

# ALLARD

## The Allard Register

No. 16

SPRING, 1994

Free

# ALLARDS WIN DUNLOP VINTAGE CUP

## Oldest Cars and Senior Drivers Take 1st and 2nd in SVRA's Eight Race Series

by Syd Silverman

The Sportscar Vintage Racing Association began the Dunlop Challenge Cup series in '92 as an added feature to encourage more Group 4 cars to come out and race.

SVRA Group 4 is for pre-'60 sports cars and sports racers and includes such cars as Listers, Elvas, Loti, Lolas and older front engine Ferraris, Allards, and selected Porsches.

The series really took off for the '93 racing season with an elaborate system that awarded points for participation, Saturday qualifying position and Sunday feature finishing positions.

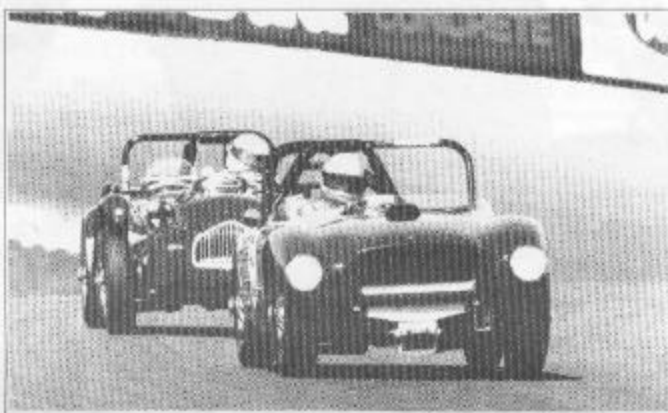
At each race meeting, the Group 4 racers hold a party after the Saturday qualifying sessions and the resulting social activity boosted camaraderie and good fellowship. Group 4 prizes were also awarded at these Saturday sessions and SVRA overall and class awards were handed out at the Sunday awards ceremony after the races.

Because of the interest generated by the Dunlop Challenge series, Group 4 entries grew by 40% in '93 and new cars continued to appear over the course of the season.

### Eight Race Series

The Dunlop series was contested at Moroso Park in West Palm Beach in March. Next was Roebing Road in Savannah in April; Road America at Elkhart Lake in May; Mid-Ohio in early July; the BMW Fall Festival at Lime Rock Park,

Conn., on Labor Day; Watkins Glen, N.Y., the next weekend; Summit Point, West Virginia, in October; and the season finale was at Road Atlanta at the end of October — eight races over eight months at some of the country's best road courses.



John Harden in the Silverman JR outrigs a J2-X on the uphill chicane at Watkins Glen.  
— Photo by Gordon Jolley

Most classes were hotly contested. The smaller sports racers were generally the fastest with the Allard contingent running in Class 4H with John Harden in the JR and the author in the J2-X attending all eight races. The JR had one DNF and then won its class seven times in a row. The J2-X finished second or third in most events and completed all eight races without missing a beat.

### And the Winner Is...

Final results for the Dunlop Challenge Cup were John Harden first overall in the JR (a set of Dunlop racing tires was the prize), Syd Silverman second overall in the J2-X, Brian MacEachern in a Lotus 11, and Bob Fergus in a Lotus 15 tied for third.

The series was great fun. The two oldest cars in the group ('52 and '53) won the top prizes, and two of the oldest drivers led the parade.

The '94 racing season is underway with the JR winning Class 4H at Moroso Park in March. The point system has been changed this year so that only the best five finishes count toward the Dunlop Cup. Enthusiasm is at a high level, and the Allards are ready!



*In a photo taken at Moroso Motorsport Park in 1993, the late Jack McGregor (left) posed with famed racing mechanic Bill Frick, who originally prepared McGregor's 1951 Allard for owner John Perona and driver Tommy Cole, who drove it to victory at Bridgehampton.*

*— Photo by Roy D. Query*

# Jack McGregor Dies in Florida Accident

We have lost a good friend. Jack McGregor, 52, from Springfield, Ohio, perished March 11 in a single car accident at Moroso Park in West Palm Beach, Florida. He went off course, hit a tire and concrete retaining wall and light stanchion, and wound up on top of the wall. It was instant.

