

ALLARD

The Allard Register

No. 22

SPRING, 1997

Free

Biggest Allard Reunion EVER!

Watkins Glen, September 11-13, 1998

By Jim Donick, Editor

The biggest ever? Well, we certainly hope so. The upcoming 1998 Allard Reunion to be held with the fiftieth anniversary party at Watkins Glen looks like it is going to be a phenomenal gathering. Will it be the biggest ever? That's a good question, and it depends mostly on you, gentle readers. In 1990 at Monterey we had around 80 cars. Starting now with our planning, we can easily beat that.

Elsewhere in this issue you will find a listing of hotels to make your arrangements. Headquarters for the Allard Reunion isn't quite set yet, but we expect it to be in Coming. We will report to you next issue.

Some of the plans for the weekend will include tours of



Memories of our first reunion at Road Atlanta, Nov. 1984. Were you there?
—ARE

the old course, an Allard banquet, an Allard "who-knows-what-else?"

We will be expecting some special guests from the Allard world both here and from the UK. The editor has recently made contact with Erwin Goldschmidt's son, who has indicated that he will try to join us for the party. He has a number of interesting anecdotes from the early days at Watkins Glen. He was there as a child and witnessed it.

Get to work NOW!!! on having your Allard ready and present. There are a number of you who have been promising "next time" for the last fifteen years of Allard doings. You know who you are. No excuses will be acceptable this time.

Watkins Glen Information & Lodging

Watkins Glen is located in the Finger Lakes region of New York State. Approaching from the southwest, take Route 17 to the exit for Watkins Glen and Route 414 and follow the sign. Coming from the east on Route 17, get on Route 96 at Owego. Stay on 96 (not 96B) past Candor. At Van Etten take Route 234 to Route 14 which takes you into Watkins Glen. From the north, take the New York State Thruway to the Geneva exit and follow the signs down the lake to Watkins Glen on Route 414.

Airports: The closest commercial airport is Chemung County Airport at Elmira, NY, about 30 minutes from the track. Elmira is served by USAir and commuter airlines; rental cars are available. Rochester and Syracuse, each about two hours from the track, offer more variety.

A list of available accommodations can be found on Page 7 of this issue.

A Minute of Memories

by Bill Pollack

Tom Carstens won his last race. He crossed the finish line November 24, 1996. Tom was my friend and sponsor. Tom was the kind of a man who made quick decisions, and he was usually right. Tom had already established himself in outboard and midget racing before he decided to venture into sports cars. Some of you may have heard the story of how he wanted to purchase two Jaguars for cash. He had the green in his jeans. The Jag salesman didn't believe people who bought Jaguars dressed in jeans. This, of course, was many years ago. The net result of this act of poor judgment was that Tom purchased two Allards, one for himself and one for his good friend Dave Fogg. Tom's feeling about Jaguars was to announce itself even before the Allard was ready for competition.

When the local Tacoma Jaguar dealer, Joe Henderson, got his first XK 120, he would take it out for Sunday tours at a very sedate fifty or so miles per hour. Tom called a buddy in Santa Barbara who owned a 21 liter chain drive Fiat race car vintage early 1900. The car was put on a flat car for Tacoma. Then one quiet Sunday afternoon as the local Jag dealer was meandering down a country lane near the Carstens residence, Tom and his buddy came up behind the Jag at close to ninety miles per hour. The Fiat had enormous exhaust stacks sticking out the right side of the hood. The chains driving the rear wheels were spinning so fast that they were oval and throwing a rooster tail of grease. This apparition literally blew the Jaguar off the road and into a convenient pasture. After his blood pressure returned to normal, the dealer tried to find out who was responsible for the mud, grease, and near heart attack. The neighborhood had been in on the plan, and it remained a mystery for weeks.

