

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 0403-61372)

Assistant Hon. Secretary

JIM DONICK

5, Mary Road. Milford, Mass. 01757. U.S.A. ('phone 617:473:9327)

U.S. Area Correspondents

Southern States

TOM TURNER
1100 Pebble Creek Road,
Fort Worth, Texas. 76107.

Los Angeles

BOB LYTLE
6378 West 79th Street,
Los Angeles, Cal. 90045.

Eastern States

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

THE BULLETIN

October/December, 1987

Page 1.

Bob Lytle, our West Coast Correspondent, has kindly sent us the following report:-

WILLOW SPRINGS, SEPTEMBER 26/27.

Willow Springs, hot, dry, 2.5 miles of road course laid out on a hillside 125 miles North of Los Angeles.

Two days of Club racing was put on by the Vintage Racing Group here in California. What was notable about this meeting was: we were treated to about 20 Grand Prix cars driven to excess by such notables as Phil Hill, Rodger Ward, Innes Ireland, Bobby Unser Jr., Sir Jack Brabham and company. Boy, these guys are rippers. Turn nine was being scorched by 130 mph speeds with the radar gun indicating 167 at the end of the main straight. And these blokes are supposed to be retired!!

Two Allards were present. George Myers brought out his beautiful red K2 for its first time, George's too. His big Cad. engine pulled like a war horse up the side of the mountain, seeming not to mind the 100 degree temperature. Lytle's J2X ran its best race ever, passing and being re-passed by the second place car, a Lotus something or other. The chequered flag fell first on a very quick Jag. Special with the Allard close behind.

Sunday was nearly a repeat of Saturday's race programme. However, George's K2 retired with a broken axle. He was very lucky as the wheel did not come off, only wobbled badly all the way back to the Paddock.

The J2X of Lytle picked up a rock in the left front brake and although it didn't affect the performance it made an awful screeching noise, necessitating a rapid slow down to assess the source of the sound. After determining it was safe to proceed, Bob resumed the chase. Alas, it was too late, working back up to fourth place only.

It might be noted that the best dressed crew belonged to George Myers who had five family members all dressed in white T-shirts and red shorts. A class act.

We all welcome George to our select group of Allard lovers and especially since he has taken up the competition gauntlet.