Jack McGregor was an enthusiastic vintage racer and a very serious Allard historian and restorer. Jack's two Allards, the bronze LeMans-bodied J2-X and the green ex-Perona J2 were seen on both coasts as Jack brought both cars to the Monterey Historic Races at different times, and both cars appeared regularly at Sports Car Vintage Racing Association events, as well as selected Vintage Sports Car Club of America races in the east.

Charles Bang, of Sandy Hook, Kentucky, restored the LeMans J2-X over a couple of years. He is also well known for his work on various Dean Butler projects, including Dean's JR, which is presently in restoration.

The ex-Perona J2 was brought back by Jack's own Classic Craft shop in Springfield, with Chris Buttler in charge of the project. Chris is familiar to Allard fans because of his long association with Don Marsh of Columbus, Ohio, where he kept Don's J2-X flying for those epic battles with

John Harden. They were some of the best and closest vintage races ever seen in America.

Jack's two Allards benefited from his historical interest and were carefully detailed and returned to their proper trim and appearance with authenticity as the major theme of the projects. Tommy Cole drove the ex-Perona J2 to victory in the '51 Bridgehampton race, and the car returned to Long Island last fall for a commemorative exhibition of former Bridgehampton racers.

Some people didn't know of Jack's love of art. He was a supporter of several art museums in Ohio and elsewhere, and his children have inherited his love and appreciation of fine art.

Jack McGregor left his wife Julie, two sons, two daughters, and three brothers. His company, Pentaflex, was in the heavy metal stamping business, and Jack was active in supplying brake drums and other scarce bits and pieces to Allard enthusiasts around the globe.

Jack has left a huge void in the lives of all those who knew him. His good humor and friendly manner marked his approach to life and his fellow Allard enthusiasts. He was a true one-off. We all miss him very much. —SS

## What Others Had to Say...

### Moroso Crash Claims McGregor

A fatal one-car crash at the SVRA's Quaker Securities Spring Fling event at Moroso Motorsport Park on March 11 claimed the life of popular vintage racer and Allard enthusiast Jack McGregor.

McGregor, 52, of Springfield, OH, was driving his 1951 Allard J2 (originally owned by John Perona of El Morocco nightclub fame and driven by Tommy Cole to victory at Bridgehampton in 1951) in a practice session, when he went off course in Turn 1 and struck a tire barrier, sending the car airborne into a concrete light stanchion. McGregor was airlifted to St. Mary's Hospital in West Palm Beach, where he was pronounced dead on arrival.

McGregor owned Pentaflex, Inc., a heavy-gauge metal stamping business in Springfield. He was also an avid collector of fine art and a patron of the Springfield Museum of Art, for which he served on the Board of Trustees.

In addition to racing his beloved Allards (J2 and 1952 J2-XLM) since 1990, McGregor's racing interests also included the ARCA stock-car tour, in which he sponsored the entry of series star Bobby Bowsher.

McGregor is survived by his wife of 30 years, Julie; sons, Ross and Steve; daughters, Sarah and Tina; sister,

Susan White; and brothers, Jim, Dan and Tom.

*Vintage Motorsport* extends its sincere condolences to the family and friends of Jack McGregor. He was a valued member of the vintage racing community, and his loss will be sorely felt. —*Vintage Motorsport*

Finally, it is sad to have to report the death of one of our members, John C. (Jack) McGregor, Jr., in an accident at Moroso Motorsports Park. Jack was an Allard enthusiast and his beautifully turned out full bodied LeMans J2-X was joined last year by the Bridgehampton winning ex-Perona J2. He was driving the latter car at Moroso. I had the pleasure of being next to Jack in the paddock at Lime Rock for the long weekend at the BMW Vintage Festival in 1992, and a nicer neighbor you couldn't imagine. His machine shop in Ohio has turned out bits which have helped keep many Allards going (including my K3). He was one of those people you meet in our sport that you look forward to seeing and hope to get to know better as the years go on. Our condolences go to his family. May he rest in peace.