Tom was a master at psyching the competition. Whenever we were asked what kind of equipment we used, Tom always told the truth, but not all the truth. Asked about our cams, Tom would say, "Chet Herbert rollers." He did not inform the gentleman that he spent two weeks fitting them. Our "white sidewall tires" was a favorite subject. The answer was always the same—"makes the car go faster." What he did not add is that in the early fifties you could only get synthetic rubber tires, while his packing company had a warehouse full of real rubber tires for the salesman's cars.

Tom loved to fish and hunt. He even made the stocks for his hunting rifles out of a blank of hardwood. His good friend Dave Fogg has gathered trophies from over the world, with



Tom Carstens, right, with Dave Fogg in #15, Laguna Seca, 1989. —Photo from Dave Fogg



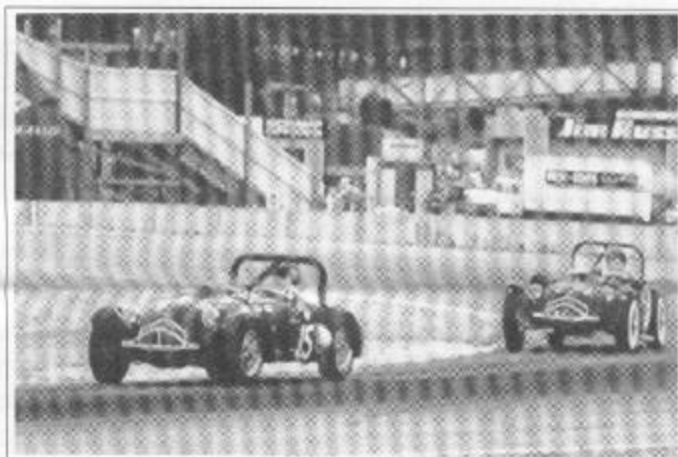
Tom in Turn 11, Laguna Seca, Monterey Historic Races, 1989. —Photo by Dave Fogg

Tom joining him on some of his safaris.

This is the man who figured if it wasn't fun, why do it? Tom brought a wonderful spirit to the sport. The history of Allards could not be written without a lot of Carstens' input. The Number 14 car was always ready to go. The engine always ran perfectly as if a VP at Cadillac had gone down to the assembly line in Detroit and pulled a set of heads off someone's new sedan.

Our crew was made up of the president of a title company, a colonel from the local SAC base, the infamous

of Tom Carstens . . .



Tom Carstens in #15, Bill Pollack in #14, Laguna Seca, 1989.
—Photo by Grand Prix Graphics, Pleasonton, CA



Tom Carstens at the Pre-Grid, Laguna Seca, 1990.
—Photo by Dave Fogg

Jaguar dealer, all pros. This was the man who taped up the instruments on the dashboard because he didn't want me wasting my time looking for a problem. There is much more to Tom Carstens than I can relate on these pages. Those of you who raced with him, for or against, had to respect his skills and talents.

Tom, we miss you—wherever you are. If someone is trying to go faster, you're right there in front.

OUR BRIT FRIENDS REMEMBER TOM CARSTENS

The following memorial article is a reprint from the AOC Monthly Newsletter, Jan. 1997.

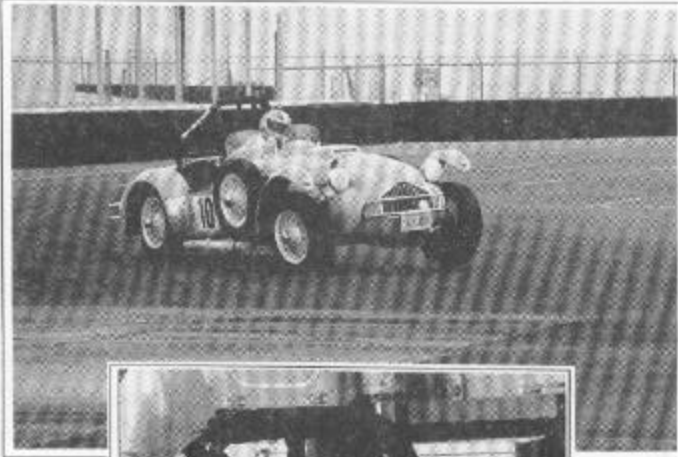
That great champion of the Allard cause on the West Coast of America, Tom Carstens, died on 24th November, 1996. With fellow campaigners, David Fogg and Bill Pollack, the latter often driving, the black Allards numbered "14" and "15" were both feared and respected whenever they roared on to the track. Winning—which they did with regularity—was a central factor of the partnership. It had to be.

