

ALLARD

The Allard Register

No. 11

FALL, 1992

Free

Mid-Ohio Report 1992: from the Allard perspective

by Jack McGregor

Springfield, Ohio. Wednesday, June 24. My ace mechanic, Chris Buttler, has packed our tow vehicle and headed up the highway to the Mid-Ohio track two hours away. Chris will be able to secure a suitable paddock area for the Allard group and get my J2X-LM through an early tech.

Alan Patterson arrives at my house late in the afternoon with his Jeep tow vehicle. Following an enjoyable evening of wife Julie's fine cuisine and a few sips from my wine cellar, we settle in for a

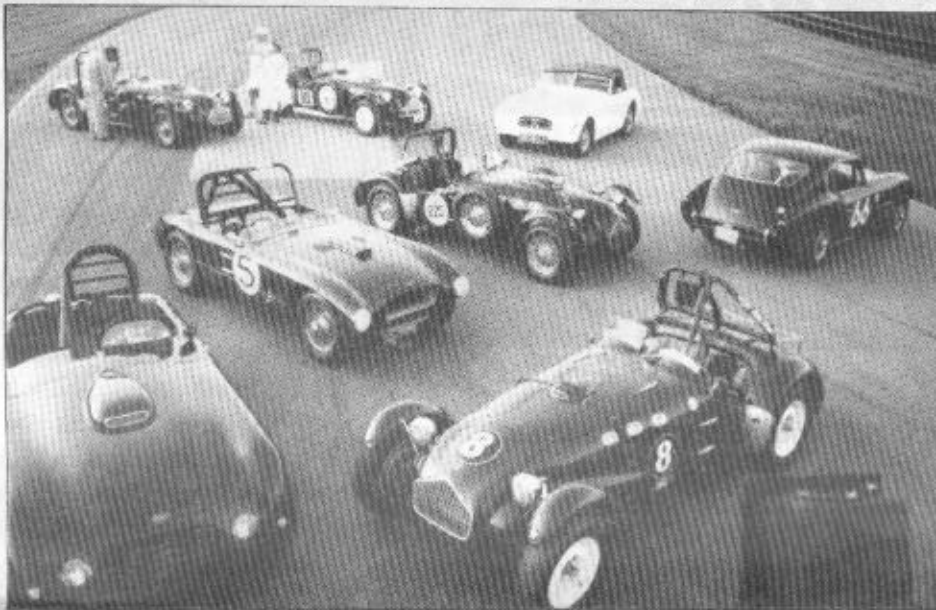
couple of Alan's excellent stories. Some are even about Allards, and all, of course, are true. A number of his rare stories are the result of his ownership and active racing career with three J-series Allards. Yes, he is the Patterson who finished third in the Seneca Cup race at Watkins Glen in 1954. The J2X he will race this weekend is a car he has owned and driven since it was new in 1953.

Towing Alan's J2X, we arrive at the track Thursday in time for him to tech his car, and we both make the grid at 9:30 AM Thursday morning. Thursday practice is fun and uneventful. Alan and I find we are both driving much better than we did here a year ago. Chris Buttler has figured out Alan's transmission problems, and his car is running great! Can you believe a four day, two-session-per-day, race meet,

and Alan did not see the end of a tow rope one time.

Later that afternoon we are joined by Bob Girvin with the Chrysler powered G.T. Coupe; a long haul from Massachusetts. Then arrive Tom and Yvonne Turner (a real

long haul) from Fort Worth, Texas. Tom has entered the Ford flathead powered J2. Nearby the Allard paddock group are Syd Silverman and John Harden with the JR and the J2X in the Mid-Ohio garages. Next to them is Bud Schaeffer with his J2X.



Some of the Allards at Mid-Ohio, 1992

Many secret techniques

and tips were shared among the select Allard group. Well — almost all the secrets were shared. I found that most Allard drivers would rather give you the number to their Swiss bank account before revealing their tire pressure. But what fun we had speculating!

