



The Allard Register

No. 10

SPRING, 1992

Free

Past to Present with Pollack, Carstens and Fogg

The End of a Legend

from *Auto Sportsman* - August, 1953

.....
The following article was the way Auto Sportsman saw it in 1953, but this was only the beginning. Read Bill Pollack's article on this page for the next part of the story.
.....

This is the story of a car built for one purpose -- to win! A car maintained with all the loving care men normally reserve for a first-born child. A car as brutal in appearance as it was sweet-tempered in performance. A car without parallel in the record books of American sports car racing: eight wins in nine starts.

Perhaps I sound a little sentimental or maudlin about the subject. This is only partially true. Sentimental I am, but there was nothing about Tom Carstens' No. 14 Cadillac-Allard that could ever make one maudlin. As a matter of fact, the car always looked a little on the arrogant side with its gleaming black paint, white sidewall tires on red wheels and, as the finishing touch, a chromium-plated luggage rack on the rear deck. Although sleek Italian bodies and ripping Ferrari exhausts always send spectators spinning, the cycle-type fenders and the slow, deep thump of the Allard reflected function rather than style, horsepower rather than temperament.

The car was created back in 1951 as a bare body and chassis in England and shipped to Los Angeles. In the meantime, Carstens and Vic Edelbrock had assembled a

More on **LEGEND** on Page 4

Time Travel on Six Liters

by Bill Pollack

When I first heard from Dave Brodsky it was like hearing from a long lost relative. Dave told me that he had purchased the old Carstens' Allard number 14 and that he intended to restore it to the way it was back in the fifties.

My last recollection of the car was on the back of a truck, badly bent from an encounter with a fifty foot soft pine. Needless to say, the softness of the pine refers to the first one-quarter of an inch. I hit the tree head on and there was not a straight piece of metal or an unbroken piece of running gear left. The only part of the car undamaged was the four wheels.

Some time later, I heard that the car was running around San Francisco, still with white sidewalls and the number 14 on the door. After that, the car disappeared, and it was a few years later before it surfaced in Redding, California.

The condition of the car and what had to be done to it to bring it back to its original condition is really Dave Brodsky's story. But my small part of the restoration

was more of a mental trip. The Allard had gone through a number of modifications when it first arrived in this country. When we first raced it, the car had disk wheels and only later was it fitted with wires. Dave decided to pick a point in time and restore everything to that period. My task was to rewind the old reels in my head and try to remember things like upholstery trim color, which badges were on the instrument panel, how was the engine compartment

More on **BILL POLLACK** on Page 5

But when J2 #14 (#1850) was wrecked, J2 #15 (#1851) took its place, with Tom Carstens as driver and Dave Fogg as mechanic. This team just kept winning all over the West — and continues to run to this day. (But you have to come to Monterey to really take this trip back through time.)

Racing Season Starts in New England

by jpd

The New England Vintage Racing Season began on the 4th of April at Lime Rock Park in Connecticut. The Spring Sprints of the VSCCA were oversubscribed this year, and it looked to be a lovely turnout of Allards entered.

The entry included:

Bob Girvin	GT Coupe
Jimmy Dobbs	K-1
Jim Donick	K-2
John Schieffelin	K-3
Barry Smoger	J2X-LM

As it turned out, Dobbs had to scratch his entry at the last moment, and the Schieffelin K-3 was not prepared in time. (The editor's K-2 had been ahead of it in the garage. 'sorry, John.) Anyway, he brought the Bentley and the Arnolt Bristol.

Girvin led the pack in the Big Bore Class for much of the race. He finished second to an incredibly fast XK-140 Coupe. The editor finished in the middle of the pack, and Smoger was not far behind him. Note should be made that this was Barry's first run in the car. It was delivered to him at the track directly from the restoration shop. It looked great, as the photos show, and he seemed to be getting the measure of it after many years racing a Lotus VII.

The weather was pleasant, though a tad cold. Other Allard folk present and racing included the Brothers Aibel in H-modified specials and Buddy Cooperberg in a Gemini Formula Jr.



Barry Smoger

—Photo by Ed Hyman



Jim Donick

—Photo by Ed Hyma.

We Need More History

As part of an ongoing project, the Allard Register is attempting to collect more history on Allards. We specifically would like history on your individual cars, what you know about their history before you purchased them, what you have done with them, as well as what concourses, races, funny incidents, disasters, or whatever else you would care to have entered into the Register files.