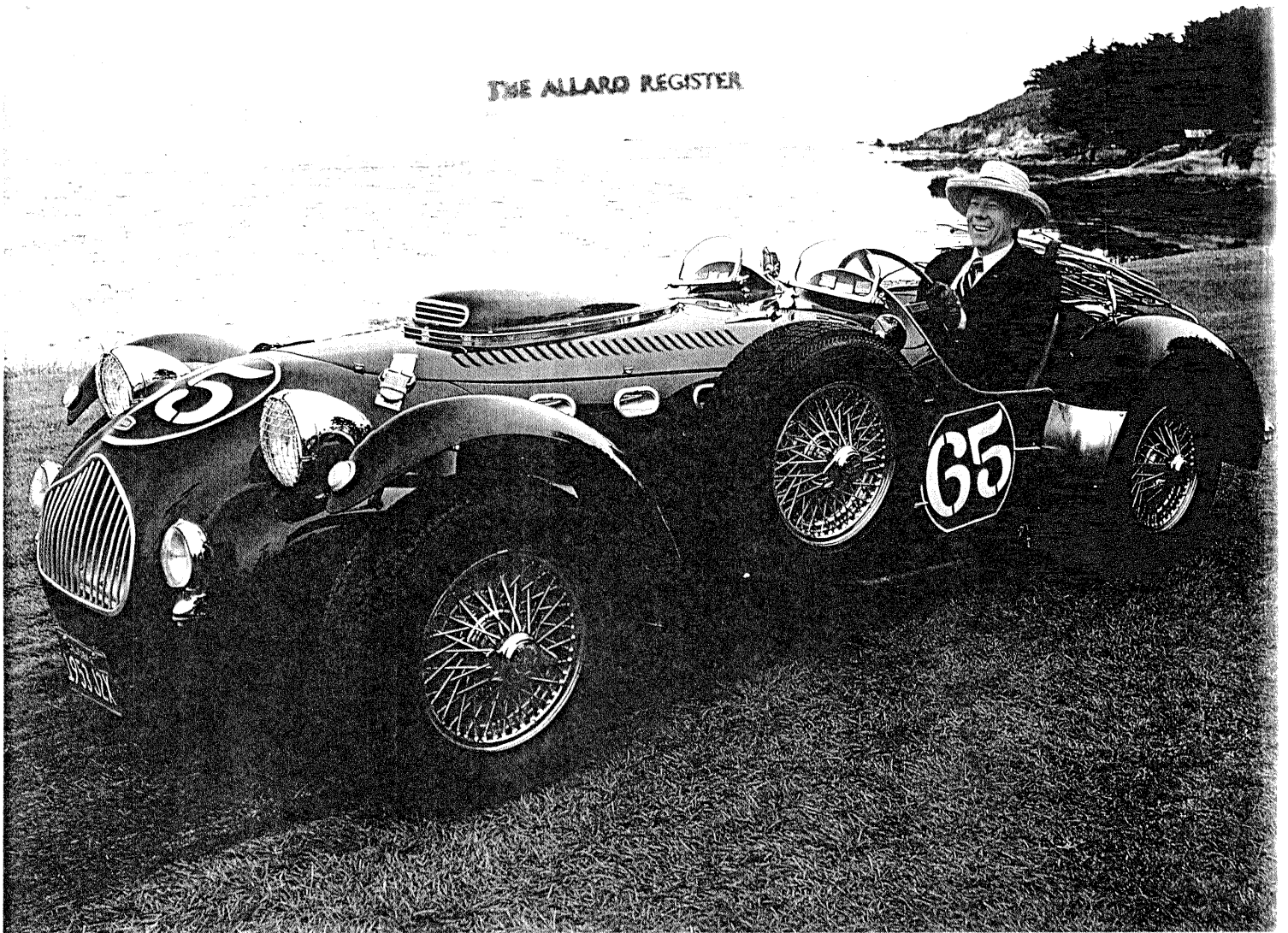
Stay tuned for late breaking developments.

Many thanks for your report, Bob, and congratulations on your fine efforts. I hope George Myers is going to join The Register. ED.

Tom Turner, our Southern States Correspondent, writes as follows:-

In December of 1986, I was lucky enough to be watching a TV programme called GEO and among a mixed pot of other subjects, it covered the 1986 Mille Miglia, Among those featured in the coverage were Stirling Moss, Clay Reggazoni, Prince Michael of Kent, and Phil Hill. The programme was narrated in part by Charles Haid of Hill Street Blues fame, and of course it included a short series of photographs of Enzo Ferrari while commenting on the various parts of the race-rally. They happened to mention and show a very interesting series of pictures and driving photographs of Bill Harlan, driving his 1953 white Allard. Part of the interesting comments on Bill's participation is that he took Deborah Beck, who is evidently a novice in vintage racing, for the three day rally and then, as a finale, married the young lady. They seemed to be quite thrilled, doing a hundred miles an hour through the towns in Italy. "The finish was a great wedding march for the Harlans". I have a videotape of the programme, and would be willing to lend it to any of our members for viewing, and I'm only sorry that it is not compatible with the English video machines. If anybody in England is interested in swapping tapes, we possibly can find someone who will convert the tapes from English to U.S. and vice versa. Many thanks, Tom for this item and for your kind offer to convert the tapes. ED.