All of forty-five years ago a road legal sports car with a 6 litre plus engine producing in excess of 350 BHP was indeed a rarity, more so on this side of the Atlantic, where the sporting machinery of the middle ground was tastefully modest. Even Goldschmidt writing in *Motor Sport* was not believed when he pointed out the potential of the Allard, of which he raced two. And he could afford the best.

But a 6 litre Allard, in full blown racing form, is exactly what Tom Carstens had all those years ago. Only quality was good enough for Number "14", and all manner of demon tweaks and special parts were employed at Tacoma, so close to the vast engineering skills of the main Boeing plant. And the car looked good, too. Better than that, with its rich black paint work, red trim and wheels, deep chrome and white wall tires, it was—sensational! For show and go, the Allard featured in several magazines full page, won *concours* after *concours*, stood in window displays and swank garden parties—and, yes, won lots of races. Number "15" was just the same, and even featured an alongside exhaust system and mag. wheels. Style and innovation in abundance—verily so.

Tom Carstens was an outstanding Allard enthusiast, as his letters to me, and those of David Fogg, clearly illustrate. He will be greatly missed by all who knew him. In his track storming days he added much to the legend of racing Allards in the USA. Tom Carstens—gentleman, sportsman of the right stuff—will always be remembered as a founding father of that legend.

—David Kinsella



Psychedelic helmeted John Harden with the pedal to Syd's metal. "Two more laps and I'd got him." —Gary Peacock

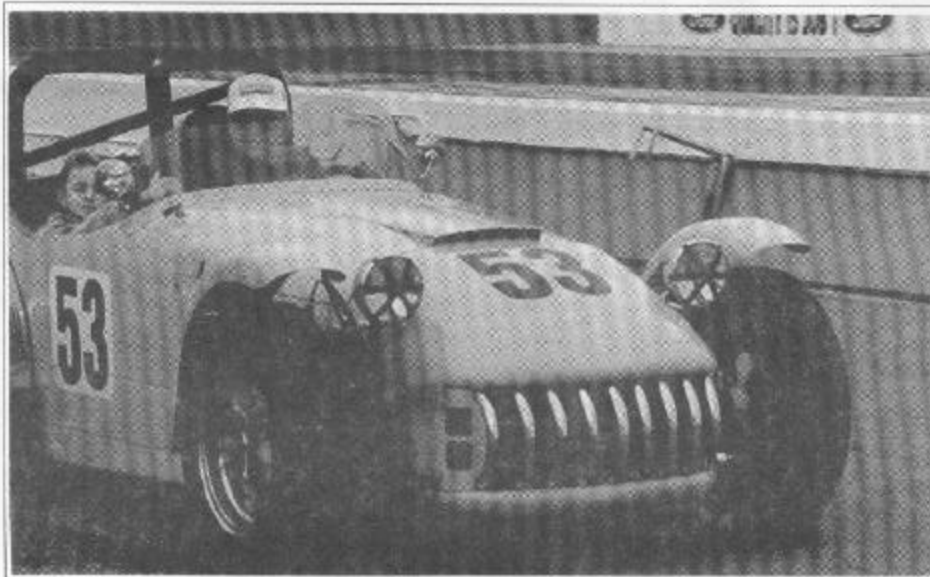
Allard Reunio

by Chuck Warnes

This January's Bondurant Invitational was SVRA's first endeavor west of the Mississippi. While the number of entrants were fewer than expected, its informal, intimate setting that gave ample opportunity to cultivate old friendships and make new acquaintances in the Vintage Racing and Allard circles.

