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THE BULLETIN

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In a letter from member Bob Lytle of Los Angeles, Cal. we extract the following:-

" Since last writing you, I have started the restoration of J2X 3162. Also, I have been busy tracing its past history. I have been able to contact five former owners back to 1961 and am still working on this.

The car has a Buick engine 1959-1964 version with two AFB Carter carbs. Looks like a Muncie four speed behind it, but I haven't uncovered it yet so am only guessing. The car is fairly complete, but the entire dash has been replaced with American Stewart Warner instruments. I am in process of locating the original Smith instruments..."

And in a later letter he says:-

"...It was a nice surprise to receive your informative letter. Thanks so much for all your trouble in running down the history of 3162. I just have a few small gaps left to fill and I will know its entire history. After writing you last I have talked to Mr. Dave Cranston of Flint, Michigan. He was the third owner. He bought the car in 1961 with its original cracked Cad engine. His dad worked at the Buick plant in Flint. A deal was made with the engine development dept. to supply engines as fast as the Allard could break or wear them out. Consequently he was provided with about six engines during his ownership. 3162 was used as a rolling test bed at the local drag races.

He installed an aluminium four-speed transmission behind the Buicks. The rear springs were jacked up to accommodate the 11" wrinkle wall slicks. The car was started with the trans. in 3rd gear and ran the 1/4 mile without shifting. Good revs. were put on the engine before the clutch was engaged to start each run. Needless to say, he fairly well smoked the tires coming off the line. The car's best time was 160, with an E.T. of 10+ seconds. That's what we call 'full chat' over here in the colonies! I have to believe Dave because I have two inner axle shafts that are twisted so bad, the keyways look like a snake track. Also the front radius bar support had to be reinforced to counteract the giant wheelies that were provided for the pleasure of the spectators. Dave is sending me some pictures and timing slips to prove the car's abilities. He bought the car when he was 19; eight years and six broken engines later he installed a brand new 425" Buick and sold the car. This last engine is still in the car with only 3,500 miles on it...

Now I have the engine completely apart with a view in mind to increase its 325 H.P. significantly. In fact I have the entire car apart completely. There is not one component on the car that doesn't need renewing. However, I'm thankful it is as complete as it is. I will keep you posted as to my progress.

Thanks again for the invaluable info. you received from Mr. Tom Lush. Keep up the fine work with the Bulletin....."

Many thanks for your interesting correspondence, Bob. We look forward to hearing of your progress with your rebuilding job. ED.

Member John Peskett of Leicester, England writes as follows:-

"... Very pleased you've heard from member John Lockey that he is restoring the K1 I sold him..... It was about 8-12 years ago that I seemed to have a one-man crusade to rescue derelict Allards. I got a P1 saloon from a Leicestershire field, and a K1 from a back street in Stoke-on-Trent, which I collected dismantled on a trailer. The M type coupe came from a Loughborough scrapyard. Also during this period, I collected a P1 less most of its body from Southport, Lancashire and another P1 from Northampton. All these cars found new homes over the next few years, and were thus saved...."

Many thanks for your letter, John. Congrats. on saving so many Allards from the scrapyard. ED.

There will be a MEMBERS' MEETING at ALTHORP HOUSE, Northamptonshire on SUNDAY, JULY 25th next from 2.30 p.m. The house is 6 miles north-west of Northampton on A.428 and three miles from the M.1.. The usual admission fee will be charged and tea will be available. It is hoped to run an impromptu concours d'elegance as in previous years.
