

# ALLARD

## The Allard Register

No. 19

SUMMER, 1995

Free

### Allard Antics at Elkhart Lake

by Jim Donick

In our report of the SVRA spring meeting at Elkhart Lake last spring we allowed as how the event and the circuit were just the sort of thing the Allard folks would love. Long fast straights, lots of elevation changes and a premium placed on horsepower make this interesting and historic track one we love. This year the "premium on horsepower" seems to have caught out one of our number. It was still a magnificent event, though. But I digress. Present with and driving Allards were Scott Brown in the Shaefer family J2-X (the ex-Harden car) John Harden in Syd Silverman's JR and Jim Donick in Syd Silverman's J2-X. Also present were Syd Silverman in



Elkhart Lake: Scott Brown shortly before the engine let go in the J2X. It was exceedingly fast and a pity to lose it from the race for mechanical reasons.

Kurtis, Jag SS-100, and Lister Chevy; Bud Shaefer in Jaguar XK-SS and Lotus 11. John Harden also drove the Lister Chevy. We were also expecting Jim Stickley with his J2-X but he cancelled at the last moment. The Allards had suffered 66% attrition early in the weekend. It rather reminded one of the year we lost four or five cars at Lime Rock to wheel and axle failure. Scott Brown blew the Oldsmobile in the J2-X in a major way. It spent the rest of the weekend looking mean but vaguely toothless.

Scott took over the Jaguar XK-SS from Bud and drove it in the Group 4 race very competently. John Harden had broken the (More on ELKHART on Page 6)

### Allards at Equinox

by jpd

The forty third running of the Mt. Equinox Hillclimb in Southern Vermont took place on the 10th and 11th of June. The usual Allard drivers were there, though only two with Allards. Bob Girvin was again the Chairman of the event but was without the GT Coupe as it has been suffering overheating problems. Bob Valpey had his Miller-powered Dreyer Sprint car and the honour of the Allards was left to Donick and to Schieffelin. The editor had his trusty K2 and Schieffelin the K3. The 5.2 mile climb to the summit was a bit rougher than the last couple of years so times were a little slower than in the past. John got the K3 up in about 5'34" and jpd the K2 in 6'06". The latter had problems in an early run due to an ill-conceived tyre pressure experiment that left him with tyres so hard the car was all but undrivable as it skidded and jumped across the various (many!) irregularities in the road. Empirical evidence suggests that an Allard on Dunlop L-series (More on EQUINOX on Page 7)

### ALLARD REUNION UPDATE:

1995 Tom Turner Memorial Allard Reunion  
Pocono Raceway, Long Pond, Pa.

The 1995 Tom Turner Memorial Allard Reunion is shaping up as we speak.

Banquet festivities, beginning with a cash bar followed by dinner are planned for 6:30 pm on Saturday the 12th. Cost will be \$25.00 per person. Please SEND A POSTCARD TO JIM DONICK WITH YOUR RESERVATION (address on Page 6.) You will be offered a choice of many different possibilities as the dinner this year will be a buffet. This should also speed up the serving of same.

We will likely have a bus from the hotel to the dining location for those interested. Check for details at the Allard HQ at Pocono Raceway.

Like all good Allard gatherings, the speeches will be short and the bar open late. Featured Speaker will be Colonel Reed (More on REUNION on Page 6)

# The Australian Cannonball Run...

by Rob Boulton, Allard J2 owner, Queenstown, N.Z.

For us it all started over twelve months ago with my brother Jim handing me a magazine clipping describing a most unusual, exciting motoring event! It read "Six Days of Excitement, the Australian Cannonball, Darwin to Ayres Rock and Back - 3800 KM." Only the Northern Territory Aussie could dream up something as "wayout" as this! The blurb went on: "You'll probably ask yourself how, in this overregulated world the Cannonball event could happen? Put it down to a government which believes anything can be done and acts on the strength of that belief."

