

ALLARD

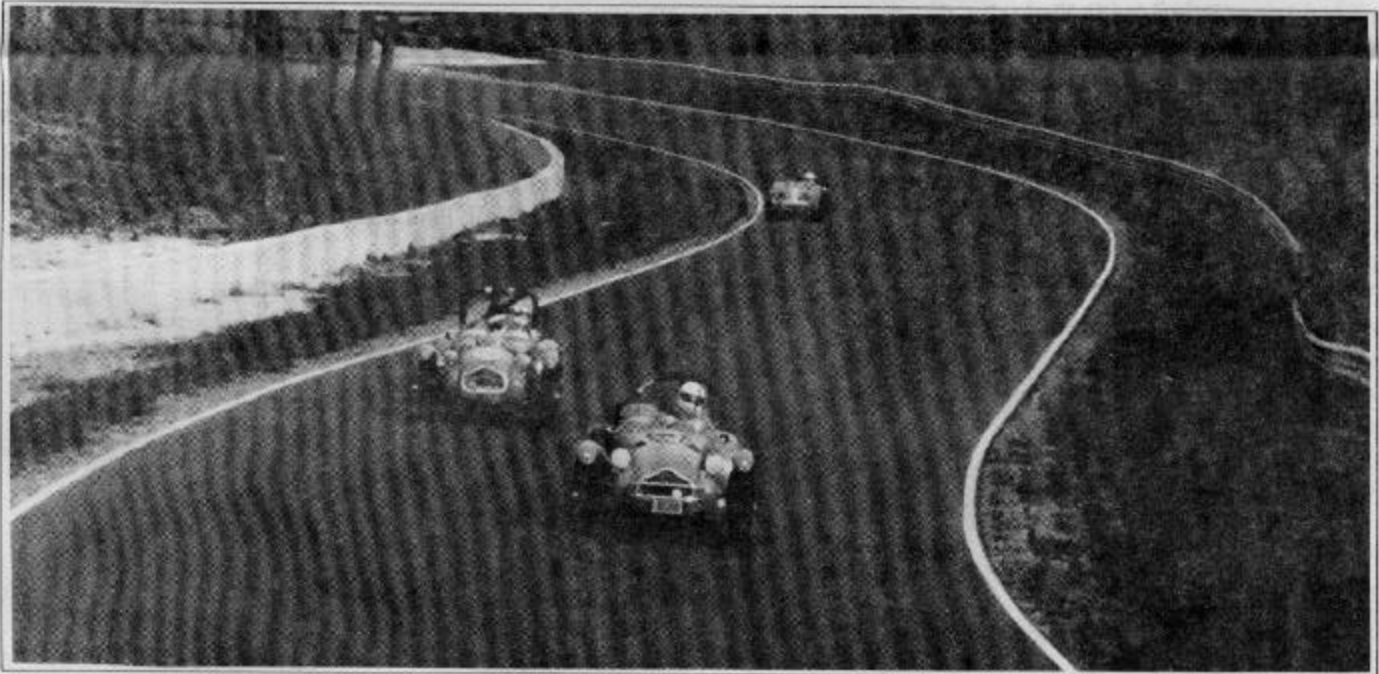
The Allard Register

No. 21

FALL, 1996

Free

Western Mini-Reunion In January '97



Reunions and Mini-reunions are on tap for the future. After all, racing Allards together on the track is still one of the neatest parts of the club. This photo only shows two, belonging to Syd Silverman and Mike Stott, but with the plans in place we should have photos of lots more together at Firebird Raceway and at Watkins Glen.