Part of this will probably be published at a future date as space is available. You can give it to us in handwritten notes, typed notes, floppy disk file, or on audiocassettes. Or even a video, such as some of our members have done.

In addition, if you have friends that you know have owned or raced Allards in the past, we would very much like for you to collect history from them. A tape recorder and perhaps a quiet corner with a couple of beers can produce surprising results of wonderful stories and previously unknown history.

While we probably will transcribe the tapes, they will also be retained so that people in the future can hear some of these stories in the narrator's own words.

An additional part of this project - anyone with historic photographs - we would like to borrow these so that they can be copied. The originals, of course, will be returned.

— Tom Turner (817-737-9700)

The New Allard Register Emblem

After many years, the Allard Register emblem has been redesigned. The original was a simple triangle with "The Allard Register" printed on it. Bill Bauder, J2X owner from Austin, Texas, wanted to show his appreciation to the Allard Register, so he designed our new emblem. Ray May approved the change, and here it is.



Note: All lettering and borders are in chrome. Pins and patches, etc., will be available by the end of the year.

Allards at Monterey - One Year Later

by Chuck Warnes

For '91, Steve Earle departed from the tradition of having a featured marque, and made this year's event a tribute to Juan Manuel Fangio — a fitting honor indeed for the five-time World Champion who seemed to be having a glorious time the entire weekend.

It goes without saying: the 1990 Monterey Historic event was a high water mark in Allard history. But that didn't mean things were to be downhill from there. 1991 saw ten Allards present in all their glory - representing California, Washington, Colorado, and Texas. True, not the numbers and hype of '90, but just a minute, now —

'90 had to bear some mixed feelings for individual Allard owners. Sure, it was great for them to be all together, but the sheer numbers tended to overwhelm the charismatic appeal of individual cars. So this year was more like "the good old days," with each Allard again enjoying celebrity status in its own right. The density and enthusiastic buzz of spectators hovering around the Allard pits gave testimony to the staying power of the Allards' stage presence.

In a quick perusal of this year's program, what should catch our attention but a full page shot of the none other than the Teenaged Mutant Senior Citizen himself, Bob Lytle, piloting #65 in all its (then) seven cylinder fury uphill to the Corkscrew — a truly glorious portrait which garnered many a request for the old boy's autograph.

Other Allards present included Peter Booth with the ex-Shelby J2X, Bill Pollack again driving Dave Brodsky's famous Tom Carstens #14, which was pitted next to its old Dave Fogg-prepared teammate, now owned and driven by Tom Himself. It was a treat hearing Bill Pollack tell of his experience of racing against Fangio at Sebring - how he still marvels at the Maestro's surgical precision and consistency, regardless of the weather conditions or time of day.

No report of the MHAR would be complete without an update of the trials and tribulations of Jim "Hard Luck" Degnan. This year he found his K2 in a DNS posture due to some mechanical ills that, oddly enough, originated a few weeks prior while exploring outer bore limits of his Caddy block.

The rest of the Allard field was nicely rounded out with Bob Lucurell's K1; George Myers' K2; the J2's of Tom Turner, Glenn Shaffer, and Cordell Bond.

Guess we should also give honorable mention to a couple of other Allard owners who chose this year to leave their Allards in the stable and exercise some of their "Allard in-laws" - namely Duncan Emmons with his freshly restored Kurtis, and the Syd Silverman-John Harden Scuderia running the Ol' Yaller, Kurtis, and Lister equipment. Got a chance to share thoughts with Syd on how, in many respects, the Lister/

Allard bloodlines might be even closer than those with the Cobras.

This also gave some naive, unnamed fan chance to inquire about that ice chest and vinyl tubing in the cockpit of his Lister. Syd graciously dispelled any notion that it might be a catheter setup for endurance racing.

Since we're wandering slightly abeam from Allard lore, we'd also like to mention a few other cars that played their part to make this year's MHAR so special. They ranged from the immaculate front-drive Miller 91 Packard Cable Special to the unrestored, oil-soaked 4.5 Liter Blower Bentley that presented itself as it might have looked just after a 24 hour stint at LeMans. And it's always a treat to see another Ferrari 250 GTO owner with the guts to put those beautiful, valuable machines to their intended purpose.

Perhaps our highlight of the whole weekend came from one fleeting moment late Saturday afternoon. We were lounging around the pits, well past our emotional saturation point. Suddenly, the high pitched squawk of approaching horns accompanied by the staccato rips of something TRULY EXOTIC caught our attention. We glanced up just in time to see two scooters pass directly in front of the Allard pits, breaking a path through the crowds for the Maestro piloting the Alfa 159. He was on his way out to relive one more memory with his old Championship Car of '51.

