

ALLARD

## The Allard Register

No. 13

SPRING, 1993

Free

# MADERA, CALIFORNIA: ...A Race in the Fifties

by Bill Pollack

Madera, California, is right in the middle of the San Joaquin Valley, the bread basket of the state. The land is flat, hot and dusty for miles in every direction. California is a long, narrow state, and the San Joaquin Valley runs north and south between two mountain ranges. The Madera airport looked like it might have been a practice field during WWII. Somebody decided that it would be a good place to have a race. In the fifties, Madera was probably used by the crop dusters. The race was only held once, and there were not a lot of spectators. Too bad, because it was a great race.

I was there with Tom Carstens, Dave Fogg, and the rest of the crew. The #14 car was, as usual, prepared and ready to go. The course was less than two miles and very flat. The end of the start and finish straight was a hairpin to the right,

then a left, another right and then a sweeping left, two more rights, and you were back on the start and finish straight. The course was laid out using the usual taxi ways and runways, a typical airport course. The surface was already well beyond its prime when we raced there, and it was starting to break up in a lot of places. When asphalt begins to decompose, it often turns into little marbles. When you drive on these marbles, it is no different than trying to walk on a cement floor after someone has spilled a cup of ball bearings.

Prior to the race, I had been approached by the late Harry Morrow, who owned a company called *Autobooks* and was one of the founders of Formula Three racing on the west coast. Formula Three in those days was open wheel

— More on MADERA on page 6

## ALLARDS AND FRIENDS AT MONTEREY '92

by Chuck Warnes

In the weeks preceding the '92 MHAR, radio ads could be heard around California proclaiming Jaguar as the honored marque for this year's event. But what really caught the attention of *The Select* was the fact that these ads also plugged a few other famous marques, such as "Ferrari, Porsche, and Allard."

This year's crowds were not to be disappointed, for Jaguar and its extended family provided an excellent array of vintage and not-so-vintage pieces - including the Alpine Rally winning XK120, two Group 44 XJR-5's, and the mid-engined, twelve cylinder XJ-13 prototype.

Race fans can always expect a good show from the Group 2A race (1925-1940 Sports & Racing Cars), representing the period of sophisticated technology running on stone-age tires. It included a tantalizing mixture of old Indy cars against such classics as Bugatti Type 35's, Jag SS-

100's, and Alfas. Peter Giddings immediately broke from the pack with his deceptively smooth Alfa Monza handling skills. However, our bird's eye view gave us a healthy respect for the upper body aerobics he utilized to maintain his line. And Allard drivers thought THEY got a workout....

Later that afternoon Davy Jones went out with the new XJ220 (Sept. *Road & Track* cover car) to demonstrate how that sleek, silent black cat would wag its tail with the best of them. Too bad the Allard drivers missed out on this, but they had better things to do - like sit in pre-grid for their Group 4A race, contemplating their destinies, nervously picking imaginary flecks of dust from the backs of their driving gloves, etc. They consisted of two K2's, three J2's, and three J2x's.

Glenn Shaffer, in his immaculate BRG J2X, led the

— More on MONTEREY '92 on Page 8

## NEWS OF MEMBERS (U.S.)

Neal Hardy, California, is manufacturing the reproduction J2Xs. He has sold several cars to Mexico for the Carrera Pan Americana. Currently there will be a dealership opening up in England, and also I hear that several cars are going to Japan. Neal is moving to Mooresville, NC, near Charlotte Motor Speedway, and will be building Legend cars (5/8 scale dirt track cars - 1930 Chevy and Ford) as well as Allards.

The Corinthian Vintage Racing Club, Dallas/Fort Worth, Texas, sponsored a race at Texas World Speedway at College Station, Texas, this fall, and I took my J2 down to have some fun. When I got there, several people were looking at it, and the question kept coming up, "Is this the real one?" I didn't understand exactly what the drift of the comments were until we were lined up to start practice and Dave Davis pulled his beautifully finished reproduction J2X up into the lineup. Of course, with the modern suspension and the Chevrolet engine, he went on his way and left me to play by myself. I think we will see more races where productions and other specials probably will be en-



Dave Davis  
and his  
Repro J2X

tered and maybe even be classed with the original cars. Davis's car is one of the older reproduction ones, having been manufactured in Canada.