—*John Schieffelin, Activities Chairman, VSCCA*

## Letters to the Editor

### An Original Owner K-2

#### Looking for A Good Home

Before I was born, back in 1950 or so, Dad got a "muster-ing out" windfall from the army. Mom let him buy the toy of his dreams with it — as long as he agreed to sell it, if they needed the money — which it seems they never did.

Dad died in '75 (too young — 56), but I know how the dream got planted. It was after the war, and the folks were motorcycle riders and sports car racing fans. The scene was a day at the races. Maybe it was Bridgehampton or Watkins Glen, but for certain, they were watching from the exit of a slow second gear turn and, as a J-2 launched out of the corner, it would lift the front end "clear off the ground" — the stuff of dreams.

The first Allard was a red K-2 with a manual transmission, and I-don't-know-what motor. Mom remembers the acceleration being like a motorcycle, a real push in the back, and she should know, since they were riding a Harley in those days. The best story about that car that I can remember was the time my parents were out touring on a long uphill climb. Traveling in an open car, you catch smells and scents that you might otherwise miss, and the *fragrance du jour* was someone's steak barbecue — a really delicious, tasty smelling, appetite stimulating kind of aroma. Thing is — the smell kept getting stronger, and when it didn't dissipate for quite a long time, Dad got suspicious. Seems the red roadster had sprung an exhaust leak, and they were roasting the bottom of their very own leather seat cushions. I don't know what became of the red K-2 (though I'd love to hear more about it, if anyone knows of its whereabouts — last seen in Lynbrook, NY — #K3022), plus I have a picture of it from about 1950. (*Tech Editor's Note: Contact James Beck, 1102 Lincoln St., Madison, WI 53711.*)

The keeper turned out to be a robin's egg blue (originally grey) 1951 K-2 Cad-Allard fitted with a 331 Cadillac V-8 with a big four barrel, no air filter, Mallory ignition, blueprinted engine, and a four speed automatic transmission (and no "Park"). There has to be a lot of stories to tell about this car, since Dad and Manny (the only mechanic who could figure the bastard out) were drag racing the locals with it. Of course, I only learned about this after Dad died, and Manny, then about 75 and still running his shop in Valley Stream, talked about offering to put the car back on the road for Dad just for the fun of blowing off some of Dad's friends about 130 mph flights (no pun I'll bet) down the Long Island Expressway in the dead of night. Mom's wondering to herself why everyone was going so slow. After she looked down at the speedometer, it was no mystery, because she was doing 70.

My memories of the car are mostly infuriating, what with the K-2 going into the garage in 1961, before I had any

memories of it in action. Our hot rod stayed in the garage permanently except for the occasions when I could get friends to help me wrestle it out for a wash, or when I had it flat-bedded to one or another begged or borrowed garage during the 20 odd years that it was my responsibility. Manny was just too old to want to resuscitate the beast after its score and six years asleep, which was when my finances reached a point where I could feed, house and insure the K-2. Then there was the apparently sincere and very interested mechanic who spent 18 months pretending to work on the Cad-Allard. When my patience with his "progress" ran out, he tried to steal it from me for newly invented "storage costs", requiring the county police's help to escape his yard. Later I found a reasonably competent shop that, after many missed delivery dates, got me on the road, and after thirty years of anticipation, I drove what is still a damn quick car; probably fast, too, but I'm not interested in seeing three digits on the speedo. Of course, the first tour with my wife on one fine fall day ended five miles from home with a rusty boiler. Seems that the radiator cleanout that was clearly ordered and certainly in order was totally overlooked. After cooling down and then struggling back to the garage for an expensive custom radiator core that took over a month, I found my fascination had faded, and my wife's interest had disappeared.