Saturday evening was our qualifying race. In SVRA this is really not a race. The idea is to get some clear track and cut a couple of hot laps. We Allards are competing in SVRA in what they now designate as Group 4. Group 4 is new this year and perhaps a little confusing. Basically we are the sports racer cars from the 50's with tall skinny Dunlop tires. This gets a group of cars on the track with a

More on MID-OHIO on Page 4

BEOWULF: the modern version

Long ago and far away in Denmark, a king built a great hall. An evil sea monster named Grendel, who was half man and half beast with green horny skin, came and killed many of the king's knights. A young Danish champion named Beowulf came and killed Grendel with his bare hands, cut off his head and brought it to the king's hall. The king mounted the head on a spear and gave Beowulf great honor and many gifts. Beowulf was a great warrior and later became a great king of Denmark. That was long ago and far away, but now we have a new and different version closer to home.



Janet Kinsinger's K3 Allard; (mechanic: Pat Slevin)

In a place called Detroit, once ruled by a General named Motors, now has arisen a new group of rulers called Lawyers. One of them who deals in Estates that are Real is called Janet, and her mount for going into battle is a white K3 Allard called Beowulf. Recently she met and conquered another knight known as Patrick, who is mounted on a red K2 Allard, known as Grendel. Since Grendel is a bright and shiny red, the mere threat of dents and scratches in his red skin caused Patrick to submit and pledge his services in preparing Beowulf for the race track and upkeep on whatever minor things that can go wrong with the English electrical and mechanical parts. And they lived happily ever after. Thus ends the new story of Beowulf and Grendel.

Allard's scat
Beats scalded cat,
Rivalling that of the
Proverbial bat.

— Noel Kirk Motors
1952

How You Can Tell It's Going to Be a ROTTEN DAY!

- ☞ You wake up face down in Buck's Tavern.
- ☞ You want to put on your driver's suit, and your pants are split.
- ☞ You put your helmet on backward, and you can still see better.
- ☞ You call SVRA, and they put you on hold for thirteen months.
- ☞ You turn on the radio at Lime Rock, and they're playing heavy metal.
- ☞ You see a "60 Minutes" news team waiting in your pit.
- ☞ Your wife forgot to fill out your race entry forms.
- ☞ Your cool suit sprays you with warm water, then you realize you're not wearing your cool suit.
- ☞ Your car horn goes off accidentally and remains stuck while you are following Juan Fangio on his parade lap.
- ☞ Your spouse wakes up feeling amorous, and you have a 7:00 A.M. driver's meeting.
- ☞ Your race team manager tells you not to bother putting on your driver's suit.
- ☞ The bird sitting on your roll bar is a vulture.
- ☞ Your CPA tells you your racing expenses aren't deductible.
- ☞ The driver that beat you turns out to be your ex-wife.
- ☞ Your tire sponsorship check bounces.
- ☞ You call your answering service, and they tell you *Road & Track* called 20 times, then finally left a message to forget it.
- ☞ You put both arm restraints on the same arm.
- ☞ You lose a wheel off your trailer.
- ☞ The track announcer calls you Bill, and your name is Paul.

Author—Unknown (but troubled)

VAS IST DAS?

Aan alle lede wat belangstel om te adverteer — skakel my. Enige artikels of toere wat U onderneem het met of sonder fotos — pos dit aan my. Ek wil graag probeer om die blad uit te bou met 'n verskeidenheid van artikels.

(See TRANSLATION on page 6.)

THE RACER'S WIFE

The SCCA Newsletter published a story from one of its racers' wives describing what she had to do to help a typical modern low-budget racing team stay competitive. It included all of the usual activities, from making sandwiches and coffee, driving the tow car, and then went into keeping extensive paper records on chassis settings, engine changes, and masses of technical information necessary for the typical SCCA event. It didn't really sound like a lot of fun for the wife. After reading that article I thought that we might get some input from the wife of a rather unusual English couple that had been racing an Allard for more than twenty



Sheila and Jim Tiller with "the old fella"

years. While many of us have never met Jim and Sheila Tiller, everybody has heard of Jim's much modified J2, with the 396 Chevy, or whatever, and the Dragster wheels: narrow and small up front, and big and wide on the back—(18 inches wide?)

Beyond that, Sheila herself is a very well organized person with a career as a bank official, — but, for the rest of this article, we will allow her to tell her own story.

After reading Sherry Richardson's article, kindly sent to me by Tom Turner, I just had to smile. It is not possible for me to write a comparable article, as you may realize when I tell you of my experiences, and the way in which Jim and I go racing. I will read down her article and give my version of how it happens to us. The major difference, I suppose, is that—if it is a sprint or hill climb, then I will also be driving the Allard—so the nervous tension is doubled and can be quite explosive.