But it was the expression on his eighty-year-young face that left an indelible imprint on our minds — the image of a mischievous four-year-old boy heading for the back door with his hands full of purloined cookies.

But then, that's what historic racing is all about, isn't it?

—Chuck Warnes

K3 owner, Fresno, CA

BRIAN GOLDER Obituary

News of the death of Brian Golder early this year has been received. Only a few of us had the privilege of knowing Brian personally, but many of us had correspondence with him over the years.

Most of us have seen photographs of his cars: the Dragster (in the National Motor Museum), the GT Jaguar Coupe (UXB 793), J2 (LLP 798), and J2 (MTA 635).

Brian was a ship's engineer in New Guinea; hence, he was only in the U.K. for the occasional vacation. Brian had a large collection of information which he shared freely with any of us who asked.

We will miss him.

Legend (continued from Page 1)

slightly modified Cadillac engine for the car-to-be, and it was prepared for its debut at the 1951 Pebble Beach Race.

No. 14 won its first competition, showing a few traits of personality that had to be eliminated.

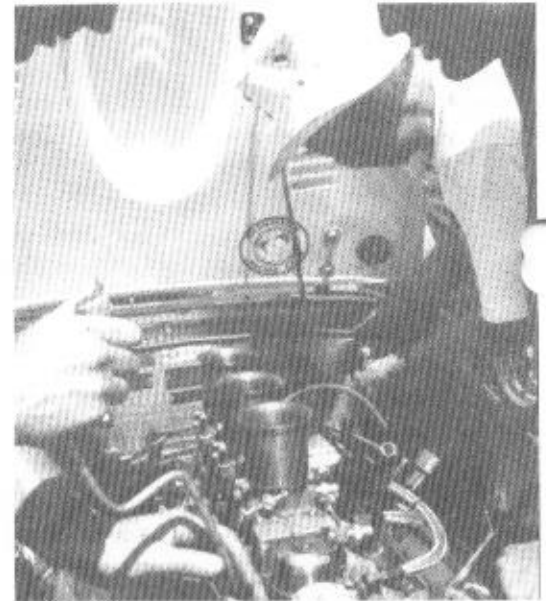
At Pebble Beach in 1952, the car led from start to finish with such ease that it seemed bored with it all. At Golden Gate in the same year, the Allard was pushed by Phil Hill's insolent little Ferrari, but still finished in front.

This was the race that convinced Carstens the car was a champion. All the tender care that had gone into it was paying off in No. 14's responsiveness and dependability.

Madera proved to be the hardest race the Allard ever ran. From start to finish the car was pushed harder than ever before, but it never faltered and again finished first.



Left: Dave Fogg in 1952.
Right: Dave Fogg in 1991.
Bottom: Dave Fogg, Tom Carstens and Bill Pollack at the Monterey Historic Races, 1991.



The big 360 cu. in. Cadillac engine, the heart of No. 14, was turned over 6300 rpm many times and again; however, the spirit was willing but the metal was weak. A broken piston scored the cylinder bore so badly that it became necessary to rebore the engine. New pistons were designed by Vic Edelbrock, the entire engine rebalanced, a new camshaft with roller tappets fitted, and the wheels were finally cut down to 15 inches.

Pebble Beach is a tough, tight course, almost too slow for the large cars. But in any case, it is very rough on brakes, no matter what size machine is racing. After an early lead, and after successfully holding off Bill Spear's big Ferrari, No. 14's left front brake became so hot the rest of the system was practically useless. The two Ferraris of Hill and Spear went around the Allard, and Pollack held a comfortable third for the balance of the race.

What made the car what it was? A very happy combination of enthusiasm and know-how. Carstens has owned Indianapolis cars and a championship midget, and this experience pays off in any type of racing; but it wasn't the most important item in the development of No. 14.

I think the enthusiasm of a group of devoted amateurs made the car what it was. There were no paid mechanics to work on the engine and chassis; every bit of work was done in the basement of Carstens' home in Tacoma, Washington. The car was completely dismantled after every race and each part inspected. All the running gear components were magnafluxed and replaced when necessary. The same held true for the engine. If there was the slightest doubt about any particular part, it was replaced.

The car was magnificently prepared when it appeared at any event. The crew always felt that it was far better to sacrifice an entry for a race rather than put in a poor performance with an improperly prepared machine.