The realization of a dream is always sweet; never mind the flaws. Burning rubber with my boyhood friend who had helped *shlepp*, store and anticipate the day we would take to the road in the K-2 was great. The best part was being able to take Mom for a ride. It's a golden memory I'll cherish, and seeing the light in her eyes and the sound in her voice from that short ride made it worth twice the trouble. It's funny how that ride with Mom was the furthest thing from my mind for that generation and a half of waiting, but it turned out to be the big payoff.

We've been to a show in Mamaroneck and done a little touring, but the remaining investment needed to address 40 years of age and 30 years of sitting are beyond our means. What thrills there are left in the Cad-Allard fall under the heading of diminishing returns — especially in face of a growing family and a related house expansion.

My patrimony is not so much for sale as it is up for adoption. Those planning to paint her red and put in a manual tranny, find a basket case; this one's going to a good home. If you have a sincere interest and garage space for a most unique, most rapid and most original specimen, please contact me: (201) 886-2710.

— Jonathan Bien  
26 Annett Avenue,  
Edgewater, NJ 07020

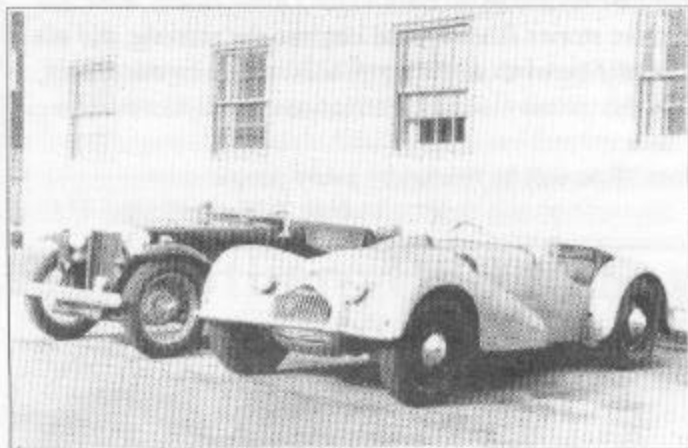
## Mysteries Sorting Out Department:

### Dave Hans' J-2

by Jim Donick

We first ran across this car in a collection of photos from an early Watkins Glen. There was a picture of an Allard J-2 with what appeared to be K-2 style front wings. Highly strange, we thought, but – what the heck! – it's an Allard, and they tended to be a little different, anyway.

About a year or two later, a note arrived from Dave Hans, near Chicago, with a description of a rather strangely configured Allard. It looked like a cross between a J-2 and a K-2. Did I know anything about it? I dug out the old photo, and we compared notes. It had to be the same car. (How many could there have been?) Still, we had no idea as to its origins.



Allard J2-1733: Note special bumper and original wheels.

Dave had a metallurgical analysis done on the aluminum and concluded the alloy was identical in the wings as in the rest of the body work, so it must have been original.

Time passed. Dave gathered more data, and now it's time to put the questions to the membership to see if anybody out there can add to the story.

Here's what we have so far. It would appear the car is original. The chassis is #1733, and it was originally (we believe) imported by a man named Perry Boswell down in the Washington, DC, or Baltimore area. It was sold to an Air Force officer named Jerry Saubers, and he was the man pictured in it at Watkins Glen. Dave has located Colonel (now retired) Jerry Saubers and has gotten a few reproduction photos from the period that we reproduce here.