That it takes patience and practice to be a racer's wife, I agree with; but I can never learn what is expected of me, as this can change dramatically from one moment to the next in a most contradictory manner. Jim prepares the car, except when an extra pair of hands or feet are required, and I do the rest—even so far as deciding which events we will enter. Occasionally someone might suggest an event that appeals to Jim, and then we enter that too, but—as he seldom knows what day, date, or month it is—it is difficult for him to have any sort of schedule. Being an artistic, temperamental person, he is not the most

organized of people either. We keep no race statistics, nor do we own a briefcase for racing purposes.

If I make a mistake—the whole pit area knows how stupid I am, what with the extremely colourful language—turning the air purple. This has been known to clear about fifty people gathered round the car in about five seconds flat.

Sign language, as produced by JT, I find completely unintelligible, and I have never yet managed to recognize or interpret any of his signs correctly. He has occasionally understood the odd pit signal. In one race at Goodwood many years ago, he had enjoyed his ten lap race so much that, when he had trouble selecting gears, he decided to pull into the pits, although he only had to travel about another 100 yards to finish the race in a creditable position. We, his pit crew, went crazy, waved everything we could find, shouted as loud as we could, jumped up and down and did everything we could think of to attract his attention. He eventually looked up, saw the chequered

"Jim prepares the car, except when an extra pair of hands or feet are required...and I do the rest, even so far as deciding which events we will enter."

flag and us going wild, and carried on to cross the finish line.

When I am asked the question about being nervous or scared when he is racing, the answer is a very big "Yes," but fortunately he does not see this. Driving a J2 Allard is not the easiest car to race competitively, and when it is driven at tenths as JT does, it is easy for the "old fella" (our car) to take over and say "No more." So you are lucky if you don't hit anything if she spins off the track. If that does happen, then we take her home and rebuild her once again. I worry because of the many times that this has happened in the last 24 years.

When we both drive at an event, there is little communication between us, as we are both in our own little worlds, building up to our efforts with a wish to do better than last time, or to beat the other guy!

I compare it to hitting one's head against a brick wall. It is marvellous when one stops, and coming home tired and weary after a successful day's sport feels really great. In the winter, when the "old fella" is being tuned or is just resting, I really miss the thunderous roar the engine and exhaust make.

We love the car so dearly, battered as she is. Having owned it for 24 years in October '92, we are thinking of throwing a party in honour of the "old fella" to celebrate.

—Sheila Tiller

Lewes, E. Sussex, England

Now that we've heard from one racer's wife, how about an answer from another one?

Joanne McManus comes to mind, since she and Pete have raced in England and in the United States. And, no, Yvonne will not write one, having achieved enough notoriety by receiving the trophy at Monterey in '90 for the most long-suffering Allard wife. TT

"All the Allard owners at this race had one thing

Mid-Ohio (continued from Page 1)

wide range of potential. For example, imagine Tom Turner in the flathead Ford J-2 being passed by Bob Akin in the 1959 Cooper Monaco. The group at the high end was Akin in the Cooper (a very fast Lotus 15 expertly driven by long time racer Bob Fergus); a number of Lola Mark 1's and several very fast Specials in the form of Old Yeller number 10; the Don Orosco Scarab; and John Muller's beautiful Tojeiro Climax. Back in the pack with us were a couple of Devin Triumphs, another Tojeiro, a 1960 Ferrari GT, a Siata, and Don Natrass in the Jaguar XK120. Tom Turner's 1950 J2 was the oldest car in the group and also in the entire race

"Basically we are the sports racer cars from the 50's with tall skinny Dunlop tires."

meeting. Scott Brown in Bud Schaeffer's J2X was the fastest Allard qualifier, followed closely by John Harden in the JR. Bob Girvin was next fastest, followed by Alan Patterson and me close behind. About nine seconds back was Tom in the J-2 flathead Ford and Syd in the Chrysler J2X.