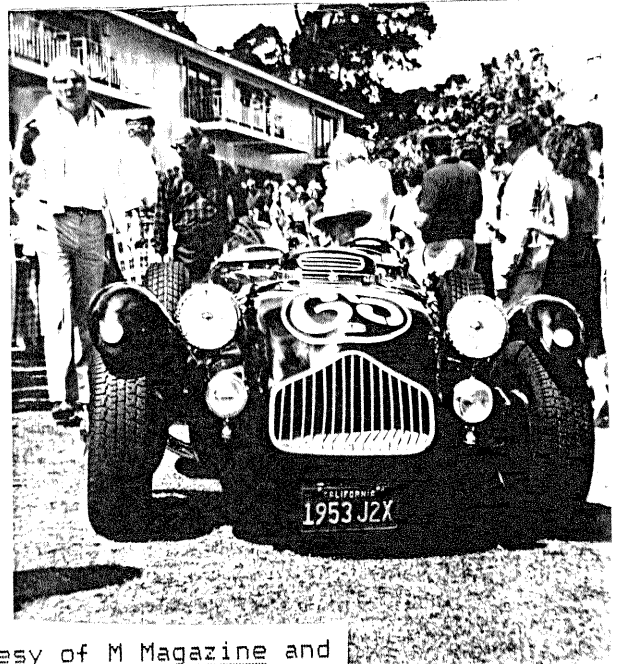
THE ALLARD REGISTER



MICHAEL MELFORD/WHEELER PICTURES

TRAVEL & LEISURE/JULY 1987

Bob Lytle raced his Buick-powered 1953 Allard J2X at Laguna Seca before the 1986 Concours d'Elegance.



Reproduced courtesy of M Magazine and Travel & Leisure (with thanks).

M NOVEMBER 1986

MY LIFE AS A CLUBMAN - by the late SYDNEY H. ALLARD (continued)

.....and we disappeared through the bushes and finished upside down.

We were not damaged, but once again we wanted a new Morgan frame. We hitched the remains behind the tow wagon and drove off to Grantham Police Station. My use of the £5 trade plates on this occasion meant nothing to me until I met the Chief Constable who explained that: (a) they can only be used on Sundays and Bank Holidays for towing to the nearest garage a broken down vehicle; (b) no passengers may be carried, and a host of other things that you must not do which we had done. This, on top of my smashed car, was the end. However, when I explained that I was new to the motor business, the Chief suggested that I should delay my return until the Tuesday and as the car was both legally and practically a damaged vehicle, I should not be infringing any more regulations.

Even to this day I have a soft spot for that Chief Constable: perhaps he was a Club member, at least I like to think so. From my description of the race you may feel sorry for brother Dennis, but now let me tell you the other side. He had a highly tuned 1,000cc. Brough Superior and side car which he used for racing, and on these occasions I was his passenger.

I know of no greater thrill than passengering a racing outfit on a road circuit such as Donnington used to be. One moment you are leaning over behind the driver with the exhaust in your ear, next you are over the side car wheel with some other machine a few inches away from your crash hat. The side car has no body, only a superstructure with hand grips and at 100 mph down the straight you have to lie down to stop being blown off. Indeed, to enjoy this sort of thing you have to be an acrobat, and crazy.

Club life has changed since then: whereas now we attend odd sports meetings and monthly club nights, in my early days as a Clubman we went out every weekend, and met other Club members most nights in our headquarters, which was a cafe in Streatham. My brothers Dennis and Leslie both owned motor cycles and we found the Club of absorbing interest.

On one occasion we were on a Sunday Club run, and the Captain stopped us on the Crawley Road just outside Redhill. At that time the Captain was Jim Mac, whom many of you will know as the jovial driver of my workshop lorry at race meetings. I asked him what was happening as I had not long joined the Club, and was told that we were having a match race into Crawley. I cannot imagine this happening now, but in 1929 there was not much traffic around and we regularly held speed events on the open road.

On several occasions we went down to the New Forest, leaving Streatham Common at midnight. In the early hours of the morning we removed our silencers and having marked off a section of road, held an impromptu speed trial over this distance.