Colonel Saubers' letter makes for an interesting read, as he obviously had a great time with the car, so we reproduce it as follows:

David,

*First, how did you locate me? Where did you get the 8x10 photo of me and the car? I recall there were numerous photographers (it was a large and well attended race) who snapped pictures of just about all of the sports cars in the area, racing or not. I can guess you located me as an owner through Battelle, MI. Incidentally, all of the spares, wheels, probably the wind screens, and whatever were flown to Columbus, Ohio, several weeks after the sale had been completed. Those people never throw anything away!*

*1. To the best of my knowledge, I was the original owner. Perry Boswell ordered the car directly from England. He offered me a choice of his XK-120 or the Allard, which was on the seas at the time. I decided on the Allard because of the high mileage on the Jag and because the Allard was the only Allard in the States with full fenders. And according to him, it would probably never be duplicated.*

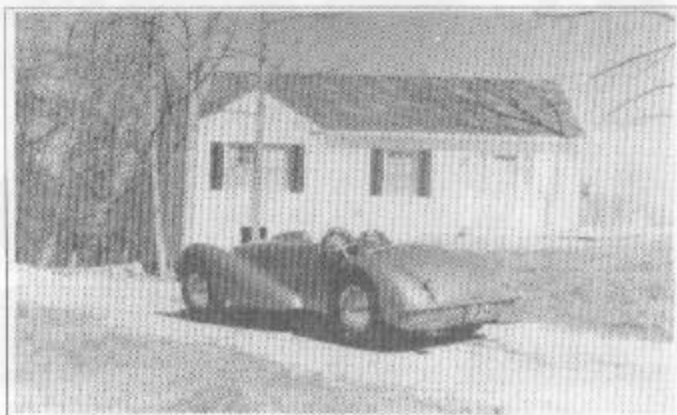
*2. The wheels were Rudge-Whitworth. I could not afford the Borransis at the time. I think I ordered them from MOMO Motors in New York. Pretty sure they came from the Allard dealer in New York. I am not sure of the dealer's name. Earlier I had ordered the Al-Fin drums, front and rear, which I installed myself. Can't remember where they came from.*

*3. The enclosed photo of the car might give you some idea of the dash. I think it was red leather or red vinyl. Color was a light metallic blue. Looks like the original paint when you bought the car.*

*4. Can't recall the tach. Being a pilot, had I installed one, it probably would have been electric.*

*To the best of my knowledge, the car was delivered to*

— More on HANS on page 7



Allard J2-1733: Note special rear bumper and "custom" wheel covers.

## OBITUARY: ERIC ALEXANDER

With the sad passing of Eric Alexander last May, an enormous part of Allard folklore was taken from us. One of life's gentlemen, Eric always had a cheerful word for everyone and needed very little encouragement to talk motor cars and in particular "Allard". He owned three: a tourer, a P-2 Saloon, and a LeMans-bodied J2-X. My memories of Eric go back a long way.

Back in the days when Sydney was racing the Steyr-engined sports car, there was very keen rivalry between the two at the Brighton speed trials. On one occasion, Jim Mac and I had a very busy week preparing the car for Brighton, fitting J.A.P. Valves and Amal Grand Prix carburetors; we finally got the car running pretty well. We were in one of the bars along the seafront having some "lunch" when Sydney said, "I don't know why we mess about with multiple carbs and big valves. He gets just as good results doing it his way," and gestured across the bar to Eric, making short shrift of his third large gin and tonic.

We used to do most of our testing at Goodwood motor racing circuit, which was not very far from Clapham and in a lovely part of southern England. We would arrive early in the morning and set about our work, getting on with what had to be done. We knew that work would tail off for the day when a blue P-2 Saloon arrived and Eric got out and bid us all "Good Morning". About half an hour later Margaret would arrive in the tourer and set up a most comprehensive lunch on several of the pit counters. Food, drink and stories would flow into the afternoon, until Sydney told Jim Mac and me to load the car onto the transporter, and Eric invited us all back to the Dover House, Eric and Margaret's delightful home. After a visit to the wine cellar, more stories flowed, until late into the evening, and we had to make our way home after a long day's testing. We did not tell Eric when we were at Goodwood doing our testing, but he never missed a session. Sydney was sure he had given the circuit manager instructions to tell him when we booked the circuit.