—bob critchell

by Jim Donick

Here we go again! A mini-reunion is on tap for our Western members in January of '97 at Bob Bondurant's wonderful facility near Phoenix. The SVRA will be hosting their first major Southwestern Event at Firebird Raceway on the 10th, 11th, and 12th of January. All Allard drivers are most welcome. It will be the first chance since Monterey in 1990 that the Western contingent will be sharing the track with some of the Eastern contingent. We expect to see Bob Lytle for sure, as it is just about in his back yard. Coming from the east will be Syd Silverman and Mike Stott with maybe a couple of others committing as the date draws near. Firebird is a spectacular facility, (READ YVONNE TURNER'S DESCRIPTION ELSEWHERE IN THIS ISSUE). The weather should be perfect and the racing and partying memorable. Call Julie Allen at the SVRA for further details and registration information. Julie can be reached at 803.723.7872.

Major Allard Reunion Planned for Fiftieth Anniversary Party at Watkins Glen

by Jim Donick

It's still a long way off but time to start planning NOW! The fiftieth anniversary of the Watkins Glen Grand Prix will take place the weekend after Labor Day in 1998. Allards played a major role in the early races and should be counted on to play a major role in the anniversary festivities. We are hoping to have a bigger turnout than was had at Monterey in 1990, but this will take a lot of preplanning and enthusiasm from the members. The

(More on 50TH ANNIVERSARY on Page 3)

Tustin Thunder Road Races - August '96

by Bob Lytle

Just imagine a wooden building standing eighteen stories high and longer than three football fields. Now, add one building more and that's what we raced around at Tustin the last time in 1950. That is, until the Marconi Family decided to hold a little weekend get-together in Tustin, California, for a few of their car friends this summer. Turns out they have a lot of friends—350 sporty cars and 62,000 paying spectators!

The two blimp hangers alluded to above now sit on the U.S. Marine Corps Air Station Tustin in Orange County, just fifteen miles south of Disneyland. Naturally, the Marines were very much in evidence — lots of pomp and ceremony.

The current road race was laid out on the same two mile course as the original, the second major race on the West Coast, which was held June 25, 1950. This race, incidentally, was won by Roy Richter driving an Allard, now owned by Duncan Emmons.

Contributing to the whoopla were 1,000 display cars,

vintage airplanes, hundreds of vendors, and a full size carnival, just for the kiddies. Included in the race program were Formula One motorcycle sidecar racers and Legend cars. And, let me tell you, they really put on a show.

Allard racers were represented by George Myers, Jim Degnan, Duncan Emmons, Paul James, Mike Damon and Bob Lytle.

The ESPN cameras were everywhere, even up in the Goodyear blimp, which hovered overhead all day on Sunday. Oh yes, and not to be slighted was the big Saturday night gala at the Marconi Car Museum just one mile from the race track. We ate lobster and drank wine until we fell down.

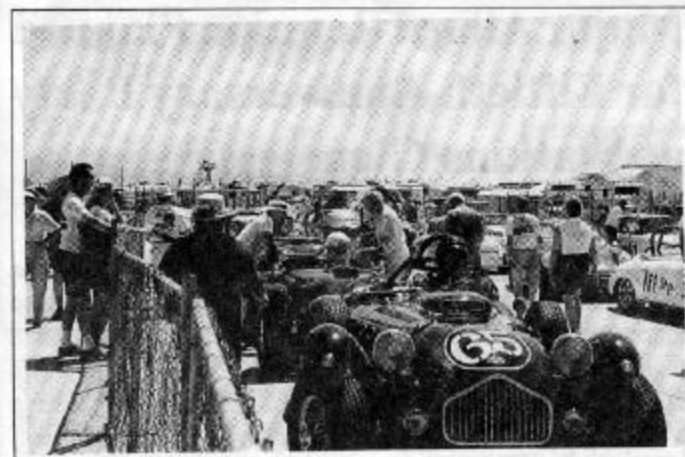
The Marine Corps has committed their facility for this event for at least three more years. So plan to join us next year to witness a P-51 Mustang fly right through one of the giant hangers ... — Well, Paul Mantz did it once.



Pomp and ceremony. 32,000 spectators paid \$10 each on Saturday to see all the events. Tustin Thunder Road Races, Aug. 2-4, 1996



1950 cars lined up for opening ceremonies at start/finish line, waiting for Marine Marching Band to appear. Tustin, 1996.



