

THE ALLARD REGISTER

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THE BULLETIN

April/June, 1984

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Member Syd Silverman advises us that he is organising the following event:-

ALLARD REUNION II

Place: ROAD ATLANTA. Date: NOVEMBER 1-4, 1984.

Headquarters: Holiday Inn, Gainesville, Georgia.

Event Chairman: Syd Silverman, 18, Colonial Road, White Plains, N.Y. 10605

Dinner-Social Chairman: Dean Butler, 3751, Dogwood Lane, Cincinnati, Ohio. 45213.

Honored Guest: Tony Dron, editor of "Thoroughbred & Classic Cars".

Honored Guest: George Montgomery, veteran drag racer and engine builder.

The first Allard Reunion in November 1982 was a huge success drawing 17 cars, and 80 enthusiasts who attended a dinner the Friday night before the races. There have been many inquiries from Allard people around the U.S. and Britain, about a second Allard reunion, and we hope to have an even better turnout of cars and enthusiasts.

The Southeast Vintage Racing Assn. is again hosting the race meeting and president Ford Heacock has promised reserved space in the paddock for all attending Allards.

If you don't want to drive in competition you don't have to. There will be plenty of touring and exhibition track time over the weekend. There will also be concours for both street and competition cars.

The SVRA will provide a commemorative plaque to all those bringing cars to Road Atlanta and to those travelling great distances to attend the event. Everyone entering cars or attending the dinner will also receive a commemorative dash plaque as a souvenir of the weekend.

It is also anticipated that two historically significant Allards will make their initial major appearance at this Allard reunion:

The first is the original Tom Cole J2 which was discovered by Member Bob Valpey in a New Hampshire barn, and is currently undergoing a complete restoration.

Second is Syd Silverman's JR Le Mans team car, which is also undergoing restoration. It is hoped that both these cars will be up and running by reunion time.

It is urgently suggested that those who have not yet joined the Southeast Vintage Racing Assn. do so immediately to stay on top of the event as well as gaining access to the club's quarterly vintage magazine: Southeast Vintage Racing Assn., Box 407, Sebring, Florida, 33870.

Since we are planning this Reunion well in advance, we hope that everyone will mark his calendar accordingly and give some thought to the transport of his Allard to Road Atlanta for the first weekend in November. Please bring your car, regardless of condition, as all are appreciated.

Many thanks, Syd and Dean for again arranging this event. ED.

Member Jim Donick writes us as follows:-

"I've some news to report on 1984 Allard gatherings. The first is scheduled for the 22nd and 23rd September, which I am organising, and will be centered around North-West Connecticut. Saturday, the 22nd will be a day of Vintage racing for those interested, at Lime Rock Park racetrack. Sunday, 23rd we'll have a picnic and a low-key Concours d'Elegance at the home of member Eric Morrow, who now owns the ex-Brian Sharp K3. Eric lives at Sharon, Conn., which is about 15 minutes from Lime Rock. He has a field for the cars, and a barn with concrete floor if the weather turns nasty.

It seems to me that this event will be a great time for those who come, and a marvellous opportunity for the non-racing Allard folks to get together without a 900 mile trip to Road Atlanta. We are aware of many Allards in the North-east (U.S.) Bringing them together in September will be a real treat. Any of our English members who would like to attend would be most welcome. The area is only two hours by car from Kennedy Airport and with the number of Allard enthusiasts around, the cost of meals would likely be rather non-existent.

I am organising this event, and further information will be posted as the event

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develops.

The second Allard Reunion at Road Atlanta is being organised by Syd Silverman, and you've no doubt already heard from him about this event which is being held in November next."

Many thanks for your letter, Jim, and for organising the September weekend at Lime Rock/N.W. Connecticut. ED.

Member Tom Turner of Fort Worth, Texas, U.S.A. recently sent us the following article:

SYDNEY WAS THERE, AND HE DID LOVE IT

During the 1982 Allard Reunion in Atlanta, there was much mention of Sydney Allard, and repeatedly since then, in conversations and letters, many references were again made to the Reunion, and wouldn't Sydney have loved it if he had been there?

I know that Tom Lush had some personal feelings about this matter, and recently while re-reading Tom's book, 'ALLARD - the inside story' to double-check some other information, I came upon a reference on page 76 that firmly convinces me that Sydney was there. First, while I am large, nobody has ever called me "Jumbo", but at corner number one, consistently during practice and the race, I kept hearing somebody yell "Go, Jumbo, go". Secondary, during the race, while I am not usually an extremely aggressive driver and even though I was following a friend, Syd Silverman, I seemed to keep hearing an English voice saying "put your foot in it", "push him over", and "go through". Thirdly, if Sydney wasn't there, will someone please come forward and claim the four inch black rubber comb with the English trademark and patent of 1956 that I found in the seat of the Allard when I was cleaning it when we got home? Finally, at the banquet, there were several mentions of neckties and who was wearing them. But I recall at least once when Dean Butler, Cyril Wick, Syd Silverman and Duntoy were discussing things, at least two of the above mentioned gentlemen were forced to tuck their neckties back into their jackets after they had been flipped out (for no discernible reason).