We extend our sympathies to Margaret on her great loss. Eric will be missed by many people.

—Alan Tiley, Mogador, U.K.



A Lunchtime Chat at the Tiley Home

Cyril Wick    Tony Dron    Ian Grant    Alan Tiley    Gary Wales    Eric Alexander

**HANS** (continued from Page 5)

Hubert Routh, Silver Springs, Maryland. One day Perry told me the car had arrived, and it was at Hubert's home garage. Hubert was an outstanding mechanic. He serviced stock cars and, I think, raced them on the local area tracks. I am positive anyone associated with stock cars at that time in Silver Springs would know of him. I doubt if he is still alive, but his wife was much younger and could very well be living. Had one child, a son, who would be in his 50's. I spent a lot of time with Hubert working on the car.

Later I ordered the intake manifold (Edelbrock?) Hubert put it on with two carbs. Later he installed a cam that had come out of Jean Davidson's Allard. Jean Davidson was the son of the famous French sculptor. He was a correspondent stationed in D.C. for a French newspaper. He raced the Allard at Sebring, the year the Fraser-Nash, I think, won at Watkins Glen, where he straddled a tree on the first lap. These are names and places that you might want to follow up for additional information.

This is all the information I have on Perry Boswell: Boswell Cattle Co., P.O. Box 476, Delray Beach, Florida. Home address: 920 Hibiscus Lane, Delray Beach, FL. I think he was there until about 1960, and then to P.O. Box 41, Stuart, FL.

From all indications, you need very little help on obtaining information on the Allard, but I would be hopeful that, with the license plate numerals and year on the plate, the Department of Vehicles, Richmond, VA 23219, might shed some light on ownership if you requested a copy of the title and/or registration. Wouldn't that be nice!

Perry was also a pilot with, I believe, a commercial rating and was very active with flying. Somewhere there is a location of pilots tickets and ratings. It used to be at Will Rogers Airport, Oklahoma City. It was our responsibility to advise them of any changes in address or status. They might be a possibility for his location.

May I keep the photos you were so kind to send me? They brought a surge of mixed emotions that I really don't want to try and explain. I am most pleased that you are the one who now owns it. From the snapshots of your other cars, I know the Allard is in very capable and caring hands.

The white paper on the passenger's side (8x10 photo) was a "For Sale" sign. Several Allard owners were sorry they had not contacted me before they purchased their new Allards. Both impressed with the full fenders.

Best regards, Jerry

Lt. Col. J. I. Saubers, Ret.  
#28 Foxhunt Trail  
Little Rock, ARK. 72207  
Tel: (501) 225-6451

That makes quite a tale and reminds us of another longtime member of the Allard Register, the late Jean Davidson. His story of the drive from Washington to Sebring was told in the Bulletin many years ago. He died in France about five years ago, but until his death was very active with motor cars and always hosted the Honorable Secretary and his wife on their annual May sojourn to France.

There is much more to the story, and Dave will fill us in as time goes by. Meanwhile, our sincere hope is that somebody out there remembers Jerry Saubers and the funny looking J-2. (Actually, I rather like it. — JPD)

Maybe someone from the factory will recall having built it and offer us some idea as to whether there were any more like this one. —JPD

**Tech Editor's Note:**

Allard J2-1733 Factory Records  
(from Tom Lush)

Chassis No.: 1733 Type: J2

Factory History:

JACK PRY

1747 Connecticut Ave, N.W.

Washington 8, D.C.

File No. 30

Ordered 6/19/50. Invoice S-1383. CD3 FF-891361. Dlv'd 9/13/50.

ALLARD J2 TWO SEATER LHD: Metallic blue, blue leather upholstery. Less engine (fitted with K2 wings). Special bumpers. Cadillac modification.

1st owner: Perry Boswell, Largo Rd, R.F.D. 2, Upper Marlboro, Maryland.