But what is a Cannonball Run? For those of you unfamiliar with the term, this came from the U.S., where in the '60s a gentleman by the name of Brook Yates organized a series of unofficial and highly illegal races from one side of the USA to the other, or, as they were then called, "From Sea to Shining Sea."

Mr. Yates' runs became the catalyst for a number of movies on the same theme entitled, strangely enough, "Cannonball Run," "Cannonball Run Two", and, of course, the "Gumball Rally." These mainly featured Burt Reynolds and others of his ilk, and showed lots of cars being damaged, but of course no one being injured! Mr. Yates' original Cannonball Runs were naturally the focus of police attention, and after some years they died natural death, as most of the participants lost their driver's licenses, or spent some time behind bars!

The purpose of the Northern Territory Cannonball Run was to recreate the theme of the original U.S. Cannonball Runs, but held on a legal basis, taking advantage of the Northern Territory's lack of speed limits. It should be noted, though, that the term "lack of speed limit" is a little subjective. While no particular speed limit is posted for open roads, police do pursue people they consider to be driving recklessly or dangerously.

Well, anyway, that's good enough for us. This event is made for the old Allard: long straight roads, good wide seal, (need all the width we can get with the Allard steering), sweeping bends, three entry classes. We enter Class 3 (sports touring). Allards were never renowned for their sophistication, particularly the handling. Referred to by some as the "Blacksmith's Revenge", "the closest thing to a four-wheeled motorcycle as it's possible to get", or "Anglo-American Sports Bastard" - all the labels are true, but in their day the combination of an American V8 fitted into a

lightweight English chassis was unbeatable, particularly in road racing events. It has a split personality, however, and with any speed beyond about 130 MPH, it cannot decide if it's an aeroplane or car and develops this unsettling sensation of attempting lift off!

The cost of running in this event would not be cheap. At an early stage, we decided to look for sponsors. This proved easier than anticipated, primarily because of the extensive media coverage. TV exposure alone would be to in excess of 100 million international viewers.

A lot of effort went into pre-event preparation. The engine had recently been rebuilt, but everything else that moved was checked. We were required to fit a C.B. radio, and because we would be wearing full face helmets during the event, an intercom system was necessary. The big worry was temperature. Allards are not renowned for running cold. We fitted a larger oil cooler to the engine and oil coolers to gearbox and diff. The car has little or no space for spares, luggage, etc., so it was necessary to budget for a backup crew and car. The crew would consist of local mechanic Marty Strain to look after the



car, Jackie Strain in charge of finances, accommodation and backup timing, our brother Graham as team and publicity manager, with David Faulkner providing the backup car and being in charge of spares and luggage.

The event was due to start 22 May, 1994, and we flew to Brisbane about a week before. Picked up the backup car and two of the crew, drove the three days to Darwin while the other team members organized the overland transport of the Allard, then flew to Darwin. Average temperatures in Darwin at this time of the year are around 30° Celsius, but most importantly humidity is bearable.

The event itself was a mix of touring sections (no speed limit), rally style sections (which required completion in a given time); points are deducted for early or late arrival. Lastly, flying mile sections: points are awarded equal to the speed you achieved through a measured section of road; i.e., 200 KM = 200 points. Daily road instructions were distributed each morning, detailing road conditions, fuel stops, caution zones, towns, etc., etc. Pre-event timing at a local raceway put us in seventeenth start position, which, in addition to front page news in the local paper, lifted the odds on our car with the bookies!!

As the oldest car by about fifteen years, we were well pleased.

## "Darwin to Ayres Rock and Back - 3800 KM - Six Days of Excitement"

A driver and crew briefing took place the evening prior to the run. We were warned that breath-testing would be compulsory each morning prior to the start, and with any reading in excess of .00, "you did not start." All towns would be radar patrolled and even one KM above the posted speed would incur a fine and penalty notification to the race organizers.