"Hurry up and wait." Bob Lytle in his Allard J2X. Tustin, 1996.



Duncan Emmons' Kurtis 500S pitted beside Bob Lytle's Allard J2X. Tustin, 1996.

Monterey Historic Races - 1996

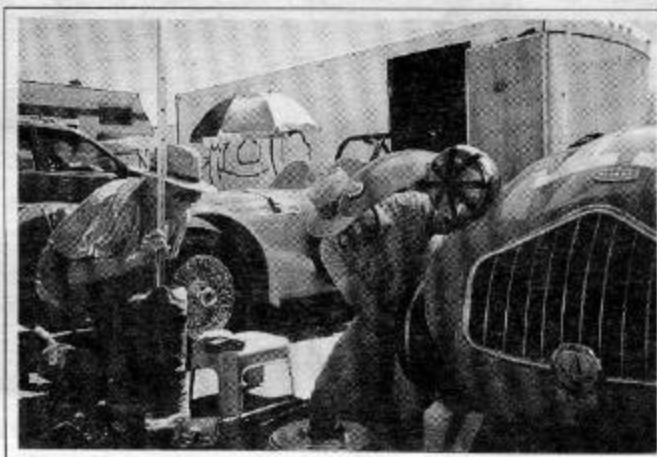
This year, all four Allards were appropriately placed in the "1947-1955 Sports Racing Cars over 1500cc" group—a microcosm of the Post-War Motorsports Renaissance, when the adolescent Euro-Thoroughbreds duked it out with an intriguing mix of homebuilt specials and sundry hybrids. Besides the Allards, the race included eleven Jags of various mutations, two Ferrari's, and an Austin Healy—mixed in with five good ol' boy American specials of varying degrees of finish and sophistication. Then, stretching the "Sports Racing" term to its ragged edge, were a Lancia Aurelia, a stock '54 Corvette with *Power Glide*, and the surprisingly nimble '51 Hudson Hornet.

Recurrent overheating problems forced Bob Lytle (Allard J2X owner) to cut his Friday practice session short, thus placing him in 21st slot for Sunday's race. Fortunately, he took some sage advice from his old friend, Steele Therkelsen, to seek out the services of a local radiator shop. Interesting to see how solidly the cumulative shrapnel from three blown Buick engines could jam up his radiator core.

All went well in the Sunday AM practice session, so the



Bob Lytle lining up for the big race where he went from starting position 21 to 13th at finish.



Bob Lytle working on Peter Booth's stuck wheel cylinder; Dr. Cordell Bahn looking on. —Photo by Chuck Warnes

start of that afternoon's race saw Peter Booth in his Cad J2X sitting at 15th spot on the grid, six places ahead of the other three Allards (Bob in his Buick J2X, Lamont Cochran in his newly restored flathead J2, and Cordell Bahn in his immaculate Cad J2). Peter and Bob moved up to 13th and 14th places within the first two laps and gave each other a merry chase for the next six laps. The Buick, running cooler than it had in years, eventually pulled ahead to finish in 13th place, just behind Steve Earle in his C Type.

As a footnote, the famous Tom Carstens/Bill Pollack J2 (August 1990 Road & Track Salon car) that Dave Brodsky had lovingly and painstakingly restored a few years ago changed hands at the Christie's Auction that Sunday evening. While Dave is not yet at liberty to disclose the now owner's identity, he did acknowledge that he is a

"car guy", and that the car is staying in the US. On behalf of us West Coast Allardites, I would like to extend a hearty "thanks" to Dave for resurrecting and sharing this fine piece of Allard history with us over the past eight years.

—Chuck Warnes, Fresno, CA

50th Anniversary (cont'd from Page 1)

SVRA will be having their annual races that weekend and have committed to providing special considerations and some facilities to the Allard reunion. An all-Allard race is a possibility as it happened at Pocono and there will likely be tours of the old course in your Allard. Details will follow in subsequent issues of the Bulletin. Meanwhile, please mark your calendars and plan to come. Volunteers for the reunion committee are also being sought. Call Jim Donick or Syd Silverman.