Lorna Altemus, Connecticut, is looking for another Allard to rebuild. There is a rumor that she knows where another one is in a field, and her story on the K2 that she restored is that she had heard of it in a field and she and a friend searched for it in an old Saab with a canvas sun roof. Lorna would stand up in the seat through the roof and use binoculars to search for cars in the fields. The donation of a bottle of whiskey to a local farmer was necessary to really zero in on the car, and there was another one in an old shed in bits and pieces scattered hither and yon in the fields. (Question: Why are Allards always taken apart and scattered around in sheds and fields for us to find?) But, anyway, Lorna is still looking for another one, and so are many of the rest of us.

Authors certainly know how to please their audience.

John Weitz of New York City says that he has owned a K3, J2X LeMans, and a J2, and one day he will tell us about the night in 1953 when he and Goldschmidt took their Allards through New York's Central Park at racing speeds to check it out for a possible sports car race course, apparently a very wild evening.

Another author, Clive Cussler, Colorado, reports that his J2X should be finished by now, bright red with white wheels and no chrome. The exhaust pipes running along the sides are a bit massive, but the car is very original, and the Cadillac engine has been rebuilt, bored with a three-quarter Iskenderian cam, and the dual four barrel carburetors. It runs just a bit quicker than it did with the old stock Cadillac engine.



Zora and Elfi Duntov celebrate the New Year.

Zora and Elfi Duntov of Grosse Point, Michigan, wish all of our people a happy 1993. As you can see by the photograph, they are getting younger every year.

Kerry Horan of California is trying to establish proof for the FIA that K2s raced with Chrysler engines in the early fifties. He wants to get his car approved for racing in Europe, and they require proof that the cars actually were raced in that configuration when new. Anyone with ideas or photographs, articles, etc., please send them in, and I will pass them along to Kerry.

Kerry writes, "As regards the FIA approval process, in the interim period since I last wrote, some good luck for a change. Alan Putt (who writes articles in the vintage magazine *Victory Lane*, is known to us, and is the FIA approval inspector) turns out to be an Allard expert and also knows Alan Tiley, owner of the Steyr Allard, very well. He has said, "No worries," in obtaining the necessary FIA approvals, so this should mean we may be at the Old Timer Grand Prix series at the Nurburgring in August this year with the K2. As Alan has previously granted some of my other vehicles FIA

## NEWS OF MEMBERS (U.S.) cont'd..

papers, all should be O.K."

**Otto Bowdin** of Jacksonville, Florida, sent in a full page ad for *Champion Sparkplug, 25th Anniversary Road & Track*. It shows his J2 in front of his home in Jacksonville. J2 #2121 he says was bought in England in the late sixties from an American who was going around the world and needed money. It was all there, but "tatty." The previous owner had bought the car from the works manager, who used it as a driver. The previous owner knew John Weyer, who was the racing manager for Ford in Europe and was leaving Ford to manage the Porsche racing effort around the world. One thing lead to another, and Weyer sold a Cobra racing engine still in the crate, since he was cleaning house and getting ready for Porsche. The previous owner went back to Allard Works and asked them advice about installing the Cobra engine to replace the Ford side valve job, which was original. He was asked only one question, "Would it make the car go faster?", and when given an affirmative answer, they replied, "Sidney would like that." He has driven the car less than a thousand miles since he's had it. It remains his