I would appreciate hearing from any other people that attended Atlanta as to possible further evidence that Sydney was really there. If he was there, I have no doubt whatsoever that he hugely enjoyed himself and will be looking forward to attending the next Allard Reunion.

- Tom Turner

Thanks very much, Tom for this amusing story and I feel sure that Sydney must have been around. ED.

MY LIFE AS A CLUBMAN - by the late SYDNEY H. ALLARD (continued)

On one occasion we were on a Sunday Club run, and the Captain stopped us on the Crawley Road just outside Redhill; at that time the Captain was Jim Mac, whom many of you will know as the jovial driver of my workshop lorry at race meetings. I asked him what was happening as I had not long joined the Club, and was told that we were having a match race into Crawley. I cannot imagine this happening now, but in 1929 there was not much traffic around and we regularly held speed events on the open road.

On several occasions we went down to the New Forest, leaving Streatham Common at midnight. In the early hours of the morning we removed our silencers and having marked off a section of road, held an impromptu speed trial over this distance. When I changed over to cars I still attended motor cycle club meetings, and it was not until 1934 that I entered car trials. My earliest events, using a 24 h.p. Ford Tourer, were motor cycle trials; I joined what was then the North West London Club in 1933 and the Kentish Border Car Club in 1935. By this time I was using a V.8 Ford and after I had won the novices award in the Knott Cup Trial, I decided to build a special trials car using Ford components.

Trials as we know them today have developed along the same lines as motor cycle trials. At one time it was possible to enter many of the motor cycle trials with a car, but gradually the conditions have changed and no longer can one motor cycle to Dartmoor in a Trial as main road sections have been practically eliminated. Nowadays the Trials bike is as specialised as the Trials car and the majority of both are carried to events by van or trailer. Many times have I motored to Minehead, completed a trial, and driven back the same day in the same car, a performance hardly possible in a modern Trials car. There are many people who decry the use of special cars for Trials, but I believe that one should use the most suitable article for that particular event. If organisers wish to promote events for standard touring cars, there is nothing to stop them, but I think that Rallies provide a better outlet for persons who have to use the same car that they normally use for business. I am sometimes asked what influence on design Clubs have, and how regulations for Trials and Rallies affect the manufacturers in their design. I would say that in the motor cycle world the

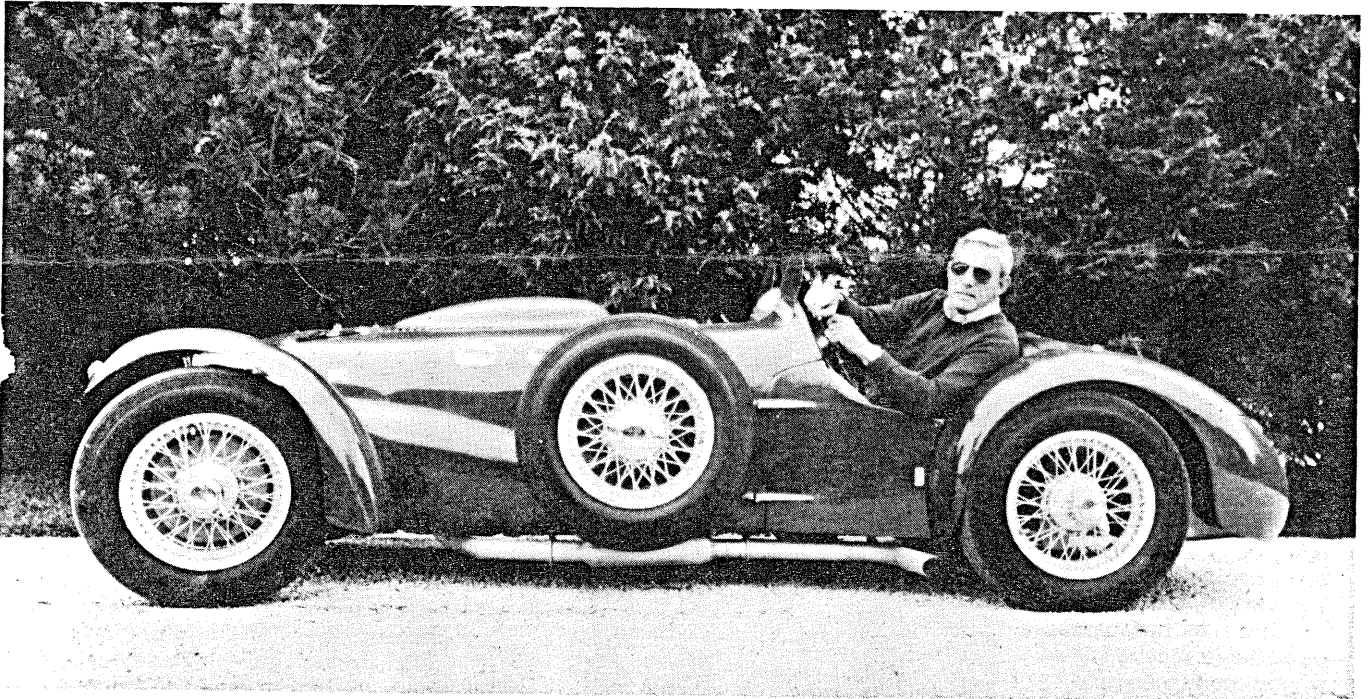
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**“Some designers design fashion.
Some designers are fashion.”**