Hope to see you there!

—Jim Donick

Allard Trivia...

In reference to the designed but never built Bentley Blizzard, numerous smaller and lighter open sports cars were available which were able to exceed the Bentley's performance using a much smaller engine.

The largest of these were the Allard K2, Rover Maurauder, and Jaguar XK 120. Rolls Royce considered the best of these the Allard, due primarily to its success on the race track, though the Allard did not have the finish or refinement the Jaguar had.

—Jim Stickley

So You Want to Be a Vintage Racer ... Well, First You Go to Driver's School

by Yvonne Turner

I think it was meant to be — that eventually I would be out on the track competing in a vintage sportscar race. My late husband Tom Turner had raced his Allard J2 "8-Ball" for 15 years - with great joy - and I shared his enthusiasm for the sport as a support - helping tow, photographing, and performing a myriad other activities. But he always wanted me to compete also, urging me to attend driving school and qualify as a driver. He was like that.

It was not until after the 1995 Allard Reunion at Pocono that I realized part of the void in my life created by his loss was also

this by scheduling classes 6:30 AM to 2:30 PM in air-conditioned Ford Mustang GTs. We were told to wear shorts and T-shirts, with driver's suits and helmets required only on the last day.

Day One: Our class consisted of nine students, one instructor for every three students. One other woman, in her mid-twenties, was participating along with her father. I was the only one going for competitive racing; everyone else was taking the course just to become a better driver. We started with an hour of classroom instruction, then a walking tour of the extensive museum and shop facilities. After that, we were treated to the



Yvonne Turner with instructor Bill Cooper.

—Chris Filotei



The modified Bonderant skid car with outboard wheels.

—yt

the absence now of competition, our reason for attending these events in the first place. Tom's mechanic, Dewayne Grammer, reminded me that I still owned the "8-Ball" in race-ready condition, that "the doctor" had wanted me to race, and he would help me if I would just go for it. I guess I didn't need much urging, as I am naturally competitive and wanted the challenge. After recovering successfully last spring from knee surgery, I telephoned Tom's racing organization, SVRA, to guide me through the process of qualifying to race this summer. They sent out a packet of instructions which I am following: pass a physical, attend an SVRA-approved driver's school, make sure your car meets SVRA tech standards, and take an SVRA track-orientation course. Then it's time for competition.

Passing the physical was no problem. Dewayne took care of the car. I chose Bob Bonderant's School of High Performance Driving in Phoenix, AZ, signing for the three-day course in high performance driving. (Note: Too late, but now I know that SVRA prefers we take the four-day course.) My only concern was the heat of summer in Phoenix. The school has adjusted to

wildest van ride I had ever experienced (touring the tracks). One section is a training area in the driving basics: straight-line slalom, accident avoidance area, handling oval, offset slalom, and throttle steering circle & skid pad. The other section is a full road racing course, featuring a 1.6-mile, 15-turn course comprised of a variety of corners and straightaways. After the tour, more classroom instruction on driving basics to be practiced in the afternoon: handling oval, slalom and skid control. That afternoon we were each assigned a Ford Mustang GT. The handling oval is designed to teach the basics of cornering techniques including the proper line through a corner and the best use of the accelerator, brakes, and steering. The slalom course is a line of ten cones, each set at a distance of 55 feet apart; it is designed to introduce basic concepts of vehicle control including smoothness and weight transfer (max speed 40 mph). Skid control teaches how to control understeer (front) or oversteer (rear) skids in a safe and controlled environment. The student drives a skid car - a car with a sub-frame underneath a modified

(More on VINTAGE RACER on Page 5)

Vintage Racer (cont'd from Page 4)

"My only concern was the heat of summer in Phoenix."

