

THE ALLARD REGISTER

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On Sunday, 18th September, a number of members and friends met at the home of member Mr. Brian Sharp at Broadway, Worcs., England. On this occasion we had the great pleasure of the company of American member, Mr. Jim Donick and his wife. We were also very pleased to have with us our President, Mr. Tom Lush and member Mr. Colin Daniel, who has won the premier award several times in years gone by, and who had driven his immaculate K.1. to this meeting from his home in Yorkshire.

Later in the afternoon, after some welcome refreshment kindly provided by Mrs. Sharp, an informal concours d'elegance was held.

We much appreciated the fact that Mrs. Carol Donick kindly agreed to present the awards, which were as follows:-

- Silver Cup: Brian Sharp - Allard 'L' type.
- Silver Tankard: Colin Daniel - Allard K.1.
- Special Award: Tom Lush.
- Souvenir Award: Aubrey Howard.
- Consolation Awards: Tony Robbins and John Patterson.

Our thanks are due to Mr. and Mrs. Sharp for inviting us to their delightful home and for providing tea. The sun shone and all agreed it was a most enjoyable event. ED.

AMERICAN REPORT - by Jim Donick.

ALLARDS ENJOY ACTIVE RACING SEASON IN U.S.A.

The Allards and Allard enthusiasts have been exceedingly active on our side of the pond of late. September was not at all atypical and provides a case in point. The first weekend of the month saw five Allard men at work in the first ever Pittsburgh Vintage Grand Prix through the streets of that fair city. We actually only had four Allards as member Dean Butler's Ardun-powered J-2 was off song and he was driving a 1927 BNC Cycle car from France. The Allard men in "real" cars were Al Patterson in his J-2X; Ray Holtzapple in his recently completed J-2 (Cadillac power) out for its first race; Tom Turner, who had towed his Ford powered J-2 the 1700+ miles up from Texas, and yours truly in the K-2. The course was set up in one of the city parks. It was a very tight 2.2 miles with a good number of turns and changes of elevation that kept the drivers' attention from wandering. Most memorable were a set of hairpins leading to the long straight. These turns were down-hill as well as being off-camber and lined with stone walls. Our morning practice was immediately after the practice for the pre-war class. Unfortunately they had sprayed oil all over these corners so when the Allards came through the first time we were forced to tiptoe through v-e-r-y gently. Things were in better shape for the race.

Dean ran reliably, if a bit slowly due to the small size of his engine (750cc). I suspect it was quite a change from the Allard! Still, he looked good in the pre-war class.

The Allards were in the Post-war production class (over 2 liter). There were 23 or 24 cars in the class at the start. Patterson and Holtzapple failed to finish. The cause was overheating for the latter. I don't know for sure what happened to Patterson. Turner drove a nice race to finish fifth or sixth, I think. I was 10th or 11th.

It was a very pleasant motor race and we were all happy to be there together. The local authorities treated us like visiting royalty and had even instructed the police to look the other way should they notice an unlicensed race car loose on the streets between the circuit and our garages, which were about three quarters of a mile away. There were over 20,000 spectators, all of whom were treated to a great show. The sponsoring charity, the Autistic Children's Society, benefitted to the tune of over 30 thousand dollars and most of the drivers look forward to a return next year.

The following weekend was this year's Road Atlanta extravaganza. It had been re-scheduled to September after we nearly froze to death there last year in November. Much has been written about the Road Atlanta circuit after last year's Allard Reunion. That being the case, I'll not add to it, other than to remind the reader that Road Atlanta is one of our premier road racing circuits. It is over two miles around and a very fast

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track. This year there were four Allards present and they were different from those that had represented the club at Pittsburgh. All J-2X Allards, they were the Oldsmobile-powered car of John Harden; the Cadillac-powered cars of Marsh and Lassiter, and the Silverman Chrysler-powered example. As last year the Lassiter car was said to be driven by Bill Schmidt. The Allards were 1st, 2nd and 5th overall and 1-2-3 in class. The order was Marsh, Schmidt and Silverman with Harden out for mechanical reasons. It was a good showing.

Besides the eight cars seeing action in September, Dean Butler has his J-2 out regularly, Bob Girvin had raced the GT coupe the weekend before Pittsburgh in New Hampshire along with Bob Valpey in his J-2X. Occasionally we see John Aibel in the pre-war special built for Allard, Sr. That makes over a dozen on the track and more driven on the roads.

Many thanks for this report, Jim, and congratulations to Register members Don Marsh, Syd Silverman and Tom Turner on their fine performances. ED.

American member Mr. Peter McManus who is temporarily domiciled in the U.K. has been campaigning his K.1. to good account recently. At the August Bank Holiday meeting at Silverstone he won his class in the Pre-1960's 10-lap sports car race, and earlier in the year at Thruxton, won class E in the Historic sports cars race.

Jolly good show, Peter. ED.

In the July/September issue of The Bulletin we gave data on the Marles steering box. We now give the Allard Motor Co.'s advice on the tracking of the front wheels. This information applies to all models of Allard cars:-

Owing to wheel manufacturers' permissible tolerance of 1/8" runout, it is necessary, when checking or adjusting track of front wheels to roll car forward and check at three equally spaced places on wheels. The three results must be added together and divided by 3 to obtain average or effective track. This procedure must be repeated after re-adjustment should re-adjustment be necessary.

We extend a very warm welcome to the following new members:-

- William J. Fuller, III of Snyder, New York, U.S.A. 91K 2085
- Alan J. Brinton " Newton Abbot, Devon, England. 71L 393

Did you hear about the supposed true story of a motorist's claim for a new windscreen? The questions and answers on the relevant forms going something like this:

- Q - What caused the accident? A - Owl hit windscreen.
  - Q - In your opinion who was responsible for damage? A - Owl.
  - Q - Why do you think the above was responsible? A - He failed to hoot.
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Snippets from "The Daily Telegraph":

Overheard in a Bayswater garage: "Let me put it this way, madam - if your car were a horse it would have to be shot".

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Seen in Farnborough recently was a small Fiat with a notice on the window: "This car is fitted with a Burglar Alarm". Inside, seated in the back was an enormous and alert Alsation dog.

oOo

Sign at a petrol station as one enters the Serengeti plain in Tanzania: "Last chance for fuel. Next three stations are mirages".

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A second-hand car dealers in south-west London describe themselves as "Pre-owned vehicle re-allocation consultants".

This year's Christmas card shows a fine action shot of our Vice-President Mr. Fred G. Wacker, Jnr. competing in a 1953 race meeting at the Offutt Air Base, driving General Le May's J2R.

We thank member Harry Weston for the work in reproducing and printing this photograph.

A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL MEMBERS