

THE ALLARD REGISTER

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THE BULLETIN

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On Sunday, 14th September, a number of members and friends met at the home of member Mr. Brian Sharp at Broadway, Worcs., England. It was a great occasion to view Brian's marvellous collection of Allard cars which is made up of the following models:- J2R; J2; Safari Estate; K3; Palm Beach Mark I; L type tourer; P type saloon, and a K2 in course of restoration. It is thought that this number of Allard cars under one roof is probably the biggest in the world.

During the afternoon, our Hon. Secretary was called to the telephone to receive a call from our Hon. Assistant Secretary, Mr. Jim Donick from his home in Massachusetts, U.S.A. to send us greetings and good wishes from the American Register members, which were warmly reciprocated.

Later in the afternoon, after some welcome refreshment provided by Mrs. Bobby Sharp, Bobby kindly agreed to present the awards, which were as follows:-

Special Award: John Peskett.

Silver tankard: Brian Sharp.

Souvenir awards: Colin Daniel and Bob Litton.

Consolation awards: Aubrey Howard and Tony Robbins.

Apologies for non-attendance were received from Cyril Wick, Dudley Hume, Jim Tiller and Tom Lush, but we were very pleased to welcome Tom's son Alan.

Finally, our thanks are due to Mr. and Mrs. Sharp for inviting us to their delightful home and for providing tea. The sun shone and all agreed that it was a most enjoyable day. ED.

In a letter from Jim Donick to our Hon. Secretary he writes as follows:-

"...I was glad to be able to get through to you at the UK Register Members' gathering at Brian Sharp's home. I hope you had a reasonable turn-out in light of the Annual Auto Jumble at the National Motor Museum on the same day. Our American Members' gathering was relatively well attended though, as I told you, not without incident. Members present with cars were:

Tom Turner	J2 (Ford)	Charlie Bang	J2 (Ardun-Ford)	Dean Butler's.
Syd Silverman	JR (Cadillac)	Les Newell	J2 (Cadillac)	
Fred Aibel	J2X (Cadillac)	John Aibel	Pre-war Allard (Ford)	
Bob Girvin	GT Coupe (Chrysler)	Bob Lytle	J2X (Buick)	
Jim Donick	K2 (Cadillac)			

Also present were members Don Milligan and Bob Valpey, the latter with his Studebaker Indy car of the mid-thirties. I suspect that the membership was more broadly represented but as those of us competing in the race meeting had our hands full I am unable to recall any others at this writing. (apologies to any and all concerned)

Those of us racing had been placed into two categories based on recent finishes. The majority were in a slower class while Turner and Lytle were placed in a somewhat faster class. Practice on Friday the 12th was quite worrisome as in the first lap of our 'slower class' practice, Fred Aibel had an 'easiclean' wheel disintegrate on the left rear and seriously deform the back of the car on the way off. Three or four laps later I came into the same corner to find Syd Silverman in the JR stopped in the middle of the track sitting on only three wheels. It seems that the JR had a hub go. Body damage in this case was also not inconsequential. At this point I parked it to check my own wheels as the two back ones were highly suspect. The paddock was quite naturally abuzz with comment regarding the Allard owners trying to convert to a Morgan configuration now after Sydney Allard had so many years ago taken a Morgan in the other direction. His four-wheeled Morgan was quite a bit more successful. Anyway, while we were trying to get the broken cars loaded onto trailers and such the faster group went out. There was some concern near the end when Bob Lytle failed to

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appear, but no great concern as he soon showed up on the end of a rope but with four wheels in contact with the pavement. Our relief was, however, premature as upon entering the paddock the right rear wheel promptly fell off! It was a Black Day. Bob Girvin chose to withdraw the GT at this point as he had never x-rayed the hubs and they are similar to those on the JR. I examined my rear wheels and found them to be less than satisfactory and Tom Turner added some washers to his lugs to spread the strain further. Bob Girvin decided to drive home to pick up his Taraschi Formula Junior and, as he lives about a mile from me, he was able to pick up a new wheel from my garage. I have just had some new wheels fabricated for the K2 though, as they require a long stud, I was only able to mount them on the fronts for this weekend. Nevertheless, that allowed me to put the two best Easycleans on the back and get on with my racing.