Bondurant car with outboard wheels, which can be hydraulically controlled to lift either the front or rear wheels to simulate a skid (max speed 25 mph). How did I do? Handling oval, no problem. Slalom: 40 mph and no cones knocked over. Skid control: one spinout.

Day Two: More classroom instruction in driving basics, with emphasis placed on concentration, smoothness, consistency, awareness, and anticipation. Driving techniques include accident avoidance, heel and toe downshifting, trailing brake, weight transfer, and cornering strategies. Most of Day Two was devoted to learning these techniques, driving our assigned Ford Mustang GTs in the following exercises.

The Bondurant School has set up an Accident Simulator on the facility in the accident avoidance area. This tests the students' decision making skills and sharpens their reflexes. It also teaches them split second car control during emergency evasive maneuvers, emergency controlled braking and panic stops that could save their lives. The student approaches the simulator at a constant speed (max speed - 40 mph); the three traffic signals above three lines, outlined by cones, change to a combination of red and green lights. This change happens about 80 feet from the first cones that define the lanes. The student must then maneuver the vehicle into the open (green) lane.

The Ford Mustang GTs were equipped with ABS (automatic brake system) and we had the opportunity to practice full emergency braking (both dead stop and turning while braking.) It works!

The class used part of the Road Course today called the Maricopa Oval to practice heel and toe downshifting, trail braking technique, and working a corner properly. I found the heel and toe downshifting, which is the technique of operating the brake and gas pedal simultaneously with the right foot while clutching with the left foot, the trickiest to master. Trailing the brakes enables the driver to enter a turn transferring the weight forward and setting the chassis by compressing the shocks and springs, thus increasing the front tire patches and decreasing the tendency to understeer. In working a corner, the first two techniques are used to enter a corner properly, following the line in contacting a late apex and exiting at maximum speed, all in a

stable manner.

The Autocross was the last event of the day. This is a challenging multi-turn road course set up with pylons, which gives the student an opportunity to put together all the techniques learned on the handling oval. It is a timed event that encourages aggressive but smooth driving, and a way of learning the handling limits of the automobile in a controlled setting. By now track temperatures were soaring and I discovered the visual problem of a mix of sunblock and perspiration in the eyes (it burns), so in this event I did not fare so well. Up to now, the rest of the day had gone well.

Day Three: Very little classroom instruction. More time in

the skid car practicing skid control. This time the instructor deliberately had us talking about unrelating subjects while trying to handle everything he could throw at us. Happily, I talked away about my Allard collection while instinctively handling the skids with no spinouts! We did another Autocross in the AM, and I had no visual problems, thus respectable times. We broke for very early lunch and were issued driving suits and helmets. The instructors then took us



Yvonne Turner and Bob Bondurant.

individually in our cars, showing us how to handle all the corners and straightaways, plus proper hand signals, flags, etc.; then we were turned loose for the rest of the day to practice everything we had learned so far. Yes, it was very hot in those helmets and driving suits, and since the driver's side window had to remain open for hand signalling, the AC didn't help much. But I paid no attention to the heat as I was too focused, something I think all experienced race drivers understand. I was excited enough to wish I could have had another day of practice to gain consistency in what I had learned.

At the end of the day we met once more in the classroom for course evaluation and the handing out of certificates, plaques and other goodies. We were told that we were graded by the instructors on a scale of 1 to 5, with the class average over the years a 2.5. I suspect only God gets 5. No one in the class had the nerve to look at his score in the package, including me, but I finally had a look, once I returned to my hotel room. Wonder of wonders! — my score was above average. It was all worth the effort. I went for a long swim and cooled off.

— yt

BOOK REVIEW

This article has been reprinted from the Allard Owners Club Newsletter, May 1996, London, England, through the permission of the secretary, Pat Hulse. David Kinsella has published many articles and a book about Allards. Both Kinsella and Clive Cussler are Allard Register members.

By David Kinsella

"Only Clive Cussler - the Grandmaster of Adventure - could have written a story this suspenseful."

