

ALLARD

The Allard Register

No. 17

FALL, 1994

Free

Allard Reunion Set for 1995

Plan to be in Pocono in August ...

by Jim Donick

It's that time again!!!

Get out your calendars. Find a good road atlas. Make sure the Allard is in a condition to drive or race or show or something. The first "post-Monterey" Allard Reunion is now set for 1995.

It will have been five years since the last one and it's time to do it again. We will be taking part in the SVRA Pocono event in August of 1995. The dates are 10 to 13 August, 1995.

The actual schedule of events is far from set but some of the ideas we are kicking around include

- An "Allards Only" Race (SVRA Membership not mandatory)
 - A road tour for those not interested in racing
 - An Allard Reunion Banquet
 - A memento for each Allard present
 - Touring laps of the racing circuit
 - An Allard Concours d'Elegance (admittedly an oxymoron)
- (More on POCONO on Page 2)

22 September, 1994. Tom Turner died yesterday. I can't really believe it. "Doctor Tom" was the spark plug of the American Allard movement, more energetic than the rest of us and more single minded.

He drove his red J2, a replica of Fred Wacker's "eight ball", with a style and verve that was a joy for the *cognoscenti* but wasn't for the faint of heart. Photographer's loved his cornering style, often with one front wheel waving wildly in the air and the tail sliding with gay abandon. He drove more like Goldschmidt than like Wacker and he loved it more than either of them could have.

Tom was one of the leaders of the "Allard Renaissance" in the USA and was the first winner of the Allard Owners Club Transatlantic Trophy in 1987.

He was active in putting out the

DR. TOM TURNER



—Photo by Jean Constantine

Allard Register Bulletin and in a number of Allard history projects, from trying to list the cars and participants in every Allard race, ever, to the epic restoration of one of the two prototype J2's, the car that Zora Arkus-Duntov put an early Ardun into and later was owned and driven by Bob Wilder.

Tom had a number of other Allards and a million other interests, though probably none he cared for so passionately, except of course his wife, Yvonne. He was an orthopedic surgeon of great skill but preferred to describe himself as a "carpenter". He was phenomenally generous, delightfully and passionately enthusiastic and he was a very dear friend. He will be missed immensely.

Our heart goes out to his many friends and to his family, his wife, Yvonne, and his children.

—Requiescat in Pace— —jpd

Monterey '94

by Chuck Warnes

Ah, Monterey! That annual summit of automotive exotica, where the Monterey Histories, the Pebble Beach Concours, the Concours Italiana, and two prestigious auto auctions converge on the same weekend. Where a visitor's senses quickly become so overwhelmed by exotic cars that contemporary Testarosas, Contaches and Carreras hardly get a second glance.

Farraris aside, this year's Monterey Histories were honored by the presence of eight Allards which, for the first time in recent history, ran in two separate groups. Three ran on Saturday in Group 3A, the 1947-1952 Sports Racing Cars; and the other five were scheduled to run on Sunday as 1952-1955 Sports Racing Cars Over 1500 cc - despite the fact that this second group included three J2's. From an Allardite's viewpoint, it was the live-axle K's running against a pack of first generation Italian equipment on Saturday; and deDion-equipped J's pitted against a variety of American specials and second generation European racers on Sunday. While the Allard folks would have preferred to have run all together, this mix did help to boost attendance at Sunday's races.

Saturday's grid was headed up by none other than Phil Hill, piloting an immaculate Ferrari 212 Barchetta. Despite the car's small engine and crude suspension, Phil again demonstrated his surgical mastery throughout the ten lap event. Allard entrants were George Myers starting fourth with his Cad K2, and newcomer Paul James in his newly restored Buick K2 sitting fifth. Bob Lucarell was in eighth spot with his immaculate K1, now equipped with a "killer" 392 Hemi and a four speed box.

Paul James took immediate advantage of his 6.6 liters, passed George the second he saw the green flag, and continued to use the advantage of his massive finned Buick drums deep into the corners. He secured in the first lap, and by the end of the eighth lap was within six seconds of the second-place 4.3 Ferrari America. Myers maintained his reputation for consistency as he brought his red K2 home in fifth place.