Syd Silverman's J2X was the only Allard entrant in the 31 car field, but two other Allards attracted their share of attention in the paddock area. Since Firebird International Raceway is just a hop and a skip from Gary Peacock's home in Tempe, he drove over with his handsome Cad-powered K3. This car served as the catalyst for an *ad hoc* meeting of the K3 Owners Support Group - Gary and Yours Truly trying to counsel Janet Kinzinger on the pros and cons of getting her car race-ready for the 50th Anniversary at Watkins Glen in '98, Pat Slevin and Janet were also discussing future activities involving Slevin's K2 that is currently domiciled in Arizona.

George Chilberg trailed his Ardun-powered, beam-axle, J2 over from his home north of San Diego. Yes—a one-piece front axle. However, this is a forty year old conversion which gives it a degree of authenticity. This trip also gave George a chance to visit his son, Pete, who has a dream job at the Bondurant Driving School.



How would you like to see that in your rearview mirror? Syd's Kurtis —Gary Peacock



Two historic rivals — Kurtis 500S and Allard

n - Phoenix '97

Other Allard owners present and accounted for included Brian Dietz, whose J2X is currently under restoration by The Vintage Connection. This visit gave him a chance to discuss some of the finer points of the project with John Harden, and also get some track time at the wheel of Syd's J2X. A new Allard owner is Jim Riopelle of Englewood, CO, who was racing his '58 "Echidna" (one of two Chevy-powered specials built in Hibbing, MN). Jim has a K2 in the final stages of restoration, and he plans to have it on the street within a few months.

Bob Lytle and houseguest, Alan Tiley, drove Bob's Baja Bug down from Cottonwood for the day. His J2X's radiator is still undergoing reincarnation in a shop in Dallas. At the rate he's going, he'll have that Buick running so cool, he'll need an extra layer of Nomex *just to keep warm*.

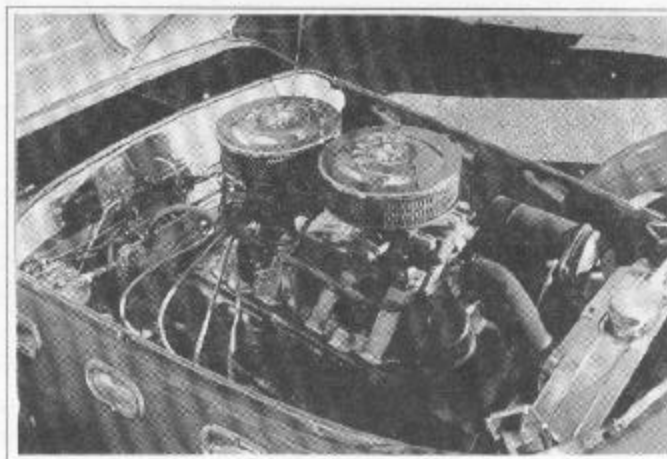
In addition to the generous hospitality of SVRA Group IV, we were also treated to two demonstration races by Bondurant instructors. It was quite a treat to see seven identical Mustangs give a whole new dimension to the term "door-to-door racing".

With other races, shows, and auctions that weekend, followed up with the world famous Barrett-Jackson Auction the following weekend, this year's event could possibly be embryo of week-long motor enthusiast's festivals for future years. We certainly hope so.



Bob Bondurant, center, hosted the SVRA event.

—Gary Peacock



Syd's J2X looks just as pristine under the hood as the exterior.

—Gary Peacock



J2X

—Gary Peacock



Allard enthusiasts enjoying Arizona's January sunshine. Chilberg's J2 on left, Peacock's K3, right.