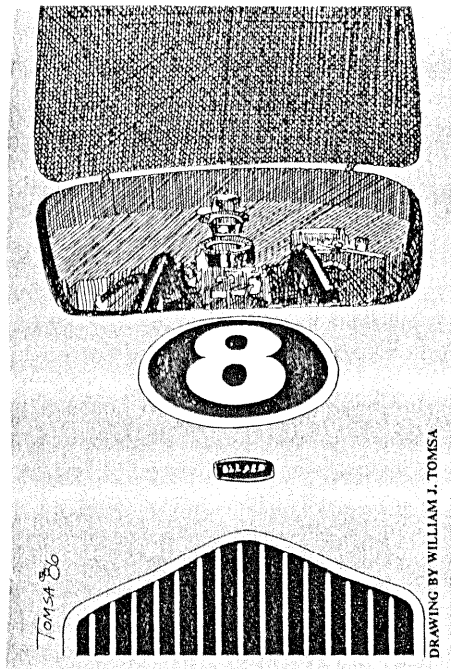
When I changed over to cars I still attended motor cycle Club meetings, and it was not until 1934 that I entered car trials. My earliest events, using a 24 h.p. Ford Tourer, were motor cycle trials. I joined what was then the North West London Club in 1933 and the Kentish Border Car Club in 1935. By this time I was using a V.8 Ford and after I had won the novices award in the Knott Cup Trial, I decided to build a special trials car using Ford components.

Trials as we know them today have developed along the same lines as motor cycle trials. At one time it was possible to enter many of the motor cycle trials with a car, but gradually the conditions have changed and no longer can one motor cycle to Dartmoor in a Trial as main road sections have been practically eliminated. Nowadays the Trials bike is as specialised as the Trials car and the majority of both are carried to events by van or trailer. Many times have I motored to Minehead, completed a Trial, and driven back the same day in the same car, a performance hardly possible in a modern Trials car. There are many people who decry the use of special cars for Trials, but I believe that one should use the most suitable article for that particular event. If organisers wish to promote events for standard touring cars, there is nothing to stop them, but I think that Rallies provide a better outlet for persons who have to use the same car that they normally use for business. I am sometimes asked what influence on design Clubs have, and how regulations for Trials and Rallies affect the manufacturers in their design. I would say that in the motor cycle world the influence is great in both cases and manufacturers are guided to a great extent by the Clubman's requirements. In the car world I would say that the influence is negligible and has no effect on basic design.

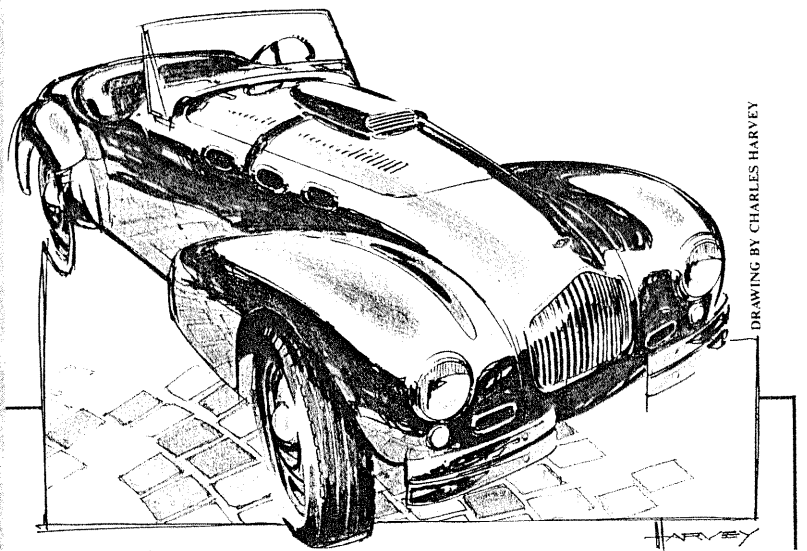
Due, however, to the great publicity now given to sporting events and their results, there is a definite trend for car manufacturers to make modifications to their catalogues and specifications to comply with the various sets of regulations. It seems to me that the introduction of the Ford Zodiac might have been influenced by the success of Ford cars in International Rallies. To anyone interested in motor sport it is essential to join a few Motoring Clubs.

Many people join a national club, but I think they would be more likely to enjoy

/continued on Page 3.