Now would be a good time to mention many Allard owners who were in attendance without Allard cars. First, we have Jimmy Dobbs from Memphis. Now I have been working on Jimmy to bring his K-1 racer to Mid-Ohio since we were at Sebring together in March. To no avail — but Jimmy has brought the outstanding streamliner Indy car to run in Exhibition Class. This car is probably the real "eye popper" of the entire race meeting, and here is Jimmy trying to shoe an Offy circle track racer around Mid-Ohio. Well, Jimmy, you are forgiven for not bringing the K-1 — but just this time. Next, we have a very frustrated Allard owner, Dr. Ted Bernstein from Dayton. Ted has been planning forever to have his K-3 ready for the races this weekend. Just didn't happen. We all can relate to that.

Herman Groezinger of Columbus was up for the day on Saturday. Herman has been very patient while Chris Buttler is restoring the body on his very original K-3. Herman and his mechanic Mark Jones are anxiously awaiting the chassis from Chris so they can install their Lincoln engine and begin the final paint and detail work prior to fitting of the body panels.

Wayne Adams of Kansas City stopped by to talk awhile. I was hoping he would have his J-2 ready for this event. He is restoring the J-2 which Sydney Allard and Tom Lush drove in the Mille Miglia in 1951. Not quite ready yet but — just



GT Coupe (Girvin) gridded ahead of J2X-LeMans (McGregor)



Jack McGregor, Tom Turner, Bob Girvin, Alan Patterson

around the corner.

Jim Netterstrom of Annapolis, Maryland, stopped in our paddock group to say "Hi". We had a great chat about the restoration of his J2X and the sad tale of the tow vehicle which pooped out in Brazil, Indiana, preventing his Allard from participating in Monterey in 1990. He and crew came to Laguna Seca sans car.

Now, to round out our Allard group, we had the pleasure of meeting our new friends and Allard enthusiasts, J? Kinzinger and Patrick Slevin. They drove from Michigan down to Mid-Ohio in Janet's beautiful K-3. Patrick does the mechanical work on Janet's car but he is also an Allard owner

ing in common—one heck of a lot of fun!"

with an Olds-powered K-2. Janet is a lot of fun and kept us hopping most of the weekend. Janet's car was a real hit in the paddock with the race cars. A



Austin Miller (Victory Lane), Jimmy Dobbs



Hard working John Harden with new race car

lot of the spectators knew the J2 and J2X cars at sight but were excited to see the unusual K-3 convertible.

OK, it's Race Day. Sunday about noon. All the red (more or less) glistening Allards are in the paddock. This is about how the race went. Scott Brown, driving the really hot (now Hilborn injected) Olds J2X, was our top finisher at first in Group 4-H with John Harden just a couple of slots

back in the JR. Bob Girvin was about two seconds back from John in the Allard GT Coupe. I was next, having a race-long dice with Don Nattrass in his Jag XK120. The J2X-LM was clearly faster than the Jag, but Don is a really good driver, and I never felt I could safely challenge him without putting us both in potential trouble. Behind me, Alan Patterson in his J2X is having a great race with his old pal Dave Berger in the Elva. Then, just one little Siata back, there was the Allard race of all Allard races. Tom Turner in the J-2 versus Syd Silverman in the J2X. The lead between them changed constantly. The spectators were not watching the big Scarab, Old Yellar, and Cooper Monaco, but had their eyes glued on the dual between these two cycle fendered Farmall look-a-likes! Finally the G forces took over, and Tom Turner found himself racing off course out of one turn and into the sand pit. The dust did fly! Tom got it back on course and was barely able to nip by Syd by the end of the race. Following the race, one of the spectators was so impressed with the agricultural possibilities of Turner's Allard, he was seen looking for a potential attaching point for a single bottom plow.

Sunday afternoon, Alan and I are whipped. We load up the cars and head back to Springfield. All the Allard owners at this race had one thing in common—one heck of a lot of fun! If you weren't there with your car, mark a calendar for next year.

— Jack McGregor, Springfield, OH

THE BOOK SHELF

Rich Taylor, owner of the only K2 Coupe, has written another book, *Indy - 75 Years of Automobile's Greatest Spectacle*. The reviews of this book are excellent, and anyone interested in Indianapolis type racing should definitely purchase a copy.

Now, if we can just get Rich to write a book about Allards.

DR. DAVID CAVICKE Obituary

We have lost another member. Dr. David Cavicke has departed from our midst.