—Gary Peacock

Shelby's Argentine Caper

by Chuck Wames

I have long been intrigued by stories of Carroll Shelby's Allard racing venture down in Argentina. With the help of Peter Booth, the car's current owner, and Jack Joerns, Shelby's mechanic, and several other helpful souls, I was able to gather enough bits and pieces to draft an article on the subject. I was quite flattered when *Vintage Motorsport* agreed to publish it in their 1997/1 (Jan/Feb) issue. A brief synopsis is as follows:

Carroll Shelby's primary mount for the 1953 racing season was Roy Cherryhomes' Cad-powered J2X. The car was pretty well beat after winning nine SCCA events, so was taken to Jack Joerns' Fort Worth shop to be rebuilt for the next season.

Those plans were disrupted by an invitation to join three other SCCA teams (Phil Hill, Masten Gregory, and Boris Said) in the Kimberly Cup Challenge against four select Argentine teams running in January's 1000 Km enduro. Carroll and Jack responded by virtually throwing the Allard back together, and shipping it off to Argentina where Joerns accepted the charge of getting the car race-ready despite some unique interpretations of FIA rules, limited time, and virtually no money.

In spite of everything, the Allard finished 10th overall, and also won the Kimberly Cup—albeit by default since attrition took its toll on all four members of the Argentine contingent, and two of the SCCA teams. While the race itself offered the same level of spectator excitement as most endurance contests, the Allard reportedly provided most of the entertainment—in terms of its cantankerous handling, its proclivity to shed extraneous parts *en route*, and even a carburetor fire in the later stage of the race. Dale Duncan was serving as relief driver at the time, and were it not for his quick thinking and ingenious use of an onboard biological fire extinguisher, the Allard would have joined the rest of the DNFs.

The event also presented the opportunity for Shelby to meet John Wyer, manager of the Aston Martin team at the time, and that led to the onset of Carroll Shelby's professional

"While the race itself offered the same level of spectator excitement as most endurance contests, the Allard reportedly provided most of the entertainment—in terms of its cantankerous handling, its proclivity to shed extraneous parts en route, and even a carburetor fire in the later stage of the race."

racing career.

VM did not have space to include the following epilogue, and gave permission to submit that portion to the *Allard Register*.

70 70 70

After this race, the Allard was shipped back to Dallas where it reposed in the back of an auto dealer's shop while Cherryhomes pondered his racing future. He finally decided that the running costs

of such a brute were too high, so he offered to give the Allard to Shelby and Joerns. Both men, however, had more pressing agendas, so they politely declined. The dealer eventually sold it off for storage costs.

Richard McKee was a struggling medical student in 1953, but he did manage to find the time to attend an SCCA race at Eagle Mountain Lake, Texas. He was already a sports car racing buff, and the sights and sounds of this experience hooked him on Allards. Another fifteen years passed before he was able to fulfill this fantasy when he located a "basket case" J2X in Lima, Ohio.

Dr. McKee's vacation was devoted to hauling the parts back to his home in Fort Worth, and commencing the restoration. In the process, he discovered that it was the old Shelby Argentine racer—the very same car that tickled his Allard fancy in 1953. He subsequently contacted Joerns who was able to verify features unique to this car, including the holes he had drilled to attach the Castrol can "fenders". Dr. and Mrs. McKee toured the car extensively around the country throughout the '70s, and also ran it in several vintage races at Watkins Glen, Sebring, and Atlanta.