So the reign of the West Coast's top competition sports car ended in an unfortunate accident just after the 1953 Pebble Beach event. An accident report would say "broken rear axle." I think it was a broken heart. ♥



Bill Pollack's Travel through Time (continued from Page 1)

detailed, and so on. Most of the pictures I had were black and white, which helped in locating fixtures, but obviously didn't reveal much in the way of color.

After countless exchanges by phone and mail, we finally finished the car, and it was decided to enter the Monterey Historics. During the restoration period, I assumed that Dave would certainly want to pilot this wonderful machine. When asked if I would like to drive, it was like someone asking you if you would like to meet your old high-school sweetheart, who has been in the freezer for thirty years, and they just thawed her out, and she looks just the same. Of course, I would.

As the days drew closer to the actual race, I was caught up with all of the details of getting back into the right physical, mental and sartorial environment. When I last raced, you wore a Pirelli driving suit which was hot-looking but afforded absolutely no protection. Crash helmets were a little better, but my Cromwell would never be accepted. The clothes and hat were the easy part. Physically, I was still in pretty good shape, but mentally psyching myself up was another matter. Yes, I wanted to drive the car, and I had some very vivid memories of what it felt like then. But what about now? Could I still drive? What would it feel like? The answer was to get into the car and find out.

When my wife Bobbi and I drove into the paddock at Laguna Seca, we did not know what to expect. I had seen some pictures of the car, and at least in the pics it looked great. Bobbi was trying to adjust to being a race driver's wife again, something she thought she was through with twenty-five years ago. We drove slowly up and down the rows of cars until, WHAM, there she was - white sidewalls, red wires, gleaming black paint — everything just as I remembered.

When I first sat in the car, I noticed some things had changed. The steering wheel was a lot closer than I remembered, and, overall, the cockpit was smaller. The metal must have shrunk with age. The crash of six liters with eight four-inch pistons trying to leap through cast iron heads brought me out of my reverie. It seemed that there was an awful lot of engine up there for this car. Was it always that way?

My first few laps were during driver school, and, fortunately, they did not have an EKG hooked up to me. They could only watch me from the track. Something you don't think about when driving a vintage car are the amenities that thirty or forty years of design and research have brought to automobiles. Allard was a classic sports car and one of the best of its time. Today, when you drive a car that was designed and built thirty years ago, you quickly learn to appreciate such things as spot brakes and rack-and-pinion steering. We won't even mention ergonomics. You simply braced your leg against the first rigid piece you could find and held on to whatever was handy.

I am used to driving a 911 Porsche with wide fat sticky tires which, if you bring them up to the point of sliding, then you had better have a sort of an ejection seat. The Allard, like my first sports car (a TC MG), was of the narrow tire era, and you simply controlled the slide, whichever way it was going. With the tremendous torque and power in the Allard and the skinny tires, it was not a problem setting up a drift; you could do it parking the car.

When I first started racing cars, someone asked me, "How do you set up a four-wheel drift?" I think my answer was, "You keep driving faster and faster until you lose control, and then you regain control. Then you repeat the process." (It loses something in the translation.)

One of the things that I particularly remembered from the early days was being able to lean out of the side of the car and watch the front suspension work. With the Allard, wheels out in the open the way they are, you could really tell what was going on. Of course, you had to be careful. You could get so involved that the next thing you saw was end-of-the-road passing under your car. This never happened to me, but I am sure there are Allard owners somewhere who have either had (or have come close to) this experience.

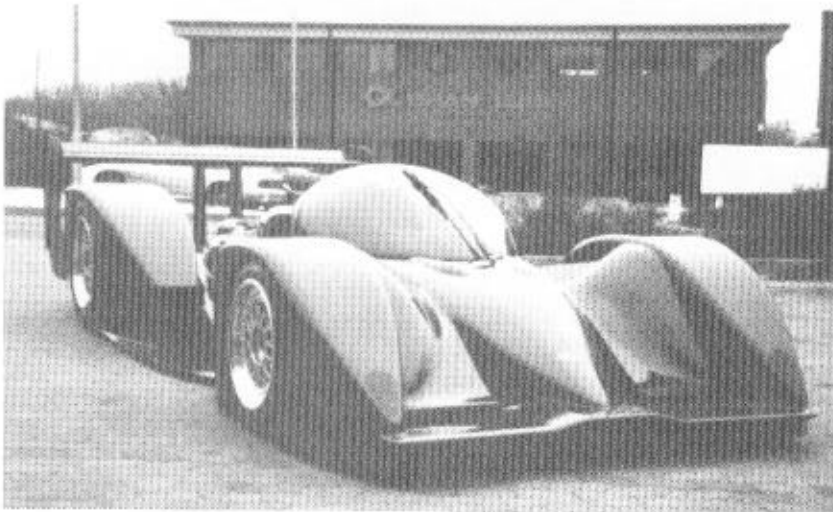
The real essence of the experience of driving a J2 like the #14 car is that this is what sports cars are all about. The old TC MG's with the windscreen folded flat gave you a peek of what it could be. But with fifty horsepower, you never really could get into much trouble. With the Allard, it was a different story. There is something about adding three or four hundred horsepower to a car that was only a few hundred pounds heavier than the TC that definitely took you out of the pony ride category. You aim the car and, for the first time in your life, you have more power than you ever thought possible.