*Jim Dobbs' beautifully restored bright red Allard P1.*

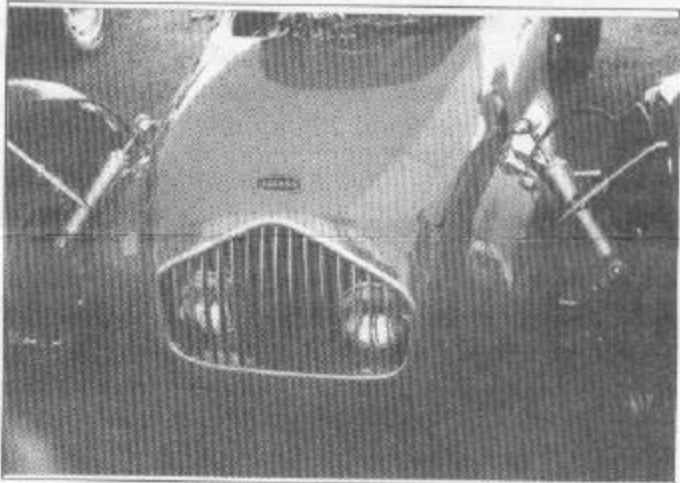
favorite automobile. He has always had a stable of twelve to fourteen cars, most of which are Ferraris. After practicing law for fifty years, he has retired and spends his time playing with his cars.

**Jim Dobbs**, Tennessee, has finished his P1 (bright red) and is taking it to the Highlands Classic in April (please note his PB in background of photograph). He is also taking one of the other Allards to the Walter Mitty in April, as well as to Elkhart Lake and to probably to the Monterey Historic Races later this year.

**Jeff Majette**, Florida (K2), did a quick trip to England and visited Brian Sharp. He reports that he was very impressed with Brian's collection of Allards and took many photographs.

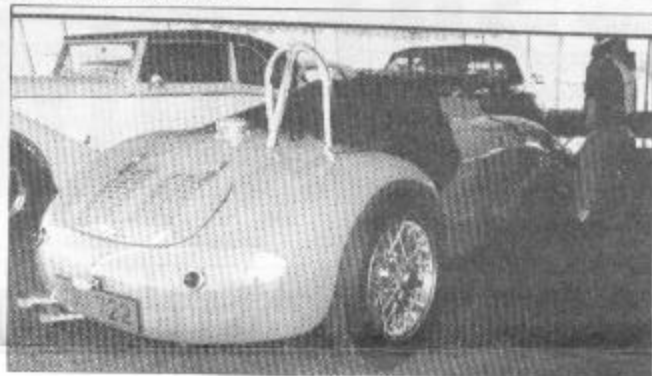
Welcome to **Pat and Lou Fantacone** of New Jersey,

proud owners of a Palm Beach. It had been stored fifteen to twenty years and needs a lot of work. The car left the factory on 7-22-54 for Westmount Garages in Canada. A Ford Zephyr engine was in the car, and it was painted beige with tan upholstery and a black top.



*One of the Allards up for sale at the Barrett-Jackson Auction in Scottsdale, Arizona, in January, 1993.*

*Identity: 1950 Allard J2 #J1573, Hemi engine. \$150,000 reserve; \$80,000 high bid; no sale. Rear view pictured below.*



**Janet Kinzinger**, K3 (Beowulf), Michigan, reports that she and **Patrick Slevin**, K2 (Grendel), were at the Barrett-Jackson Auction, Scottsdale, AZ, in January. Also seen there were Bob and Helen Lytle, Duncan Emmons, and Gary Peacock (K3, PB, and the wild Allard T-shirts). Dr. Bob Dunn put his Allard J2X through the auction for \$80,000 - no sale. Chuck Swimmer also entered his J2 for \$80,000 - no sale - and Ashton Marshal put his J2 through again for \$80,000 - no sale.

Janet's K3 is getting an engine rebuild with a "little improvement" (400 HP?), new tires, safety equipment, etc., to get ready for a spring drivers school. (Move over, guys - she's coming through!)