Dr. Cavicke lived in Lyme, Connecticut, and owned two J2X's. As he said, "I bought my first J2X in 1955 and went to driver's school and raced in regional and a couple of national races in 1956-60. My best was 2nd at Watkins Glen in 1957. I was a slow racer but always drove to the track and had a great time!"

Goodbye, Dave.

Are you *really* Bob Girvin? May I have your autograph?

For years Bob Girvin has brought his GT Coupe to the races and usually a bicycle to furnish pit transportation. But in the last several years, things have changed. In certain circles, Bob has become famous internationally.

There is a new bicycle sport called "Offroad Bicycle Racing." People ride bicycles up and down mountains and across country (not on roads, but on rough terrain). Bob has become known as an innovative leader in off-road bicycle design and construction. That rather simple appearing bike he brings to the track always has the latest of his suspension and design features, i.e., the newest version of his justifiably famous "Offroad" bicycle, which he designs, manufactures, and markets internationally.

This is why the 15-30 year old people want an autograph from the "famous Bob Girvin."



Bob Girvin and his "Offroad" bicycle

THE MOTHER OF ALL TROUBLES

I've been told that the cause of electrical troubles in integrated circuits has finally been discovered—it's smoke. Smoke is the thing that makes IC's work, because every time you let smoke out of an IC, it stops working.

Of course! Smoke makes all electrical things work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your car. When that harness springs a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly. That's why the wire going to it is so big.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electronics more likely to leak than, say, Bosch, earning Lord Lucas the sobriquet, Prince of Darkness?

Aha! Lucas is British. Things British *always* leak. British convertible tops leak water; British engines leak oil; British displacer units leak hydrostatic fluid; British tires leak air—and British governments leak secrets. So naturally, British electronics leak smoke; it just goes with the territory.

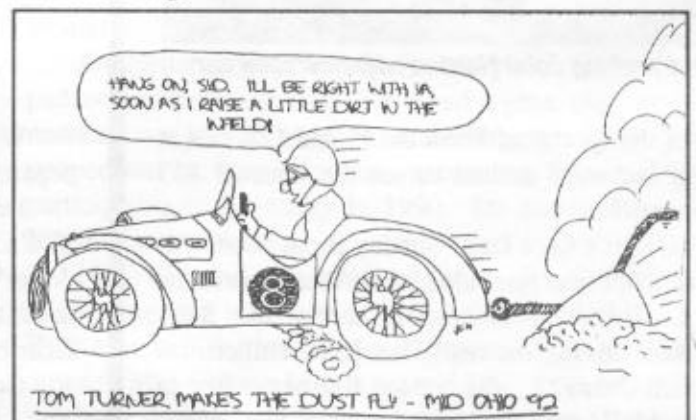
—British Car Owner, Jim Marr

Translation (from page 2): Anybody interested in advertising in our magazine please contact me. Any articles and photos from any club member will be appreciated.

—from *DKW Magazine of South Africa.*

NEWS OF MEMBERS

- Noel Standfast of Australia has started restoration of his Palm Beach and reports that things are going very well.
- The Carroll Higgenbothams of Biloxi, Mississippi, have also started restoration on their M Allard. They also own a replica J2X bearing the Quint name. (Quint was the company that took over the Canadian Allard replicar project.)
- Les and Bobby Newell have been traveling back and forth between Connecticut and England. When Les is in this country, he builds Allard grills and other small parts. When he is in England, he and Bobby combine their travels with locating bits and pieces for vintage cars for themselves and others. Les and Bobby say they have found the perfect way to combine fun and low budget traveling: by doing most of their traveling on freighters, instead of flying, and they particularly recommend freighters that are registered under the Polish flag.



—Cartoon by Jack McGregor

SOURCES

Parts, Services, Whatever...