22 May and we assemble at 7 AM on the Darwin wharf precinct. Nothing could have prepared us for the reception and interest in the event shown by the local population. Huge crowds lined the start ramp, but this was nothing compared to the crowds on each side of the road for the first 40 KM to Katherine, our first stop. In places the gap between the spectators was only just wide enough for the car to pass through, which was quite disconcerting, given that we were trying to set a reasonable speed through this area. Inside the car, the heat was just bearable. We wore single layer race suits with only light-weight briefs underneath, and BMW motorcycle helmets, which had a vent in the top also to assist air circulation. Drinking tubes fitted to water containers located in the back prevented dehydration.

We set a target cruise limit for other than competitive sections of 4400 RPM (approx 200 KM per hour), figuring that this would not stress the old Caddy engine too much. The first day went well. We achieved perfect scores and, except for a minor fire under the dash which occurred during a flying mile section causing a rather rapid deceleration and evacuation from the cockpit, we were pleased with our performance. Day Two of the event was an early start to run the 1200 odd KM to Alice Springs. Temperature started to become a bit more tolerable, and we reached Alice achieving perfect scores plus a respectable 220 KM through the flying mile. The state police could not have been more helpful during the event, but I found it a bit unnerving driving continually at high speeds and passing police patrol cars when our speed was reading close to double the N.Z. speed limit, and the police return your wave!

The third day was one that attracted most of the publicity of the event. The leading car at that time was a Ferrari F40. This is one of the world's top super cars, capable of reaching speeds in excess of 300 KM per hour. This vehicle is as close to a Formula

A One race car as one is ever likely to find. It was piloted by a Japanese dentist, who we understand had limited fast driving experience. As someone later said, "Driving a Ferrari does not make you a Ferrari driver." You will be familiar with the story that follows: The Ferrari driver lost control entering a checkpoint, broadsided into the checkpoint, killing both the driver and his navigator, along with two officials who were unlucky enough to be sitting at a table marking off the cars as they came through

the section. Naturally and tragically, this ended the official part of that day, and competitors simply proceeded on the their overnight stay at Ayres Rock. In due course, the coroner will release his findings on the cause of the accident. However, to all present, it appeared to be a case of overconfident driving.

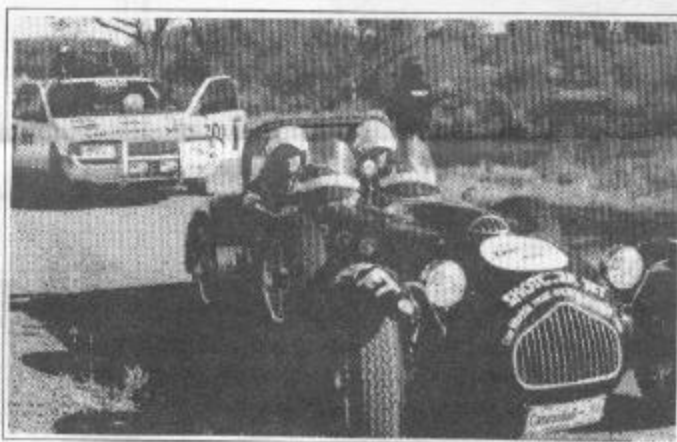
It was fortunate that the next day was a lay-day. This gave the organizers time to confer with police and state officials, and it was with total competitor support they decided that the event should continue. For some reason, the organizers announced that the rest of the run would be with an event-imposed speed limit of 130KM. This fortunately was only in place for one day, as it caused more trouble by slowing the Cannonball cars to speeds slower than the normal traffic. This caused some competitors to refer to the event as the "Cannonball Crawl."

Day Five : Ayres Rock to Tennant Creek - 950 KM. The day started with the usual breath analyzer testing before the start. All went well with a somewhat boring drive due to the event

speed limit, and we had little trouble achieving a perfect score for this sector.