—More on U.S. NEWS on Page 8

## MONTE CARLO - 1992

Dudley Hume, the Isle of Wight, U.K., reports that "the AOC had a fantastic run to Monte Carlo, and it was particularly enjoyable to attend the mayor's receptions each evening when we arrived at the various towns where we were staying that night. The reliability of the cars was better than I thought it would be, apart from two or three head gaskets, two or three condensers, and two gear boxes shedding one or two teeth, which were successfully drained out. There were no actual failures needing the rescue



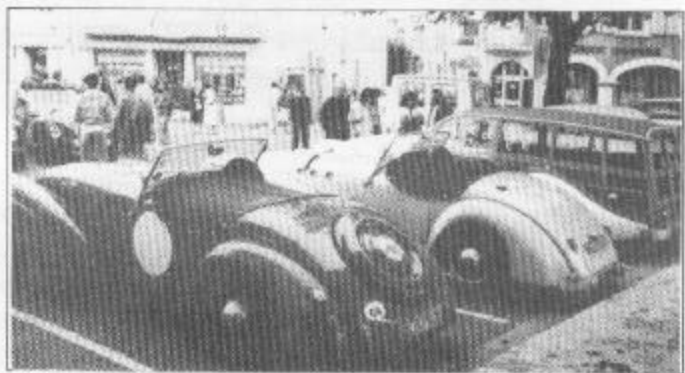
people. Our Canadian member, Derek Woodcock, had a bit of electric troubles, which we were able to fix, and, of course, gallons of water were consumed by everybody's cars, except one fellow with a very nice K2. He had learned from some people who regularly race Flatheads what the real problem is and had taken the necessary action. The temperature on his car hardly varied and needed no topping up." Thanks, Dudley, for a very nice writeup and the enclosed pictures.



Top: Lineup in front of Bourges Cathedral morning after mayor's reception.

Left: Lineup on the Front at Monte Carlo, Sunday, Oct. 11, 1992.

Bottom: Embrum: In the town square for the mayor's reception. K1: Mike Wharton; K2: James Smith; P2 Safari: David Wixon.



## NEWS OF MEMBERS (U.K.)

John Tinsley reports that his "J2 Ardun is on loan to John Peskett and Roger Hayes. John (Peskett) is having a body built for his J2X and, with modifications, is using mine for a pattern. Roger is using my chassis as a pattern for his J2 chassis, which has had all of the flanges and fittings removed. Probably also we will also have a body made." (Comment: Isn't it wonderful after all these years of not being able to find any J body parts, that all of a sudden various people are back into the manufacturing business.)

Dudley Hume, the Isle of Wight, also reports that John Pitney, who used to work for Allard at the Encon Road Works, is making panels for J2s and J2Xs, and has now made a couple of complete J2 bodies for the U.S. on Dudley's forms. Dudley feels that his forms are the most