Saturday was race day and the survivors of the Friday practice sessions did quite well. John Aibel took the Allard Senior Pre-war special to first in class over a number of Bentleys and BMW's. Aside from his first place finish John was also awarded the 'Vintage Motorsport Cup' of the weekend for the car and driver combination best typifying the spirit of Vintage Racing. It is awarded by 'Vintage Motorsport' Magazine. (The weekend before the cup had been awarded to Bob Lytle at Watkins Glen) Tom Turner drove his usual impeccable race in the J2 and finished creditably.

I started fourteenth on the grid out of twenty in my race and managed to finish fifth while lapping all of those behind me. It was great fun though not all that glorious. I was quite shocked to be awarded the BMW trophy for the race for the best Vintage Performance in the class, or some such thing.

Bob Girvin had not been able to qualify the Taraschi on Friday so was forced to start from the last slot on the grid. He put in an absolutely magnificent drive working his way up through the pack to the top 5 in class. He was most deservedly awarded the BMW Trophy for his class and the applause of all who witnessed this stirring drive.

Our party was over all too soon and we went our separate ways. Bob Lytle had the longest tow home as he was going about 3000 miles. The Turners were next at something over 1500. Charlie Bang came over a thousand miles and the rest of us Well, anything under five hundred miles must be considered as 'local'. The damage to cars will all be repaired by next spring though we were all unanimous in our sympathy to those who had the bad luck."

Thanks a lot for your letter, Jim, and am very sorry that the Allard contingent at Lime Rock had such a rough time. Congrats to you, John Aibel and Bob Girvin on the winning of your respective trophies. ED.

MID-TERM REPORT BY TOM TURNER, SOUTHERN STATES CORRESPONDENT.

Early spring in Dallas-Fort Worth, we had an automobile auction and a K1 was up for auction. The owner turned down a bid of slightly less than \$10,000. I understand that it was sold for more than \$10,000 in subsequent auctions. The car was a very respectable driving-type car, with a Ford flathead. I do not know the new owner, but I did leave several of my cards in the car, and suggested that any new owner contact me for Allard information. In April, the Fate Museum just south of Fort Worth, had its annual auto meet, and an estimated attendance of over 100,000 spectators and buyers in a three day period. A tremendous amount of Ford material present, some Cadillac engines and other speed items were presented, but very few Lucas or British items were seen. Those of us attending that were Allard enthusiasts were Charlie and Sue Bang; Charlie did find a very good buy in a Cadillac La Salle gearbox, which he gave to Dave Gibb to carry back to the truck for him. John Hardin, who is now an ex-Allard owner, was also there and if you want to see more information on David Gibb, he's on page 49 and 50 of 'Classic and Sports Car', July, 1986. You really need to locate the magazine and read the article and see the pictures to appreciate this. If this is a cousin to the Allards we possibly should encourage people like Dave to join the Allard group.

At the swap meet, I located four 650-15 tires for a very cheap price. By the way, if you're buying 600-16 or 650-16 tires in the United States, you will not get the same tread width that you got in the old tires. I would recommend locating old tires, so you would have more rubber on the ground when you are using these cars.

After the Fate swap meet I was still working on the J2Allard, and the 2 1/4" brake project, which member Jack McGregor and myself had been trying. Jack has made some new Alfin brake drums with a wider width, which was one of the factory modifications on brakes. It requires new backing plates, slightly different spacing on the wheel cylinders and some other modifications. Usually, you have to pull all of the hubs off the car and change the wheel studs and a few other minor things, but the project is gradually coming to a close. Hopefully, we will have the 2 1/4" brakes on at Watkins Glen this fall.

I have a suggestion for anyone who wishes to store a car without paying any storage costs. Simply take it to the paint shop, tell the automobile painter that you are not in any hurry, and leave the car. This guarantees at least six month's

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storage free. I know because I did this with the M. When member Larry Johansen from California came to visit, the Allard was still in the paint shop. The ~~M~~ was in a very good condition for examining as to structure, as it was completely stripped out. We pulled the paper masking off, and looked at all the details in the doors, rear end, trunk compartment, and so forth. Larry is working on his F1 right now to restore it, and when that project gets further underway then he will start on restoring the M that he purchased from Larry Davis. The M right now that Johansen has, still has the rather unusual gray and purple paint job that Larry Davis had used on the car. We are seeking other M and P owners in the United States for comparison about various details of construction of the cars.