The crowds which greeted us at Tennant Creek were overwhelming; the shotover jet Allard as we had now become known was swamped with people wanting autographs. The car had been featured three times in a row on TV primetime in addition to the territory newspaper pictures. It took about fifteen minutes before the crew could start the daily check-over and preparations for the following day.

Day Six: 950 KM to Darwin, and the finish would prove to be the most exhausting. The cars were lined up for the usual early

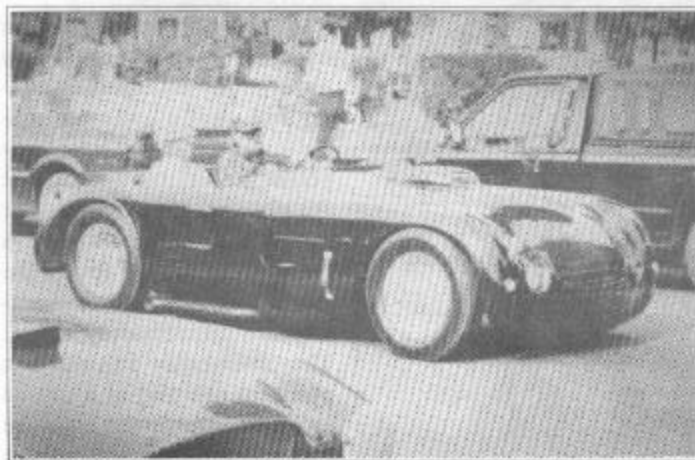


Above: Comfort stop, Day Five. Allard J2 and Backup Car.  
Below: Day Five, early morning start, Ayres Rock area.  
Team, L. to R. Marty Strain, Rob Boulton, Graham Boulton, Jim Boulton, Jackie Strain, David Faulkner.

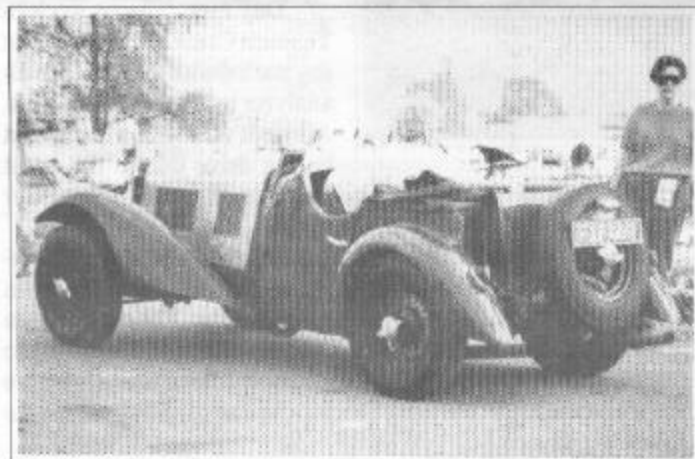




Buddy Cooperberg from New York hasn't been to an Allard Gathering before but he promises to come this time. (jpd)



Jack MacGregor will be with us in spirit. This shot was taken at Watkins Glen in '89, I think.



Peter Bland says he's bringing the prewar special again. Here it is at Watkins with Betty Bland at the passenger seat.

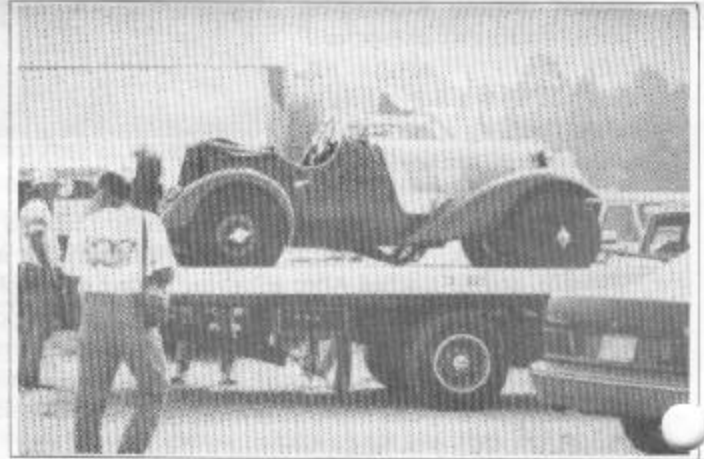
A Photo Collage of  
from past Allard  
from your Editor