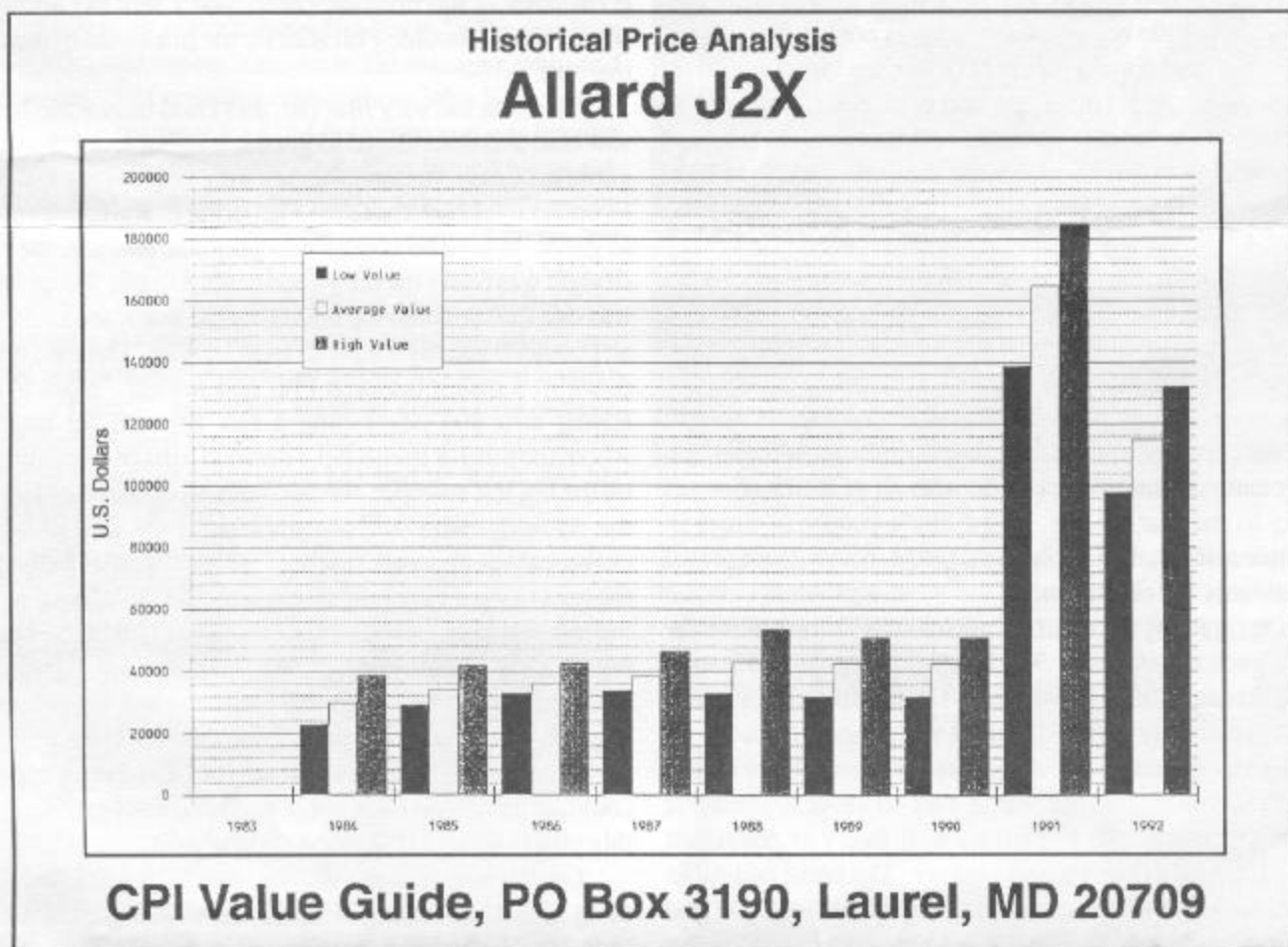
accurate, particularly for American left hand drive, as they are based on the left hand drive J2 belonging to Brian Sharp, which is one of the best around. John also has wire wheels and hubs available. (I have a full price list from John Pitney, copies sent upon request, but the front half of a J2 is roughly \$6,000, and the whole body and front wings - \$10,416. I can tell you that this is not a bad price, after having J2 #1515 rebuilt.)

David Kinsella, London, is researching a child's K1 Allard, propelled by an electric starter motor. (Dean Butler located an article on this, but no other background.) David is much involved with the Society of Antique Modelers and also the book series *Biggles*, a sort of a 1916 airborne super  
— More U.K. News (next page)

## SO WHAT'S AN ALLARD WORTH - NOWADAYS?

For those of you wondering how the prices on Allards are doing, CPI Value Guide, P.O. Box 3190, Laurel, MD 20709, tel. (301)317-4228, has compiled a historical price analysis for the Allard J2X from 1983 through 1992. Anyone having other automobiles that they are trying to establish a value on might consult the guide, as it is very

complete and even lists models that most of us have never heard of. In regard to this, maybe it's wishful thinking, but I think that the car market is beginning to recover slightly, and perhaps more people will exhibit interest in purchasing old cars during the coming year.



## U. K. News (continued)

hero, along the lines of Dirk Pitt. (Clive Cussler, please take note.)

Brian Sharp reports that he drove nine Allards to the Concours d'Elegance at Portsmouth (see photo at right) from his home in Broadway, the Cotswolds, stayed the weekend, and drove them back. "We had a few hitches, but we got them all back safely." Brian's cars were featured in *Classic & Sports Cars* and *Classic Cars* in December, 1992.



Portsmouth Concours d'Elegance. H.M.S. Victory on the right.