I am sure everyone has favorite foods from their youth, or some place they remember fondly. For most of us, it is impossible to go back to these old places, but, for me, getting into the Allard after so many years brought back memories, some of which may have faded into black and white, but now were re-focused in 3D with living color.

At speed, the Allard is truly a living thing. The nose of the car at speed hunts like a beast of prey with the scent of a hot trail. The vibration and sounds are the growls and roar of excitement with muscles that are all moving in some sort of unison. To drive an Allard is one of the supreme thrills. To drive the old (now new) Carstens-Brodsky Allard — that is something only I can really know, and I hope that I have given you a small feel for the trip I have taken.

—Bill Pollack
Sherman Oaks, CA

The New Allard J2X, Group C Formula Car



being the more conventional! The prototype Allard J2X will start testing soon with a Ford DFR engine.

"We think we have the most efficient race car chassis ever built," says designer Chris Humberstone - adding, intriguingly, "we have so much downforce that spectators should not be too surprised to seeing Allard drivers wearing G-suits..."

PROPOSED NEW MODELS:

ALLARD M-TYPE: A new two door Coupe is planned which is a full four seater. This car is code named "M-type". Luxurious and spacious, it will offer motoring with Grand Touring style. It is planned that this car will

continue the trend started by Sidney Allard and much imitated - the marriage of strong V8 power with a nimble and "state of the art" chassis. Coachbuilt in the traditional British fashion, this new Coupe will be amply appointed. It is expected to sell in exclusive quantities for a price nearer to that of a BMW M5 rather than the Aston Martin Virage with which it will undoubtedly be compared.

It is planned that these cars will be sold through appointed Allard Dealers.

ALLARD J92: At the other end of the scale is a two seat sportscar which is as closely related to the racing J2X as the E-type was to the Jaguar D-type. The design brief would demand that the J92 be at least as practical for road use as the E-type, but with the added ability of being capable of competing in motorsport. Like the original E-type, the J92 would also be offered as a convertible with an optional hardtop. Like the new J2X Group C car, it would offer Aerodynamic Downforce in a manner which, hereto, only International Race Drivers would have experienced. It is proposed that only ninety-two cars would be produced. A passing resemblance to the J2X could be expected, although some compromises to style would be made, but the price is likely to be a quarter of the cost of just a race car chassis. Powered by an Allard developed V8, the J92 is not the most expensive road car, but is expected to be the fastest.

FURTHER INFORMATION:

Chris Humberstone, Allard Motorsport
Beechwood, Chineham Business Park,
BASINGSTOKE, Hampshire RG24 0WA.
Tel: (44) 0256 33 00 55

Technical Details:

The Allard J2X has been built to meet the current 3.5 litre Group C formula for the world sportscar championship, but will be equally suitable for the American IMSA and Japanese Sportscar series.

Featuring a carbonfibre monocoque, the car is loaded with innovative trends which puts it in a class apart from the opposition. Extensively wind-tunnel tested, the J2X is believed to be the most efficient chassis in the world today.

Aside from the obvious radical shape of the car with its 'wasp waist' and winged wheels, the bodyshape hides a host of technological advances:

- A breakthrough in aerodynamics which has increased downforce way beyond the design target. Allard forecasts the downforce will increase the weight of the car from the WSC minimum 750 kgs by as much as four times at low race speeds, and to as much as 6000 kgs at maximum speed.

- A full autoclaved carbonfibre monocoque in which the roof forms a part of the structure, with high torsional and bend stiffness figures.

- The Allard is believed to be the world's first race car to have all the suspension components mounted directly onto the composite structure. No magnesium cast components will be used to interface with the suspension system.