This is to remind you of

Y'all

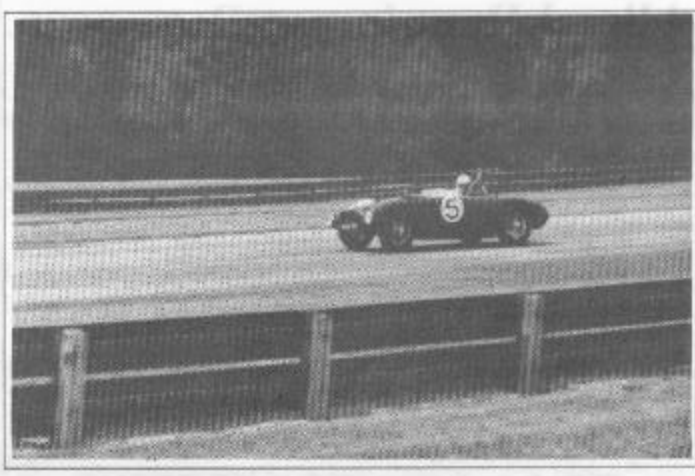


We expect another great evening banquet, though without Tom Lush this year. Here he is signing a book for Dick Stillwell (who is coming) at a previous banquet.



This is another shot of Bland's prewar. It reminds us a great deal of the editorial L-type Special.

People and Cars  
 and Gatherings  
 (or's scrapbook)  
 how much fun we have.  
 come!



The Silverman JR with the editor at the helm. John Harden has promised to drive it at Pocono and show us all just how fast an Allard can go.



Watkins Glen in '89 and Syd Silverman getting prepared to go out in an enduro.

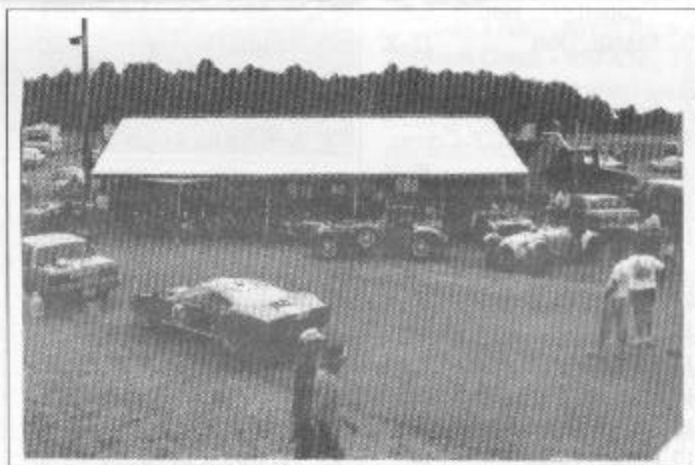


A highpoint of the Monterey Gathering was the awarding of the Senter Trophy to Tom Turner. He received it with Zora Duntov.

Dard Motor Company's  
 Thomas W. Senter Memorial Trophy  
 Monterey, California - 1996  
 L. R. A. John Chalm, Tom Turner, Margaret Senter, Alvin Senter,  
 Zora Duntov, with Senter's kids in the background.



Bob Valpey is bringing the ex-Tommy Cole J2. It is shown here in front of Syd's transporter back in '89 maybe?



This was "Allard Central" at Watkins. The turnout is pretty good but it will be loads better at Pocono. Please come and add to the numbers and share in the pleasure.

## Allard Reunion at Pocono...

### There Is Still Time to Register

(continued from Page 1)

Tilley, who raced Allards in the early fifties, including Syd Silverman's JR.

We will have an informal Concours with voting by the spectators. Prizes will be awarded at the banquet.