DRAWING BY WILLIAM J. TOMSA



DRAWING BY CHARLES HARVEY

Road & Track has used two Allard sketches recently, the K2 and a sketch of Tom Turner's 8-Ball engine compartment.

THE ALLARD REGISTER

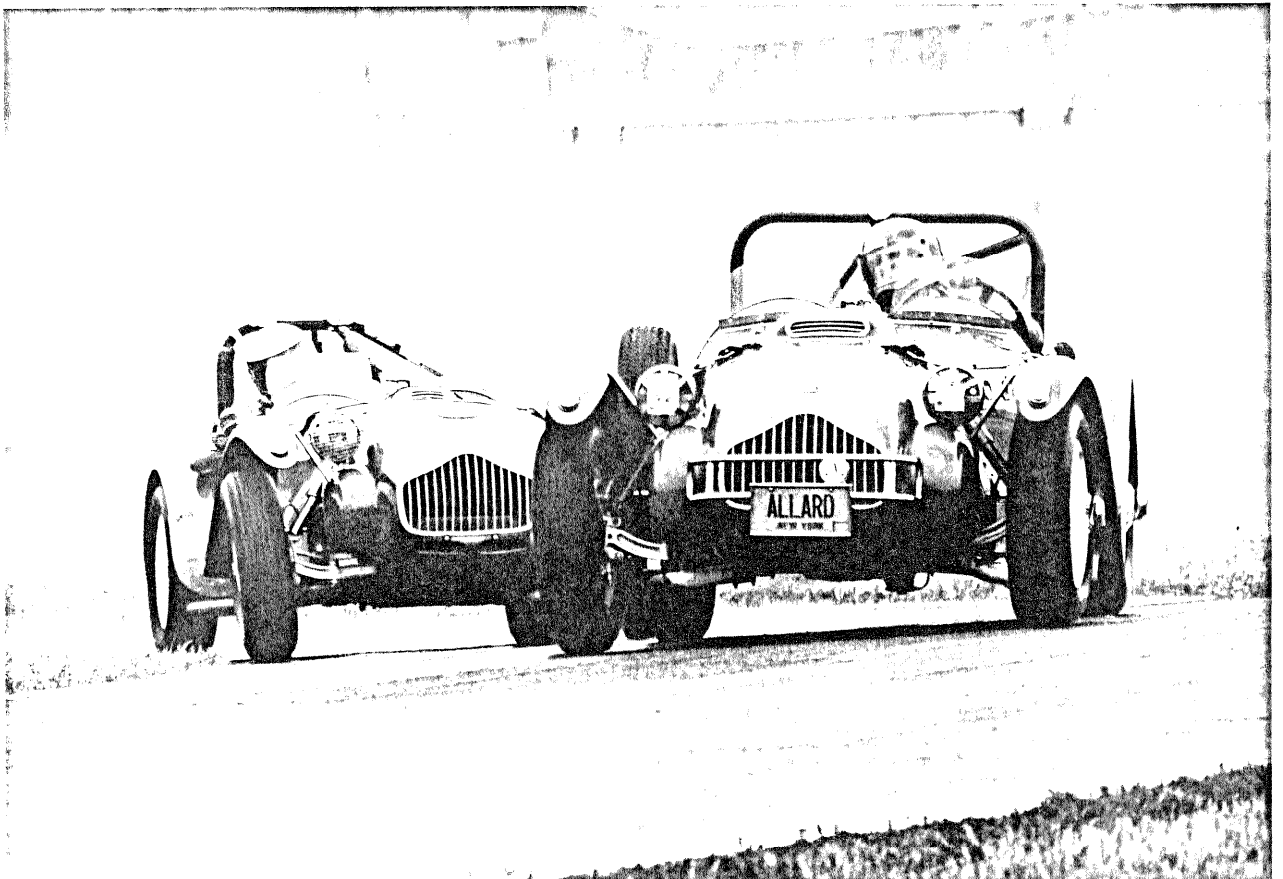


Photo-Art Norfolk

Syd Silverman leading Tom Turner.

/continued from Page 2.