- The Allard J2X has been designed to accommodate any 3.5 litre Formula 1 engine as permitted in the FIA World Sportscar Championship. It can equally accommodate stock block American engines or 3-litre turbo - including the ubiquitous Porsche 962 unit - for US or Japanese use.

Other details Allard are not prepared to disclose at this stage, other than that there are two designs - the show car

CARS FOR SALE

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J2	Ashton Marshall Wilbur Sanders	619-299-3224 17446 Outer Drive, Dearborn Hts., MI 48127
	H. Wheeler	801-775-0162
J2X	Bill Bauder Jerry Rosenstock	512-272-5695 818-781-6289
Repro J2X	Doug Berstein	415-777-9739
K1	C. C. Lipscomb	301-479-1314
K2	C. C. Lipscomb Jack Stinson Tom Turner C. S. Warner Jack Wheeler David Williams	301-479-1314 313-363-3051 817-737-9700 717-295-1540 619-454-7210 P.O. Box 1572, Clemons, NC 27012
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L	Jim Donick Frank Savage	203-261-5260 404-929-3715
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Fully chromed; stainless steel fittings	£80. each
Also:	
P1, P2 & K3 Bumpers (in primer)	£260. each
L, K1 1/4 Bumper (in primer, with overrider)	£155. each

Typical shipping costs: for set of 5 wheels, 1 pair front hubs, 1 pair rear adaptors, and 4 spinners (2 pairs), i.e., 1 car set:

New York	£165.
California	£245.
Ohio	£190.
Hand Brakes (post airmail)	£12.

Cheques or money orders to be made payable to:

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Ventnor, Isle of Wight,
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Midland Bank, Isle of Wight
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Allard J2 & J2X

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SOURCES

Parts, Services, Whatever...

Allard badges (from Allard Owners Club):

Bonnet badge (front) £15 + postage
 Scroll badge (rear) £12 + postage (£2 to US)

AOC Membership £20.

Contact: Pat Hulse, 1 Dalmeny Ave., Tufnell Park, London N7 0LD

Cadillac Parts: Bill Bradley 817-855-4650

Dash Boards (wood):

K1 Pete McManus 215-459-8918

Dash Instruments (speedometer & tachometer):

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Grills and Portholes:

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Motor, Suspension, Race Parts:

Catalog - \$5.00 Speedway Motors

(Lots of good stuff!) 300 Van Dorn, Lincoln, NE 68502

Tel: 402-474-4411

Reproduction J2X Allard: Neal Hardy 619-789-9977

Small parts may interchange (fender gravel shields fit J2/J2X/K2) with alterations.

Shift Lever Mechanism:

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

Trim & Lucas Electrics:

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(Ask for catalogs to order parts) 7200 Hollister Ave., P.O. Box MG

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Wheels:

Disc & Special (not wire) Taylor Made Wheels 213-567-3998

Wire Wheels (restrung & modified) BMW of Ft. Worth (Perry)

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Wiring Harness:

J2-J2X-K2-K3 Ray Holtzapfle 713-622-4070

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Ardun Engine Owners

First ever Ardun gathering, Watkins Glen, September 10, 11, 12 & 13, 1992. ALL Ardun engine owners invited. Zora Duntov, along with various Allards, street rods, streamliners, and three J2 Ardun Allards, will be there. For further info, contact Tom Turner (817-737-9700).

The Allard Register

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Syd Silverman
 18 Colonial Road
 White Plains, NY 10605

Editor:

J. P. Donick
 4 Historic Drive
 Monroe, CT 06468

Registrar &

Technical Editor:
 Tom Turner
 1100 Pebble Creek Road
 Fort Worth, Texas 76107
 817/737-9700; Fax 817/737-2541

Honorable Secretary:

R. W. May
 8 Paget Close
 Horsham, West Sussex
 RH13 6HD England

Committee:

Cyril Wick
 Bob Lytle
 John Harden

President:

Tom Lush
 The Wharf House
 Stoke Prior
 Bromsgrove, Worcs. B604LA
 England

Thanks to All of You —

—who have helped with information, photos, drawings, and many other things.

There are many projects underway:

- Standard patterns for upholstery (if there is such a thing for Allards.)
- Lists of parts numbers for lights and trim for all model Allards.
- Drawings of special mechanical parts (de Dion rear ends.)
- Reproduction of mechanical parts.

If you have something special you want to do or help on, give me a call.

— Tom Turner 817-737-9700