Following Larry's visit, the J2 was running well as usual, the Charlie Bang engine had not even needed to be tuned, and really is almost a completely trouble-free car.

The Formula Junior I completed the engine on, and everything was going fine, except we were unable to finish the tuning on this, so at the time Yvonne and I left with the Suburban (which has been nominated the new car of Texas) we had only the J2 in the trailer.

After a very pleasant trip to Ohio, we arrived at the track and set up shop right across the aisle from Bob Pass, of PassPort Transportation. Bob had purchased the J2 Allard from John Weitz, this is probably the most published car in the United States, as its photograph has been in many publicity photos with John stating that the J2 was style! After getting everything unloaded and sorted out, Yvonne and I began to circulate and we found that Sid Silverman with his travelling bowling alley (32' open space inside!) was located down by the main pits. In addition to Sid's trailer, there was the enormous black 18 wheeler of Don Marsh, who has temporarily deserted the Allard group to drive a D Jag. Don's J2X is temporarily sidelined after a few minor problems which involved fixing the automatic transmission which refused to perform as smoothly as before following the so-called fix. I hope that Don is back with us soon, as the J2X is much more photographic than the D Jag. Alan Patterson was in the upper pit area, with the beautiful red J2X, which now looks like all of the rest of the Allards (red). I rather miss the old aluminium look, which Alan made famous over the past several years. Bob Girvin was also in the upper pit area, but with his Formula Junior rather than the Allard Coupe. I keep telling him that it is more fun to drive an Allard, and I hope that I've convinced him of this for Watkins Glen and Lime Rock. Two other of the Allard enthusiasts who wandered by were Jack McGregor who took back my drums for a little more modification, and Frank Nichols of England, who while noted for other automobiles, is also a secret Allard enthusiast.

Bob Pass decided that he would allow a "more experienced driver" to try out the J2 in practice, so he let an MGA driver named Herring, who is a golden arch owner. For those of you in Britain who don't know about McDonalds and the golden arches, I hope you never find out. Anyway, Herring was touring the J2 at a rather rapid pace when he noted a 16" wheel rolling around beside him. The car's handling changed slightly, and he was then rolling on the left front brake drum. He decided to go ahead and stop the car, and this occurred without any damage except for some grinding off of some of the fins of the left front brake drum. After re-attaching the wheel and driving back to the pits, he and Bob Pass discussed this and decided that maybe the car should be repaired before any more touring or racing. Bob Pass was asking where he could find a knowledgeable Allard mechanic when Charlie Bang was standing beside him, and then he happened to mention he might like a new brake drum, and Jack McGregor happened to be passing at that time. So Bob Pass found out that Allard help is available and readily given. The reason for the wheel taking off on its own was found to be that the left side hub had been repaired with the right side hub and the center had simply unscrewed itself from the hub. Saturday, Sid, Alan Patterson and myself enjoyed ourselves greatly with the Allards. Sid believes he has the heating problem at least partially solved by aerodams under the front end, developed and intalled by Scott Murphy, but there are still some slight problems with heating on the JR. Sid's J2X was running well as usual, but then Sunday, in the race, Sid and I both managed to spin during the race and while Sid was able to proceed and finish, I had managed to completely disassemble the clutch plate on the J2, so I was through for the day.

While returning to Fort Worth, Yvonne and I stopped off at the Indianapolis Speedway Museum, which is well worth a stop. They even have parking facilities in the middle of the track for large trailers and the museum itself is very well conceived. One of the items of special interest to me was a Chevrolet fuel-injected specially modified engine by a gentleman named Zora Duntov! Following that stop, we toured on to the Ozark area, where we encountered the "Great American Race", and it was really a treat to watch the old cars come by with their numbers and special colors flying. The next stop on our trip home was to visit John Hardin and while John is not now an Allard owner, he will still remain someone special in all of our memories as probably the most noted Allard driver winning more races and

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exhibiting at Pebble Beach, enabling the Allard Marque to be more well known in the last several years. John has sold his J2X to Duncan Emonds in California, who also is a Kurtis driver. The Kurtis and Duncan have also been written up recently in the English racing magazines. And Duncan is also the gentleman that has sold the JR to Brian Sharp. I'd like to say at this point that I think Brian Sharp should be especially congratulated for encouraging the return of Allards to England, and his special attention to detail in the restoration of the Allards that he owns.