Club life, particularly the social side, if they join their local Club. The social side of Club life is very important, and I think that most of my best friendships have developed this way. In the course of my Club life I have competed in almost all types of events, Reliability Trials, Brocklands, Hillclimbs, Grass Track, Road Races, Aerodrome races and rallies, and regularly I meet old friends with whom I competed in those days. To mention only two, I raced with Clive Lones at Brooklands and with Wally Waring (500cc Norton side-car) on a grass track at Waterlooville in 1929, and they form a direct link with my earliest days as a Clubman.

FINIS

HIGHLIGHTS OF THE MID-OHIO 1987 EVENT - by TOM TURNER

This race started off with a bang, literally! As the early arrivals were setting up in the pit area on Thursday afternoon, a line of very violent thunderstorms passed over the area and there was a resounding lightning strike in the pit area approximately 50 yards from the Allard compound. This resulted in some burns to one of the people standing under a tree, but no other damage. Yvonne and I were the early arrivals, and next to an area for Bob Lytle and his friend Al Long, who arrived later that evening. The total of four Allards competing were all that we could muster for the weekend, but many other Allard enthusiasts and owners were present: Don Marsh, Jack MacGregor, Charlie Bang, Dean Butler, Bob Girvin, Ted Bernstein, amongst others.

As part of the weekend celebrations, Syd and Jan Silverman celebrated their thirty-third wedding anniversary, complete with champagne and sparklers.

Another highlight of the weekend was the reunion of Bob Lytle and his teenage girlfriend, Helen Zeitz. Not having seen each other for forty-three years, you can imagine the amount of catching up they had to do.

Lastly, the Turner crew was completed by my son Ted and his new bride, Elizabeth. Both of them took time off from their graduate school studies to come and help out the Allard effort.

Friday qualifying was interesting as thunderstorms were wandering through the area, and consequently there were many small slides, spins, etc..

Saturday qualifying and Sunday races resulted in Bob Lytle being first in our group, my car being second, Syd Silverman fourth, and Allen Patterson lying very far back - he forgot the time and consequently was late on the grid.

Every evening it was a beer and barbecue party at the track, as well as many small excursions to Buck's Tavern and other local bars.

One of the other people present who is an Allard owner was Gordon Keller, of Palm Beach. Gordon is the advertising and public relations director for 'Victory Lane' magazine of California, a most excellent publication, and usually with several Allards portrayed in each issue.

One of the very interesting cars present in our race group was a Kellison, driven by Rich Taylor. This is one of the early United States fibreglass cars, powered, by, of course, a V8 Chevrolet. Taylor has always been very interested in Allards, as evidenced by the several pages spent describing Allards in his book, 'Modern Classics'. Regrettably, this is out of print at the present time, but if you ever see a copy of this, grab it. It is an excellent book that describes the essence of Allard.

At the Award ceremony, of course Lytle and I received our trophies, but in addition, Syd Silverman received a special trophy for his involvement and extra contributions to the sport of vintage racing in 1986. All in all, Mid-Ohio was a special vintage anniversary for all of us, especially Syd Silverman.

Syd is continuing his efforts to promote more activities for the Allards. Many thanks, Tom for this interesting report. ED.

Our Christmas card this year has been donated by Tom Turner. It is American artist Sandra Leitzinger's impression of the Watking Glen Classic Race Meeting.

Our photo page, kindly provided by Tom Turner, shows a fine shot of Bob Lytle in his J2X.

We are extremely grateful to Tom Turner for his efforts on behalf of the Register.

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

David G. Williams	of	Clemmons, North Carolina, U.S.A.	1741	91K 1741
Graham D. Fisk	"	Mulgoa, N.S.W., AUSTRALIA		-
Rich Taylor	"	Sharon, Connecticut, U.S.A.		-
Gordon Keller	"	Palo Alto, California, U.S.A.		-
E. L. Lombardi	"	Camarillo, California, U.S.A.		K2
Robert J. Lucurell	"	Seattle, Washington, U.S.A.		71K 770
Chris. Westphal	"	Park Ridge, New Jersey, U.S.A.		21Z 5139