MOTOR, SUSPENSION, MECHANICAL:

Aluminum Flywheel:

(& Special Race Parts) Catalog Paeco (800-326-6401)

Brakes (& all the little parts):

Catalog (great!) Pegasus Auto Racing Supplies (414-782-0880)

Brake linings TSI Automotive (419-384-3022)

Cadillac Parts: Bill Bradley (817-855-4650)

Ford Parts:

Motor, suspension *Antique Auto Supply* (Stacy Brown) 817-275-2381

Ford Flathead heads & intake Edelbrock (213-781-2222)

Motor, Suspension, Race Parts:

Catalog - \$5.00 Speedway Motors

(1" lug nuts & lots of other good stuff!) 300 Van Dorn

Tel: 402-474-4411 Lincoln, NE 68502

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)

Wire Wheels (restrung & modified) BMW of Ft. Worth (Perry)
(817-429-2182)

Allard Wire Wheel Spinners British Wire Wheel
& Wheel Service (408-479-4495)

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 (817-737-9700)

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 Les Newell (203-237-1457)

Rubber Parts:

Catalog Metro Moulded (800-878-2237)

Trim & Lucas Electrics:

MG-TC Austin-Healy 100-4, Jag Moss Motors

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

Tel: 800-235-6954 Goleta, CA 93116

Wiring Harness:

J2-J2X-K2-K3 Ray Holtzaple (713-622-4070)

MISCELLANEOUS:

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 N7OLD

Allard Goodies! Gary Peacock (602-731-9952)

T-Shirts (\$11), Golf Shirts (\$25), Caps (\$8), 2105 So. Hardy Dr. #7

10" Wall Clocks (\$17), Original Art (\$35-set of 5) Tempe, AZ 85282

Allard Issue:

Vintage Motorsport #4, 1990

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

Contact: Tom Turner (817-737-9700)

Embroidery:

Allard Logo - embroidered on ANYTHING; underwear a specialty!

Contact: Janet Kinzinger (313-684-5675)

Engines for Sale:

Ardun-Ford Robert Whitehead (714-643-3447)

Cadillac (331) Tom Turner (817-737-9700)

Photos (Race):

Bob Dunsmore (CA-HMSA) (415-484-4747)

Gordon Jolley (SVRA) (404-368-1503)

Alfred Manley (CA) (415-455-1168)

Reproduction J2X Allard: Neal Hardy (619-789-9977)

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

PLEASE NOTE: In the future, this column will appear twice a year in the *Allard Register*. —Tom Turner, Technical Editor

ARE YOU AN ORIGINAL OWNER?

We are trying to identify owners who are the original purchasers of Allards. The three that we have so far are S.B. Adams, K2 owner from South Carolina, C. S. Warner, K2 owner from Pennsylvania, and Alan Patterson, J2X owner of California. In fact, Alan did rather well in the 1954 Watkins Glen race. If you are an original owner, please make yourself known to the Editor.

RACE PROGRAMS

I am attempting to document the race history of Allards in the United States and would very much appreciate Xerox copies of any old race programs showing Allard entries. We are attempting to follow all cars, drivers and owners, but I need information. Please help me on this project.

Again, I do not need the original race program, but simply a Xerox copy showing the date, the event, and any Allard entries. Of course, many times race programs will include short notes on Allards or their owners and drivers, and this information would be welcomed also.

While this sounds like a very complicated, almost impossible project, having even a moderate amount of information in a good database in a computer makes it fairly easy. Don Milligan, Randy Lenz and I have already benefitted from this project, as we have been able to trace and substantiate some of our cars in early races.

Send any information you may have to:
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CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes	(U.K.) 0280-847-182
J2	Siddique Cowper	c/o Assembly of God 18 Royd St., Calcutta 700-016 India
	Ashton Marshall H. Wheeler	619-299-3224 801-775-0162
J2X	Bill Bauder Jerry Rosenstock	512-272-5695 818-781-6289
J2X-LeMans	Robert J. Boyer	315-457-0280
Repro J2X	Doug Berstein	415-777-9739
K1	C. C. Lipscomb	301-479-1314
K1-Ardun	Alain Bels	(France) 20-46-66-66
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
K3	J. S. Blaine Mark Christofferson Steve Moorhouse	313-684-6444 818-763-5485 415-824-8880
L	Jim Donick Frank Savage	203-261-5260 404-929-3715
M	John Bungay Ross Marshal Rick Percell John Reaves Tom Turner	1137 43rd Street, Sacramento, CA 95819 704-526-5666 619-481-7073 918-663-2030 817-737-9700
P	John Bungay Jerry Conti Larry Johansen Andrew Leonard	1137 43rd Street, Sacramento, CA 95819 813-447-2221 714-793-0513 213-454-0096
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Steyr	Alan Tiley	(U.K.) Tel: 0737243812

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