985 at the Newark and Nottinghamshire Agricultural Society Showground, Newark, Notts., England. Entry forms obtainable from our Hon. Secretary.

SUBSCRIPTIONS FOR 1985 ARE NOW DUE

THE ALLARD REGISTER

I enclose herewith £2. or \$ 5. (If Air Mail required, please £1 or \$ 2.)

NAME.....	}	BLOCK
ADDRESS.....		CAPITALS,
.....Tel.No.....		PLEASE

Cash or cheque to R. W. MAY, 8, Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND.

NOTE: If currency notes are sent it is suggested that a piece of carbon paper be placed in the envelope.

N.B. In an endeavour to eliminate bank charges, it is requested that prompt payment is made of annual dues. Thank you.