In *Shock Wave*, Dirk Pitt meets the most intriguing and sinister villain of his adventurous and legendary career—a billionaire Australian diamond king with three beautiful daughters—in a conflict that is waged above and below the sea for the survival of vast numbers of sea creatures and more than a million human beings.

In 1856, a British clipper ship sinks after a terrifying storm while transporting convicts to an Australian penal colony. After horrible carnage on a raft, the pitiful survivors, among them Betsy Fletcher and Jess Dorsett, are washed up on a solitary tropical island, where they discover an immense source of diamonds and found a powerful and wealth dynasty.

One hundred and forty years later, Maeve Fletcher, one of their descendants, is stranded on an island in Antarctica with a party of passengers after their cruise ship seemingly abandons them. Dirk Pitt, on an expedition to find the source of deadly plague that is killing dolphins and seals in the Weddell Sea, finds Maeve and the passengers and rescues them from death.

When Pitt later uncovers the cause of the plague, he discovers that Maeve's father, Arthur Dorsett, and her two sisters are responsible because of their diamond-mining technology. A deadly race develops to stop Dorsett from continuing his murderous mining operations and to head off a disaster that will kill millions.

Pitt's struggle to foil Dorsett's ruthless plan to destroy the market for diamonds and thus gain a monopoly of his own, takes him from harrowing adventures off the west coast of Canada to being cast adrift in the Tasman Sea in a small boat with his good friend Al Giordino and the lovely Maeve.

Through trial by storms, hunger and thirst, Pitt's inventive genius and relentless drive to survive eventually bring him to a final, spine-chilling confrontation with Arthur Dorsett himself, at the very heart of his domain, with the clock ticking against devastating tragedy—a confrontation in which Pitt gains triumph, but at the cost of great personal loss.

CLIVE CUSSLER's life nearly parallels that of his hero, Dirk Pitt. Whether searching for lost aircraft or leading expeditions to find famous shipwrecks, he had garnered an amazing record of success. With his NUMA crew of volunteers, Cussler has discovered more than sixty lost ships of historic significance, including the long-lost Confederate submarine *Hunley*. Like Pitt, Cussler collects classic automobiles. His collection features eighty examples of custom coachwork and is one of the finest to be found anywhere. Cussler divides his time between the deserts of Arizona and the mountains of Colorado. —dk



Clive Cussler with Dirk Pitt's J2X Allard.

—Book jacket photo.

Know the History of Your Car Increase Its Value

For sale, original Allard factory production sheets, build orders, etc. These documents contain dates, how car was to be built, accessories, paint color and in some instances, letters from selling dealer and original purchaser. Send your car's chassis number to:

Address: Alan Tiley, 4 Mount Hill, Mogador,
Tadworth, Surrey KT20 7HZ U.K.
Phone/Fax: 01737 243812 (England)

Note: If your car has any of the following chassis numbers, also contact Alan for details of original factory documentation.

91P 3103	J2X 3163	K3 3169	K3 3180	K3 3193	M2X 3092	M2X 3097
J2X 3140	K2 3128	K3 3170	K3 3181	K3 3196	M2X 3093	M2X 3098
J2X 3144	K2 3130	K3 3171	K3 3183	K3 3197	M2X 3094	M2X 3120
J2X 3149	K2 3133	K3 3172	K3 3185	M2X 3089	M2X 3095	M2X 3122
J2X 3151	K3 3165	K3 3177	K3 3187	M2X 3090	M2X 3096	M2X 3124
J2X 3156	K3 3168	K3 3178	K3 3188			

In Memory of Zora . . .

by E. Dean Butler

(Reprinted with the permission of *Vintage Motorsport*, Sept/Oct 1996)

Zora Arkus-Duntov will be remembered by the vast majority of enthusiasts for his countless contributions to the success of the Corvette. However, his contributions to automotive engineering run far deeper. For example, Zora may well have been the inspiration for the famous Chrysler Hemi, as will be explained later.