Hotel rooms are going fast. Please call the SVRA for a room recommendation at a nearby hotel or motel. Ask for Julie or Lynn. Tel: 803-723-7872.

We will have an all Allard race, assuming we have enough entrants. Drivers must be approved by the SVRA or by their home racing organization. Cars should be prepared to the specifications of the SVRA or of your recognized Vintage Racing organization. Rollbars will be mandatory. Driver safety equipment will be per the SVRA regulations. Two layers of Nomex, Arm restraints in open cars and SNELL SA sticker in the helmet.

Pete McManus will have a suggested tour of the area for those interested in some sights of interest and some road work for the Allard (or anything else you may be driving)

#### Award Suggestions:

- A.O.C. Transatlantic Trophy:
- Concours d'Elegance: (A voting of the members present?)
  - "Tom Turner Memorial Trophy" Best in Show
  - "Jack MacGregor Cup" Best "J" Series
  - "Mt. Equinox Trophy" Best "K" Series
  - "Monte Carlo Cup" Best "Other" Series
- Farthest Distance Traveled
  - a.) With an Allard
  - b.) Without an Allard

**Expected Attendees:** An updated list is appended, and I'm sure we've missed a few names. Hope to see you there.

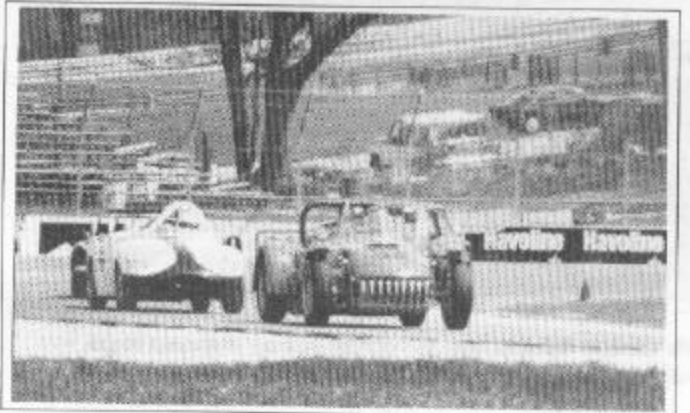
1. Turner, Yvonne	J2	21. Lassiter, Bill (?)	JR
2. Aibel, Fred	J2	22. Kinzinger, Janet	K3
3. Aibel, John	J2	23. Baron, Don	K3
4. Cooperberg, Buddy	K2	24. Stickley, Jim	J2X
5. Marsh, Don	J2-X	25. Adams, Wayne	J2X
6. "	JR	26. Stillwell, Dick	PB-2
7. Stott, Mike	J2-X	27. Hartson, Bob	PB-2
8. Girvin, Bob	GT-Coupe	28. Netterstrom, Jim	J2-X (?)
9. Meyer, Rich	J2-X	29. Kearney, Kevin	K2
10. McManus, Pete	K1	30. Wilmer, Bill	J2-X
11. Bland, Peter		31. Allard, John	
	Prewar Special		Palm Beach
12. Silverman, Syd	J2-X	32. Jimmy Dobbs	J2
13. "	JR	33. Bernstein, Ted	J2-X
14. Schieffelin, John	K3	34. "	K2
15. Donick, Jim	K2	35. "	K3
16. "	L-Type Special	36. ? (I forgot to write)	
17. Butler, Dean	JR		J2-X Replica
18. Groezinger, Herm	K3	37. ....	
19. Valpey, Bob	J2-X	38. ....	
20. Bob Valpey	J2		

## Elkhart Lake (cont'd from Page 1)

block of the Cadillac in the JR earlier in the season, so only tested the new engine in an early exhibition session, leaving him to drive the Lister Chevy in Group 4. This resulted in a marvelous race between John in the Knobby-bodied Lister Chevy and Udo Horne in a Costin-bodied version. Udo won and John was second. The