After Dr. McKee's death in 1983, Mrs. McKee sold the car to Peter Booth of Colorado Springs, who regularly campaigns it in vintage races and tours around the western US. This has included participation at Monterey, where it was recently "tagged" by a graffiti artist. However, it was rather easy to identify the culprit, since the graffiti was in the form of a bold "Carroll Shelby" autograph scrolled across the Allard's left hip. ■

Watkins Glen Lodging

Seneca Lodge
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Painted Post, NY
(607) 937-5383

Pierrri's Day's Inn Motel
52 Ferris Street
Corning, NY

Best Western
Hickory House/
Marshall Manor
North Watkins Road
Horseheads, NY
(607) 739-3891

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222 S. Cayuga St.
Ithaca, NY
(607) 272-1000

Ithaca Holiday Inn
2310 N. Triphammer Rd.
Ithaca, NY
(607) 257-3100

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Route 17, Exit 51
Elmira, NY
(607) 739-5611

Glenn Motor Inn
Route 14, Box 44
Watkins Glen, NY
(607) 535-2706

Horseheads Holiday Inn
602 Corning Road
Horseheads, NY
(607) 739-3681

Painted Post Holiday Inn
Hwy 15 & 417
Painted Post, NY

Elmira Holiday Inn
1 Holiday Plaza
Elmira, NY
(607) 734-4211

Comfort Inn
Pulteney Street
Corning, NY
(607) 962-7288

EconoLodge
200 Robert Dann Drive
Painted Post, NY
(607) 962-4444

Huck Finn Motel
Route 17 & 14
Horseheads, NY
(607) 739-3807

Corning Radisson
Denison Parkway
Corning, NY
(607) 962-5000

Howard Johnson's
Route 17 & 14
Horseheads, NY
(607) 739-5636

Best Western Red Jacket
Route 17
Elmira, NY

Best Western
Lodge on the Green
Route 15 & 17
Painted Post, NY
(607) 962-2456

Ithaca Sheraton
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Ithaca, NY
(607) 257-2000

Colonial Motel
Route 17 & 14
Horseheads, NY
(607) 734-3831

Rosey Cheeks B&B
County Route 28
Watkins Glen, NY
(607) 535-7809

Bellevue Motel
Route 14, Box 52
Watkins Glen, NY
(607) 535-4232

Motel Glen Eden
435 S. Franklin St.
Watkins Glen, NY
(607) 535-4800

Lake View Motel
Seneca Lake Road
Watkins Glen, NY
(607) 535-9751

Chaefton Motel
Route 14, Box 53
Watkins Glen, NY
(607) 535-4759

Gorgeous View Motel
Seneca Lake Road
Watkins Glen, NY
(607) 535-2081

Red House County Inn
Picnic Area Rd & Bant Hill Rd
Burdett, NY
(607) 546-8566

Erwin Motel
Route 417
Painted Post, NY
(607) 962-7411

Stranton Hotel
67 Bridge Street
Corning, NY
(607) 936-6875

Valley Lodge
Route 414
Corning, NY
(607) 962-3518

Chalet Leon at Hector Falls
Route 414
Watkins Glen, NY
(607) 535-7171

Glen Way Motel
212 S. Franklin St.
Watkins Glen, NY
(607) 535-4258

Captain's Quarters Motel
Salt Point Road
Watkins Glen, NY
(607) 535-2816

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(607) 569-2300

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436 S. Franklin St.
Watkins Glen, NY
(607) 535-2517

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Watkins Glen, NY
(607) 535-4055

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Painted Post, NY
(607) 937-9911