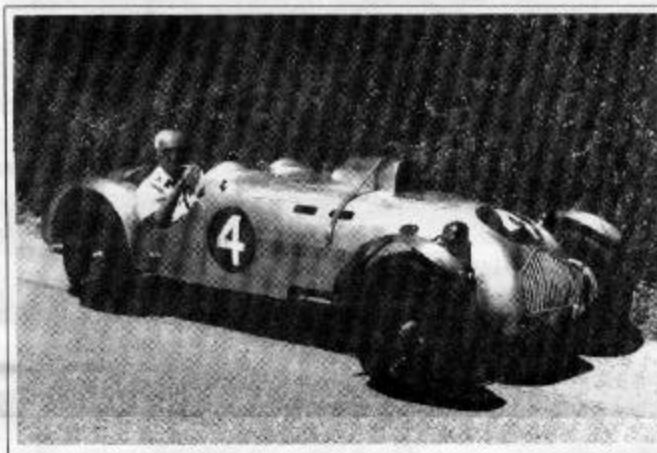
In the late 1930s, Zora briefly worked at the French automotive firm Talbot and later owned a Talbot Grand Prix car, with which he tried to qualify at Indianapolis in 1941. The Grand Prix Talbot was powered by a 4.5-liter, 6-cylinder engine with hemispherical combustion chambers and large intake and exhaust valves opening into the same combustion chamber space, just as in a double-overhead-cam engine, but operating with pushrods from a single in-block camshaft. The valvetrain required for this valve geometry (two rocker shafts and very long rockets to the exhaust valves) was patented by Talbot in 1934.

In an unrelated facet of his life, Zora was impressed with the bottom-end strength of the flathead Ford V8. Zora personally told me the rumors are true that he smuggled gold between Belgium and France in the 1930s at night, when his parents thought he was in bed, by placing gold coins into the hollowed-out kingpins of a Ford V8 which he drove flatout, and with which he could manage well over 6000 rpm downhill. Zora later combined his Talbot and Ford experiences into the notion that the Talbot valvetrain system would be great on the flathead Ford V8.

Zora conceived of all of this for high-performance reasons, but he sold the idea originally as a truck engine ("Aircraft engine efficiency with automotive engine ruggedness," according to the original literature). However, the idea failed because truckers were accustomed to revving engines in the lower gears until they no longer pulled, and this resulted in failures with Zora's engine—because it kept pulling and pulling in the lower gears!

Zora's engine, called the Ardu for ARkus-DUNtov, soon became highly popular among American hotrodders and drag racers. The original foundry work had been done in the United Kingdom, where it attracted the attention of Sydney Allard—who, because of postwar import restrictions, was stuck with the Ford V8 for his cars sold in Britain, while Americans were making their Allards far faster with Cadillac and other OHV engines.

Sydney Allard had problems with his first Ardu engines and asked Zora to come to London to help—which Zora did, and then he stayed on for a while as engineering advisor at Allard.



Zora Duntov in his Allard J2 Prototype

—Photo by Tom Turner

Zora's experience with Allards (the world's first serious production of lightweight sports cars powered by big V8s) was the main source in inspiration for his work on the Corvette. Zora told me personally that he tried to talk Sydney Allard into modernization of the Allard sports and racing cars—independent front suspension, etc.—but that Sydney never had the money for development and thus forced everyone at Allard to make the best of what was readily available. Zora eventually gave up in dismay and left.

Elfi, Zora's lovely wife, once told me that when they returned to the USA from England, they were driving in Detroit when Zora spotted a billboard featuring the Chrysler Hemi. Zora told Elfi, "That's my engine."

Although Zora never did push the point, he always felt his Ardu engine was the true inspiration for Chrysler's world beater. Circumstantial evidence would support this: The earliest technical article I have seen on the Hemi (*Motor Trend*, December 1951) was written by James C. Zeder, then Director of Research at Chrysler, and this includes pictures and a description of the valve layout of the Ardu.