Above: John Harden about to do battle in the Lister  
Below: Syd Silverman in the Kurtis holding off some smaller iron going into turn five.



editor, jpd, was enjoying the Scuderia Silverman hospitality and the delights of driving the J2-X. It upheld the honour of the Allards by not missing a beat the entire weekend and putting in some very respectable lap times for its class. A well prepared J2-X is an uncommonly pleasant car to drive quickly. Sunday's Group Four race also provided a showcase for Syd Silverman to show off the Kurtis to good effect and for Bud Shaefer, who had turned the Jag over to Scott, to have a good go in the Lotus. Even with the mechanical maladies it was a delightful weekend for all concerned.

#### IMPORTANT

Headquarters at the event will be near Syd Silverman's transporter. We expect to have some garage space as well for use as a place to display memorabilia.

#### QUESTIONS? CONTACT:

Jim Donick 28 Traver Rd. Pleasant Valley, NY 12569  
914-635-2373

## Cannonball...(continued from Page 3)

morning start, but this was different. Tennant Creek had closed off one section of the main road through town, and all 100 surviving cars were lined up three abreast. The TV crews seemed to be in greater abundance than usual. On this section the traffic would build up. Temperatures, even at the start, were high and predicted to reach 33°C. about the time we would reach the outskirts of Darwin. At this stage we knew that, given a clean run,



Pit Stop! Day Two, Australian Cannonball Run.

we would be contenders for a class win. We double-checked all calculations and were even more careful obeying town speed limits. Late in the afternoon we arrived into Darwin, hot and exhausted. The car was still sounding sweet and, although hot, still within safe limits. We achieved a clean card, did a respectable time of 220 through the flying mile and by our calculations amassed a total of 818 points, about 80 more than the next competitor in our class, a Jaguar V12 E Type.

We all drive around in cars these days which are in the main air-conditioned, comfortable fast tourers. We can tell you that travelling in an open car with the very basic creature comforts, in temperatures in the 30s, wearing full face helmets, sucking liquid through a tube, and driving in hostile country on 40-year designed seats is not nearly as attractive as it sounds! We were pleased to get our backsides out of the car when we had finished. The heat, the dust, the sweat and the mental pressure of competing took its toll. The after match function prize giving proved a disappointment. We were awarded fifth place in our class! We immediately checked with the organizers and lodged a formal protest. A recount the next day - many deliberations - more delays - an incredible six weeks after the event had finished - apologies - the shotover Allard had won the sports touring class.

Was it worth it? Certainly, yes, memories to last forever, heaps of stories to tell and participation in an event that is unlikely to happen again. (But remember, anything can happen in the Territory.)

Our forty-four year old Allard is no slug. Given enough road, it will reach speeds in excess of 240 KM- (if you're brave enough). We certainly achieved good times through the speed sections. Thanks to good onboard navigating equipment, we also never failed to arrive at a checkpoint outside of a given time. This may sound simple - it was not. It was also a considerable reflection on our team and in particular Marty Strain's ability to build up the

car sufficiently strong to stand 4000 KM of punishment and, with the exception of a minor wiring failure, it never missed a beat.

However, the organization of the competitive section results was not good; the complete saga is another story in itself, but we consider this aspect of the event a classic case of Aussie underarm bowling!