Hickory Hill Family
Route 14, Exit 38
Bath, NY
(607) 776-4345

Town Motel
127 E. Corning Road
Corning, NY
(607) 936-4103

Falls Motel
239 N. Genesee
Montour Falls, NY
(607) 535-7262

GMI Villager
106 E. Fourth St.
Watkins Glen, NY
(607) 535-7159

Montour Motel
Corner Route 14 & 224
Montour Falls, NY
(607) 535-7183

Longhouse Lodge Motel
Route 14 & Abrams Rd.
Watkins Glen, NY
(607) 535-2565

The Colonial Hotel
701 N. Franklin St.
Watkins Glen, NY
(607) 535-9928

The Pleasance B&B
134 E. Fourth Street
Watkins Glen, NY
(607) 535-9624

Lando's Hotel, Inc.
39-41 Bridge Street
Corning, NY
(607) 936-3612

Evergreen Motel
Route 17 East
Corning, NY
(607) 936-9427

Gate House Motel
Route 17 East
Corning, NY
(607) 936-4131

5. J2 Lubrication components
6. Rear axles parts (1 installed John Harden's rear axle setup.)
7. Complete J2 windshield wiper setup.
8. Original J2 windscreen.
9. Lucas 9 post regulator (rebuilt).
10. Pulley for Lucas generator to Cad engine.
11. Detroit racing intake manifold (2 two-barrels)
12. Misc. manuals.
13. Standard Cad valve covers (1951-4)
14. Distributor for Cad engine.
15. Misc. J2/J2X Allard models.
16. Misc. Allard literature.

Contact: David Brodsky, 5542 Lauren Drive,
San Jose, CA 95124 Tel: 408-264-4941.

FOR SALE - TRANSMISSIONS

- A. 1950 Cadillac manual transmission complete with flywheel, bell housing, clutch. \$300.
B. 1937 Cadillac manual transmission that has been converted to bolt to an Allard torque tube. \$300.
For details, call Dave Fogg. Tel: 206-588-9132.

DUNTOV ALLARD FOR SALE 1949 Allard J2 Prototype Roadster - I.D. #1515



- The historically important 'Duntov Allard', raced and developed by Zora Arkus Duntov.
- Powered by the correct Ford/Ardun engine, assembled by Charles Bang
- RHD
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- Natural aluminum body
- Red leather interior
- Signed on hood by Duntov
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- Outstanding documentation
- Price negotiable

Contact: Yvonne Turner
1945 Dartmoor Ct., Ft. Worth, TX 76110
Tel/Fax: (817) 926-2808

SOURCES: Parts, Services, Whatever...

MOTOR, SUSPENSION, MECHANICAL:

• Brakes (& all the little parts):

Catalog Pegasus Auto Racing Supplies(414)782-0880
Brake linings TSI Automotive (419)384-3022

• Allard Parts:

PB Top Frame & Front Bumper Will de Rothschild
(213)656-5101

K2 (Ford)Rear end with hubs, torque tube & drive shaft
K2 Bumpers-1 front, 2 rear-sell or trade for bumper guards.
18" Brooklands style steering wheel (with 18in Brooklands hub)
Spare tyre bump for bottom front (under springs) of trunk floor. Free to
rightful owner came from N.J.
Need Lucas tail light rim (529MS) & gaskets (529MS)
All of above: Bill Peden (520)318-4585

• Cadillac Parts:

Cadillac Parts Bill Bradley (817)855-4650
Early Cad Eng Racing Parts Robert Whitehead
(501)855-0471
2x4 Quad (Weiland) manifold for 331 motor with carbs.
(have picture) Bill Peden (520)318-4585

• Chrysler Parts:

2/4 Carb Manifolds for early Chrysler
(One never used) \$300
Four Carb Manifold w/carbs \$450.
..... Charles A. Dresden
(800)353-4750

• Ford Parts:

Motor, suspension Antique Auto Supply Stacy Brown
(817)275-2381
Cadillac LaSalle Gears Kenny Tucker (310)835-2687
Ford Flathead heads & intake Edelbrock (213)781-2222
Late '30s Lincoln Zephyr transmission. Rebuilt/Powder coated-
open or closed drive line. Bill Peden (520)318-4585
Lincoln shift handle
plus extra case Bill Peden (520)318-4585
McCullough Supercharger for Ford Flathead, good condition,
orig. fuel pressure gauge Y. Turner (817)926-2808

• Motor, Suspension, Race Parts:

Catalog - \$5.00 Speedway Motors
(1* lug nuts & lots of other good stuff) (402)474-4411

• Shift Lever Mechanism:

K1 & early L & M Paul Kosma (601)393-2290

• Wheel Studs:

Catalog Jegr (614)294-5050

• Wheels:

Disk & Special (not wire): Taylor Made Wheels (213)567-3998
Allard Wire Wheel Spinners British Wire Wheel
& Wheel Service
(408-479-4495)

• Reproduction J2X Allard:

Neal Hardy
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• Dash Boards (wood):

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• Dash Instruments

(Speedometer & Tachometer):

Smith NISONGER, Bob Castagnetta (914)381-1952

• Grills:

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Well Hill, 42 Lund Lane, Killinghall, Nr. Harrogate
North Yorkshire, England, HG3-2BQ

• Grills and Portholes:

J2-J2X-K2, J door catches/handles Les Newell
(203)237-1457

• Rubber Parts:

Catalog Metro Moulded (800)878-2237

• Trim & Lucas Electrics:

MG-TC Austin-Healy 100-4, Jag Moss Motors
7200 Hollister Ave., P.O. Box MG, Goleta, CA 93116
Tel: (800)235-6954 - Ask for catalogs

• Wiring Harness:

J2-J2X-K2-K3 Roy Holtzaple (713)528-0380

MISCELLANEOUS:

• Allard badges (from Allard Owners Club):

Bonnet badge (front) £16 + postage

Scroll badge (rear) £15 + postage (E2 to US)

AOC Membership £25

Contact: Michelle Wilson
Secretary and Press Rep., AOC
10 Brooklyn Ct., Brooklyn Rd., Woking GU22 7TQ
Tel and Fax 0181 874 1306

• Allard Goodies!

T-Shirts, Clocks, Caps Gary Peacock (602)829-9499

• Embroidery & T-Shirts:

Allard Logo
Embroidered on ANYTHING; underwear a specialty!
Contact: Janet Kinzinger (810-684-5675)

• Engines for Sale:

Ardun-Ford Robert Whitehead (501-855-0471)

Chrysler Hemi 331 & Ford gear box Lorna Altemus
(315)858-2389

• Photos (Race):

Bob Dunsmore (CA-HMSA) (415-484-4747)

Gordon Jolley (SVRA) (404-368-1503)

Alfred Manley (CA) (415-455-1168)

Also: Bob Harrington Photography
1270 DeQuincy Crescent
Burlington, Ontario L7P 1E4
Canada

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J2X-LeMans	Robert J. Boyer Charles G. Love	(315) 457-0280 B:(408) 459-2842 R:(408) 476-2053
Repro J2X	Doug Berstein	(415) 777-9739
K1	C. C. Lipscomb	(301) 479-1314
K1	Pete McManus	(215) 459-8918
K1-Ardun	Alain Bels	(France) 20-46-66-66
K1-Project	Dewayne Grammer	(817) 451-4691
K2	Jonathan Bien Gene Forrette C. C. Lipscomb Jack Stinson C. S. Warner Jack Wheeler David Williams	(201) 886-2710 (209) 667-5578 (301) 479-1314 (313) 363-3051 (717) 295-1540 (619) 454-7210 P.O. Box 1572, Clemons, NC 27012
K3	J. S. Blaine Mark Christopherson Steve Moorhouse	(810) 684-6444 (818) 763-5485 (415) 824-8880
L	Jim Danick Frank Savage	(914) 635-2373 (404) 929-3715
M	John Bungay Larry Johansen* Ross Marshal Rick Percell John Reeves Yvonne Turner	1137 43rd Street, Sacramento, CA 95819 (909) 793-0513 (704) 526-5666 (619) 481-7073 (918) 663-2030 (817) 926-2808
P	John Bungay Jerry Conti Larry Johansen* Andrew Leonard	1137 43rd Street, Sacramento, CA 95819 (813) 447-2221 (909) 793-0513 (213) 454-0096
PB	L. O'Meara	16 Oakridge Drive, Granby, CT 06035
PB Mark II	Ted Jones	(401) 245-3300

*Will sell only one of my two cars.

The Allard Register

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