In this article, Zeder says, "Ardu inclined overhead valves...have demonstrated to American and British lovers of High-performance machinery the overwhelming advantage of building engines the right, but costly, way." Zeder also (correctly) said that "Chrysler is the first manufacturer to make the high output, high economy, hemispherical combustion chamber available to the...public in true mass production." (Emphasis mine.)

Zora's next chance to develop the car he always wanted was, of course, the underpowered early Corvette, which he turned into the car he had wanted to develop for Allard. The Corvette benefited from Zora's experience at Allard beyond the basic concept. For example, the suspension of the late-1950s Sebring Corvettes was inspired by the Allard J2's de Dion layout, so Zora once told me.

Zora even played a role, albeit very indirectly, in the development of the Cobra! One day a friend of Carroll Shelby's came by in an Allard J2. Carroll took it for a ride and told his friend he could build a much better sports car with a V8—and eventually did so!

Those of us who had the privilege of knowing Zora personally—and not just his engineering brilliance, but his wit, his genuine love of machinery, and his love of life—already miss him greatly. However, his memory will live on with the roar of not just Corvettes, but Allards, dragsters, hotrods—and even Chryslers and Cobras.

—E. Dean Butler, Cincinnati OH

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:

P8 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 (will fit on Brooklands hub)

Spare tyre bump for bottom front (under spring) of trunk floor. Free to
rightful owner-came from N.J.

Need Lucas tail light rim (570138) & gaskets (57045)

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. (Rebuild/Powder coated)
open or closed drive line. Bill Peden (520)318-4585

Lincoln shift handle

plus extra case Bill Peden (520)318-4585

• 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 Jegs (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
(619-421-5920)

INTERIOR, TRIM & INSTRUMENT:

• Dash Boards (wood):

K1 Pete McManus (215)459-8918

• Dash Instruments

(Speedometer & Tachometer):

Smith NISONGER, Bob Castagnetta (914)381-1952

• Grills:

K1-L-M-P Colin Daniel

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 Ray Holtzapfel (713)528-0380

MISCELLANEOUS:

• Allard badges (from Allard Owners Club):

Bonnet badge (front) £16 + postage

Scroll badge (rear) £15 + postage (£2 to US)

AOC Membership £25

Contact: Michelle Wilson

10 Brooklyn Ct., Brooklyn Rd.

Woking, England GU22 7TQ

• 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)859-2389

• 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

CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes	(U.K.) 0280-847-182
J2	Ashton Marshall H. Wheeler	(619) 299-3224 (801) 775-0162
J2X	Bill Bauder	(512) 272-5695
J2X-LeMans	Robert J. Boyer Charles G. Love	(315) 457-0280 B-(408) 459-2862 R-(408) 476-2053
Repro J2X	Doug Berstein	(415) 777-9739
K1	C. C. Lipscomb Pete McManus	(301)479-1314 (215)459-8918
K1 Project	Yvonne Turner	(817)926-2808
K1-Ardun	Alain Bels	(France) 20-46-66-66
K2	Jonathan Bien Gene Forrette C. C. Lipscomb Jack Stinson Yvonne Turner C. S. Warner Jack Wheeler David Williams	(201) 886-2710 (209) 667-5578 (301) 479-1314 (313) 363-3051 (817) 926-2808 (717) 295-1540 (619) 454-7210 P.O. Box 1572, Clemons, NC 27012
K3	J. S. Blaine Mark Christofferson Steve Moorhouse	(810) 684-6444 (818) 763-5485 (415) 824-8880
L	Jim Donick Frank Savage	(203) 261-5260 (404) 929-3715
M	John Bungay Larry Johansen* Ross Marshal Rick Percell John Reaves Yvonne Turner	1137 43rd Street, Sacramento, CA 95819 (909) 793-0513 (704) 526-5666 (619) 481-7073 (918) 663-2030 (817) 926-2808
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*Will sell only one of my two cars.

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