Overall, it was an event that one dreams about, but this time it came true

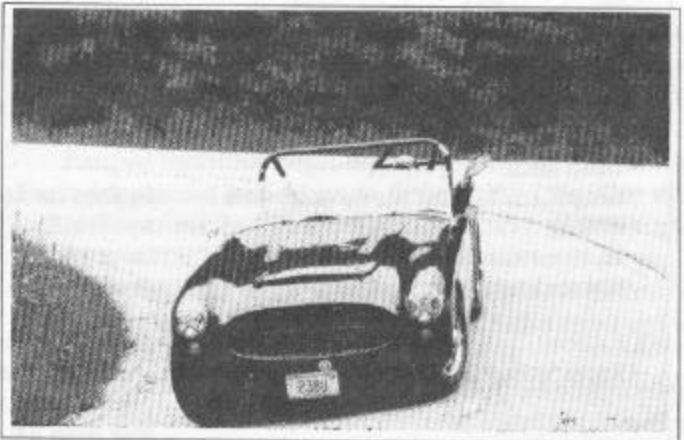
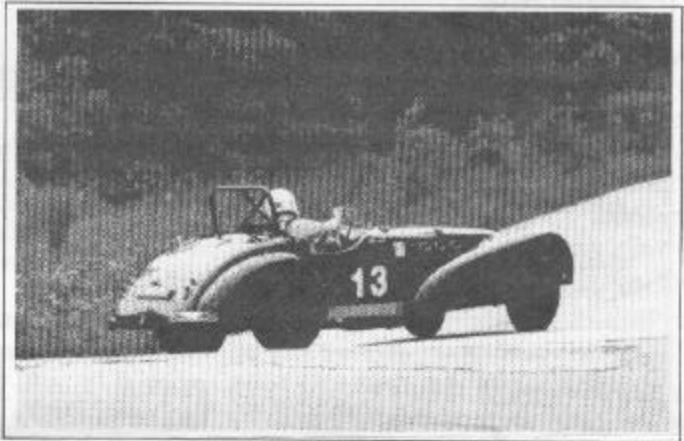
—Rob Boulton

*Editor's Note: Thanks to Dave Fogg, Tacoma, WA, for sending us Rob Boulton's account of the Australian Cannonball Rally.*

## Mount Equinox Hillclimb...

(cont'd from Page 1)

racing tyres and a rough road is most comfortable with the pressures around 30psi or maybe a little less with a pound or two variation front to rear according to taste. We also note that no one felt obligated to take off their shoes to lighten the car those last few ounces as Sydney Allard was said to do on the occasional hillclimb when he won the championship in 1949.



Above: Equinox Hillclimb. The editor in his K2 making some progress out of the first parking area. (hyman)

Below: Equinox Hillclimb. Schieffelin bringing the K3 off the mountain after a very successful first run. We got three runs in on Saturday but Sunday was rained out. (hyman)

## 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 (will fit on Brooklands hub)  
 Spare tyre bump for bottom front (under spring) of trunk floor. Free to  
 rightful owner - case from N.J.  
 Need Lucas tail light rim (57013) & gaskets (57069)  
 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 (Weland) 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

#### • 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*  
 (704-663-3930)

### INTERIOR, TRIM & INSTRUMENT:

#### • Dash Boards (wood):

K1 ..... *Pete McManus* (215)459-8918

#### • Dash Instruments

(Speedometer & Tachometer):

Smith ..... *NISONGER, Bob Castagnetta* (914)381-1952

Allard Cooper-Stewart ..... *Tom Turner* (817)737-9493

#### • 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 ..... *Mass 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: ..... *Pat Hulse*  
 1 Dalmeny Ave., Tufnell Park, London N7OLD

#### • Allard Goodies!

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

#### • Allard Issue:

*Vintage Motorsport #4*, 1990

Copies available - \$7.50 (Includes postage, USA)

Contact: ..... *Tom Turner* (817-737-9493)

#### • Embroidery & T-Shirts:

*Allard Logo*

Embroidered on ANYTHING; underwear a speciality!

Contact: ..... *Janet Kinzinger* (810-684-5675)

#### • Engines for Sale:

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

Cadillac (331) ..... *Tom Turner* (817-737-9493)

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)

## CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes	(U.K.) 0280-847-182
J2	Ashton Marshall H. Wheeler Yvonne Turner	(619) 299-3224 (801) 775-0162 (817) 737-9493
J2X	Bill Bauder Jerry Rosenstock	(512) 272-5695 (818) 781-6289
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-Ardun	Alain Bels	(France) 20-46-66-66
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