**LETTERS** (continued from Page 4)**The Case of the Missing Speedometer**

Editor - Allard Register:

Jack Fisher's letter to Max Krumpholz of Packard Motors, Holyoke, MA, concerning his K3-3277 caught my attention — especially in regard to the "speedometer".

In 1960, I purchased my K3-3199 from Max Krumpholz. This car was never sold and looked very lonely sitting in a corner of his garage covered with dust. Two parts of the Allard were missing: rear differential and the speedometer.

After reading Carey Kendall's letter in your Vol. 15 Allard Register, Winter, 1993, I'm convinced my speedometer is in his K3-3277! Now, if I could only find my original differential, I'd be happy.

Incidentally, I do feel fortunate, however, in that I own a complete set of wall plaques listing all Allard models as used for sales display in Krumpholz's garage.

I enjoy receiving the Allard Register. Keep up the good work!

Sincerely yours,

Conrad J. Peterson

124 Colrain-Shelburne Road  
Shelburne, MA 01370



## SOURCES: Parts, Services, Whatever...

### MOTOR, SUSPENSION, MECHANICAL:

#### • Brakes (& all the little parts):

Catalog .... Pegasus Auto Racing Supplies (414)782-0880  
Brake linings ..... TSI Automotive (419)384-3022

#### • Allard Parts:

PB Top Frame & Front Bumper ..... Will de Rothschild  
(213)656-5101

#### • Cadillac Parts:

Cadillac Parts ..... Bill Bradley (817)855-4650  
Early Cad Eng Racing Parts ..... Robert Whitehead  
(501)855-0471

#### • Ford Parts:

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

Cadillac LaSalle Gears ..... Kenny Tucker (310)835-2687  
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!) (402)474-4411

#### • 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  
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, 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  
7200 Hollister Ave., P.O. Box MG, Goleta, CA 93116  
Tel: (800)235-6954 - Ask for catalogs

#### • Wiring Harness:

J2-J2X-K2-K3 ..... Ray Holtzapfel (713)528-0380

...

### 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 N70LD

#### • Allard Goodies!

T-Shirts, Clocks, Caps ..... Gary Peacock (602)829-9499

#### • Allard Issue:

Vintage Motorsport #4, 1990  
Copies available - \$7.50 (Includes postage, USA)  
Contact: ..... Tom Turner (817-737-9700)

#### • Embroidery & T-Shirts:

Allard Logo  
Embroidered on ANYTHING; underwear a specialty!  
Contact: ..... Janet Kinzinger (313-684-5675)

#### • Engines for Sale:

Ardun-Ford ..... Robert Whitehead (501-855-0471)  
Cadillac (331) ..... Tom Turner (817-737-9700)  
Chrysler Hemi 331 & Ford gear box ..... Lorna Altomus  
(315)858-2389

#### • Photos (Race):

Bob Dunsmore (CA-HMSA) ..... (415-434-4747)  
Gordon Jolley (SVRA) ..... (404-368-1503)  
Alfred Marley (CA) ..... (415-455-1168)

#### • Reproduction J2X Allard:

Neal Hardy  
(704-663-3930)

— Tom Turner, Technical Editor  
1100 Pebble Creek Road  
Fort Worth, Texas 76107  
(817) 737-9700; FAX: (817) 737-0623

## 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 (619) 299-3224 (801) 775-0162
J2-Cad	Fletcher Pond	(619) 225-1644
J2X	Bill Bauder Jerry Rosenstock	(512) 272-5695 (818) 731-6289
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 Pete McManus	(301-479-1314 (215-459-8918)
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) 667-5578 (301) 479-1314 (313) 363-3051 (817) 737-9700 (717) 295-1540 (619) 454-7210 P.O. Box 1572, Clemmons, 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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## Help Us Keep Our Ads Up to Date

We try to provide accurate and current information for our members in the Cars For Sale column above. Ads will be run for two issues only unless we are notified of renewals and/or updates. Also, please cancel your ad if it is no longer valid.

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