## MADERA (continued from Page 1)

single seat race cars powered by motorcycle engines, usually JAP single cylinder. The first cars were made from aircraft fuel drop tanks. They were very small cars that went like a bat and handled incredibly well because of the lightness and very flexible suspension, usually Fiat Topolino. Harry had asked me if I would like to drive one of his cars. I told him I would love to, as I had always wanted to get into one of those little bombs. Carstens was not happy with my decision. The formula race was before the big cars, and he was concerned that I might get hurt or something and not be able to race the big car. I assured him that I would be okay. I just wanted to get an idea what the little cars were like. Neither of us realized what was to be the real problem in the transition from the formula car the #14 Allard.

The practice session went well, except that I noticed the big left hand sweeper had a very precise line. If you left this line, you immediately found yourself sailing along on the aforementioned marbles. The Allard could handle the marbles because of immense power and torque. If you got into the marbles, you became Joe Chitwood, the dirt track king, and did the full lock slide with all of the bean steam going to the rear wheels. I did this a couple of times in practice and watched a rooster tail of Madera's finest gravel fly towards the grandstands.

On race day, they stuffed me into the formula three car and gave it a good push. The big 500cc JAP gave a couple of clatters and starting thumping. The transmission was full motorcycle. Foot clutch. To shift, you popped the had lever forward to go up a gear and backward to come down a gear. Very efficient. The car was a ball to drive. The little machine stuck to the ground so well that you could just about flat foot it through every corner. The brake pedal was there, but you sometimes wondered why. When I climbed out of the little car, I felt like I had been on roller skates on a bad road for two weeks. My entire body was numb. I felt as though I was probably a blur to people who were looking my way.

Climbing into the Allard after the ride in the "toy car" was like putting on your first pair of long pants. Everything was bigger, stronger, louder, and a lot heavier. Phil Hill was parked next to me on the starting grid in one of Charles Hornburg's brand new C Jags. The Allard was fast car of the day and sat on the pole. Behind us were an Allard or two, some Jaguars, and an assortment of specials. It was a very hot day. Attempts to sweep up the marbles on the track had been fruitless and only produced more marbles. The late Al Torres was the starter, and he began his famous run down between the cars, pointing to each driver and getting a thumbs up before continuing. Running back on the pit side

of the cars, he passed my car and leaped high into the air, and we were off. The Allard left two black marks that seemed to stretch to the horizon. Somewhere I have a picture of those black marks. The Allard easily out accelerated the C Jag, although Phil was hanging off my rear quarter. As we approached the end of the starting straight, I knew I couldn't go as deep as the little car could, and I shut off a fraction sooner than I should. Phil shot by me in a cloud of dust and marbles.

This was the very first lap, and I had blown the lead. I was mad and determined to get the lead back. This was not going to be easy, because the cars were very evenly matched. Even though I could out drag Phil in the C, it was not enough to get by him. The course was very narrow, and the main straight was really the only good place to pass. The problem was that the turn onto the main straight was reasonably fast, so I couldn't use my torque to snap by him. The race settled down to a match between Phil and myself. Nose to tail. Eating dust and developing a real appetite for marbles. About the third or fourth lap, I decided to have some fun, and on the big left sweeper, the one with all of the marbles, I let the Allard go wide and dirt tracked the car around the big curve, ending up in a rush up to Phil's tail, just at we entered the next right. Every lap I did exactly the same thing on that big left sweeper. Going wider and wider each time. Throwing up a ton of rocks and gravel and using the huge torque machine to power through this mess and having one hell of a good time. All the time I was doing this, Phil was watching me in his rear view mirror. On the sweeper he could actually look over to his right and see me coming off this power slide and heading right at him.

On the next to last lap, we were still doing the same thing. I had been trying to find some way of getting around Phil. The Jag was just too closely matched to my car, and he was not making any mistakes. As we approached the big sweeper, I was already to do by big grandstand super slide act when Phil decided that going wide was the fast way through that corner. The Allard could do it all day, but the Jag was not in the same league when it came to that sort of craziness.

We finished one and two, and for me it was one of the most satisfying races of my career. I had to push Phil into making some kind of a mistake, and this was the only thing I could think of. Phil was a fabulous driver even then. This was before he went to Europe and became a world champion. I never did find out why he went wide on the big sweeper.