From

“New York” MAGAZINE

26 MARCH, 1984



Fashion designer, John Weitz, in one of his beloved old cars, 1952 J2X Allard, of the kind he used to race.

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influence is great in both cases and manufacturers are guided to a great extent by the Clubman's requirements. In the car world I would say that the influence is negligible and has no effect on basic design.

Due, however, to the great publicity now given to sporting events and their results, there is a definite trend for car manufacturers to make modifications in their catalogues and specifications to comply with the various sets of regulations. It seems to me that the introduction of the Ford Zodiac might have been influenced by the success of Ford cars in International Rallies. To anyone who is interested in motor sport it is essential to join a few Motoring Clubs.

Many people join a national club, but I think they would be more likely to enjoy club life, particularly the social side, if they join their local club. The social side of club life is very important, and I think that most of my best friendships have developed this way. In the course of my club life I have competed in almost all types of events, Reliability Trials, Brooklands, Hillclimbs, Grass Track, Road Races, Aerodrome Races and Rallies, and regularly I meet old friends with whom I competed in those days. To mention only two, I raced with Clive Lones at Brooklands and with Wally Waring (500c.c. Norton side car) on a grass track at Waterlooville in 1929, and they form a direct link with my earliest days as a Clubman. FINIS.

Member Pete McManus of Haslemere, Surrey, England advises us:-

"...I shall be participating in the Historic Sports Car Club's Bellini Models Championship series this year. The schedule of events is as follows:-

April 7 - Silverstone.	April 14 - Donington.	May 7 - Thruxton.
May 28 - Castle Combe.	June 10 - Brands Hatch.	July 14 & 15 - Donington.
	July 26 - Donington.	Sept. 30 - Snetterton.

I should be very happy to meet members of the Register at any of these events..."

In a recent letter from member Jim Donick, re the Allard gathering he is arranging at Lime Rock, Conn., on the weekend of 22/23rd September next, he has advised us that several members have already signified their intentions to attend, and he is offering to book motel rooms for members if they will let him know their requirements as soon as possible. Jim can be contacted at RD.3.Box 448, Mountain Drive, Pleasant Valley, N.Y. 12569. ('phone: 914-635-3346)

Member Ed Reed II of Worcester, Mass., U.S.A. writes us to say that the Windjammer Day Parade in which he will be driving his K3 Allard is being held at Boothbay Harbor, Maine on July 11th at 11 a.m. "I'll be keeping my eyes open for any Allard enthusiasts"

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

Tom Thomson	of St. Louis, Missouri, U.S.A.	M Coupe 1092.
Eric Morrow	" Sharon, Connecticut, U.S.A.	K3. 3176.
Jim Tiller	" Lewes, East Sussex, ENGLAND.	J2. (7 litre)
Cyril Wick	" London, ENGLAND.	-

Member John A. Howard of Westminster, Mass., U.S.A. writes:-

"...Incidentally, I found a very good parts source for gearbox bits. Even a very adequate supply of Lincoln (close ratio) gears. The name of the outfit is Southside Obsolete, 7819 James Avenue S., Minneapolis, Mn., 55423. The man to whom I spoke is named Fred Willner and he seemed very knowledgeable. I suspect it is a one-man or at least a family type operation..."

Many thanks for this info. John, which could be of great assistance to fellow members.ED.

Our members are invited to the following event:-

The John Harrison/peugeot/Talbot Veteran Vehicle Rally on 5th May next at the Newark and Nottinghamshire Agricultural Society Showground, Newark, Notts., England. Entry forms obtainable from our Hon. Secretary.

In the latest edition of The World of Automobiles, Vol. 1, Aa/Aus. there is an action photograph of the late Sydney Allard in his Steyr-Allard hill-climb special, at the Harleyford hill-climb near Marlow, Bucks. (page 58). On page 59 there is an action photograph of our Hon. Secretary competing in the inter-club hill-climb at Shelsley Walsh, in his Jaguar-engined Palm Beach Mark II.

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N.B. A few members have not yet paid their annual dues, and are requested to do so as soon as possible. The fee is £2 or \$5. If air-mail required, add £1 or \$2.