When we got to Oklahoma City, better known as OK City, we went by to visit John's "little garage". This is a small garage that he and the Gibbs father and son keep together. It is large enough to have a suite of executive offices for each of John, Dave and the son as well as cooking facilities, lounge, room for John's Bluebird bus, about 15 cars. Inside, machine tool areas, painting areas, and various other things before we even move out to the parking lot, which is also fenced and paved. John's current project is redoing a '36 Ford pickup with a "slightly modified" Ford flathead engine, and I heard somebody mention stroked, bored, a few other odds and ends in relation to this motor. By the way, what is a HRG? There was one of them sitting in the garage as well as a MG, Old Yeller, a Bugatti, and a few other odds and ends. Yvonne got very jumpy about our visit, as I kept looking at all of the facilities that John had and admiring them, and she could just see me trying to duplicate them here in Fort Worth. This is everybody's ideal garage and something that any automobile enthusiast would be proud to claim. After acquiring a couple of racing tires from John, we then continued on home. By the way, John does have some other racing recaps, and other items that anybody racing an Allard might be interested in. Contact him if you're interested in tires or some of the other odds and ends.

After getting home, I pulled the engine of the J2 and confirmed that the clutch had indeed given away, and have been continued on with the replacement of the clutch and the brake project. Took the Formula Junior out to tune it, and the new engine was powerful enough to chew off all of the teeth on the pinion gear, so that's another minor complication. The M Allard is now out of the paint shop, and I am storing it temporarily.

By the way, one of the things that I forgot to mention earlier in the year, we did have the annual Fort Worth Boat Club Concourse, which, curiously enough, is the only vintage automobile concourse held in this area. The Allard attracted great interest as usual, and I was only sorry that the M was not finished to enter as I think that it would have even been more popular than the J2. One other automobile special interest was the Lister Jaguar. This is regrettably a XJ12 Jaguar modified with Lister appearance items only, and no motor modifications. The people in Britain get all the benefits of the engine modifications and we get all of the appearance items. It looked like a great automobile, but apparently it doesn't run much faster than a stock XJ12. The Allard was not eligible for any award in the Concourse as it had been the overall winner several years ago, and typically I managed to put several burns on the lawn, spinning the wheels while trying to position the car. I still remember the 10 foot long burn that John Hardin put on the lawn at Pebble Beach when he exhibited the J2X by request up there several years ago. This is the end of the mid year report, and I didn't realize until I started telling all of these things how much we had done. Many thanks, Tom, for this interesting report. ED. Incidentally, HRG stands for H. R. Godfrey of Godfrey Engineering Co. These cars were made from 1936 for several years and were fitted with Singer and Anzani engines. Previously, in the period 1911 to 1928 Godfrey and Nash built the GN car, driven so successfully in speed hill-climbs by John Bolster. HRG are now into general engineering work.

From a letter to our Hon. Secretary from member John Peskett we extract the following:-
"...It was great to see you both at Brian Sharp's place last weekend. Thanks very much for arranging this meeting, but it was unfortunate that this event clashed with several other events on that date. What a perfect place for a meeting, and Brian's JR was really terrific. Once again, thanks for the meeting, and thanks also for my award..."

Many thanks for your letter, John, and congratulations on the restoration job you've done on your K type. ED.

Member Don Milligan of Andover, Mass., U.S.A. writes:- "Our travels this summer took us to the Maryland/Washington D.C. area where we stayed with the Stilwells and renewed our acquaintance with the Palm Beach Mk. II which you owned originally. It still looks beautiful but is temporarily out of service with a malfunctioning brake cylinder. ...The V.S.C.C.A.'s annual Hunnewell hill-climb saw only 2 Allards this year. Andy Picariello and Win Hall ran their J2 and M2X respectively. I didn't run this year but saw the afternoon runs. Bob Girvin had the Palm Beach coupe there but didn't compete. ...Expect you've had detailed information from the Hon. Deputy Secretary concerning events at Lime Rock..." Many thanks for your letter, Don, and am glad to read that the PBII which I had several years ago still looks good. ED.