*(A letter to Phil Hill requesting an answer has gone unanswered. —TT)*

# 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

Marles Steering Gear (servicing) ..... *Electrocars Ltd.*

Unit 8, Maybrook Ind. Estate

Maybrook Road, Brownhills, West Midlands.

Tel: 0543 371711. Attn: Albert Blackmore.

### 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)

10-10-10

## 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, J door catches/handles ..... *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)

10-10-10

## MISCELLANEOUS:

### Allard badges (from Allard Owners Club):

Bonnet badge (front) ..... £16 + postage

Scroll badge (rear) ..... £15 + postage (£2 to US)

AOC Membership ..... £25

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: This column appears twice a year in the *Allard Register*.

—Tom Turner, Technical Editor

**MONTEREY '92** (continued from Page 1)

Allard pack - followed by 'Cottonwood Bob' Lytle in his black J2X and Peter Booth running his J2X-Shelby car. Jim Degnan's 'new' engine helped spot him in fourth place, just ahead of Dave Brodsky handling his own driving chores this year with the famous white-walled #14. Syd Silverman, at the wheel of his red J2X, sat to Dave's right, flanked on HIS right by Tom Carstens at the wheel of the former twin to #14. George Myers' K2 was 'Tailend Charlie' - but not for long.

Ol' Cottonwood Bob pushed his Buick into the lead within the first two laps as our attention was drawn to a three-way dice among Peter Booth and the matched set of Degnan and Myers K2's. That contest continued to entertain the fans for the next five laps - until the good judge, Peter Booth, finally locked on to a clue, securing third place and leaving the K2s to continue their duel to the end.

'Twas another great day for the Allard marque, with all eight starting, all eight finishing, and all eight giving their driver/heroes another fun-filled experience.

But, alas, no hero story is complete without the dark-cloaked (or would you believe black Nomexed?) villain - the black knight, the Dale Earnhardt of vintage racing. This year's token villain is none other than Cottonwood Bob's stable mate, Sir Duncan Emmons, who AGAIN chose to leave his Allard at home in favor of his appropriately black and chrome Kurtis.

Despite Friday's carb linkage problems (fixed, ironically, with the help of Allard folks), Sir Duncan quickly forgot all loyalties once the green flag flew. Starting from who-knows-where in the field, he steadily vanquished friend and foe alike as he skillfully wove his way up through the field to lurk menacingly in Cottonwood Bob's mirrors.

The tension and drama began to build. True, Sir Duncan was having a great day, but wouldn't he find just a SPECK of mercy in his heart for his old sidekick? He gave us his answer in lap 7 when he blew by ol' Cottonwood Bob without a hint of remorse, and led him to the checkered flag by a solid 9 seconds!

Well, this drama, too, had a happy ending, with congratulations and tall stories all around, fueled by a ample refreshments handed out by Helen Lytle.

**U.S. News** (continued from Page 3)

**Northwest News:** After the request for information on individual drivers and what races they're running, Bob Lucurell (K1) sent a copy of his last several years' racing. I didn't realize that there were 10 races a year you could run in the northwest, but, including Willow Springs, California, Seattle, San Diego, British Columbia, Portland and Leguna Seca with multiple events at each track, apparently you can find plenty to do, and Bob certainly has done that.

Let's hear from you west coast people, and who can beat Bob for numbers of events participated in?

**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 Charles G. Love	315-457-0280 B:408-459-2862; R:408-476-2053
Repro J2X	Doug Berstein	415-777-9739
K1	C. C. Lipscomb	301-479-1314
K1-Ardun	Alain Bels	(France) 20-46-66-66
K2	Jonathan Bien Genie Forrest C. C. Lipscomb Jack Stinson Tom Turner C. S. Warner Jack Wheeler David Williams	201-886-2710 209-667-8130 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
PB	L. O'Meara  Joe Parshal	16 Oakridge Drive, Granby, CT 06035 408-899-3559
PB Mark II	Ted Jones	401-245-3300
Steyr	Alan Tiley	(U.K.) Tel: 0737243812

**The Allard Register**

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