While Allards are our primary focus, we feel it appropriate to give honorary mention to a few of the shirt-tail relatives lurking around the Allard paddock area - like the intriguing replica of Al Miller's El Caballo Special, a crude California hot rod that became a La Carrera legend in the early '50s, and Ron Kellogg's Bosley Mk I (the Sept. '94 *Road and Track* Salon car). Steve Schuler raced his Chrysler Hagemann Special, but also talked enthusiastically about the restoration of his Allard J2 - the car that finished third in the 1950

More on MONTEREY on Page 7

EDITORIAL

With the loss of Tom Turner our grief is deep and will be long lasting. He will never be replaced. He can't be.

It sounds trite to comment that he will be with us in spirit but it is profoundly true. The Register continues.

Tom's enthusiasm won't be lost. Yvonne Turner is planning to keep it alive with her work on the Bulletin and we, his friends, will do no less.

Yrs trly has been the editor of this thing for some time now but, as business and family commitments intervened from time to time it was prudent to have Tom and Yvonne act as the gathering point for materials and for the mechanical production of the Bulletin. The mechanical production will stay in Fort Worth with Yvonne Turner. That's what she would like and we are deeply grateful. She has always been and continues to be part of our Allard family.

The editorial chores will come home to me a little bit more now. That's not inappropriate either. I'll do my best to gather the materials and to edit them sympathetically. My intent will be to refocus the Bulletin and to try and broaden the coverage from just racing and a little bit away from a New England-centric view. Syd Silverman and I have occasionally discussed my fear that you, gentle readers, must get tired of seeing photos of our cars and the usual New England participants. Unfortunately we can only publish what we write or what we receive. If you'll send it, we'll try to use it.

Please send contributions of prose, poetry, art or photography to me as it becomes available. The address is:

J.P. Donick, 4 Historic Drive, Monroe, Ct. 06468.

Thanks, jpd

Pocono (From Page 1)

- An Allard parking area at the track
- Other (???????)

We had a "once in a lifetime" turnout at Monterey. We aren't foolish enough to expect to do as well this time, but if planning starts now we could still get a good nationwide attendance.

Pocono Race track is in the heart of Eastern Pennsylvania's resort district. There will be lots to do both at the track and around the area.

Economics of the event are still in the planning stages so watch this space. Meanwhile we could sure use some help. Syd Silverman and I will take the reins initially but would be grateful for any assistance in setting up any of the activities. Please contact Jim Donick at 4 Historic Drive, Monroe, Ct. 06468 (203-261-5260)

ALLARD AND ALLARD DRIVERS AT ELKHART LAKE

The spring SVRA meeting at Elkhart Lake's Road America circuit was an Allard driver's dream come true.

"A bit of an overstatement?" you ask. Well, maybe, but one could only draw that conclusion if they missed the show. The Allards and Allard drivers were out in force, and we had a ball.

Road America is a circuit that rewards horsepower more than some of the smaller venues we visit. It is four miles long and has three straights where big cars may quickly reach terminal velocity. You are truly honking down the road at a phenomenal rate of knots. That's the good news. The bad news is that each of those straights ends in a 90 degree corner; one of them at the bottom of a hill! Sydney's creations are occasionally a bit deficient in the braking department so several hot laps of Road America are guaranteed to be "interesting" from time to time. The Listers, (what the Allard could and should have become) didn't suffer from this malady and were driven much deeper into the corners. Still, it was very, very pleasant for the editor to be able to outrun a couple

of Maseratis in the exhibition class and to watch Scott Brown in the Group 4 Race, using the Allard's advantages in a big way against cars that are more often better suited to the conditions than we are.

The racing surface is good, even if it is close to forty years old by now. The SVRA hospitality was as wonderful as always, and the general level of organization was truly first rate. Heck, even the weather was cooperative. One can hardly imagine a better time. Put this one on your calendars for next year.

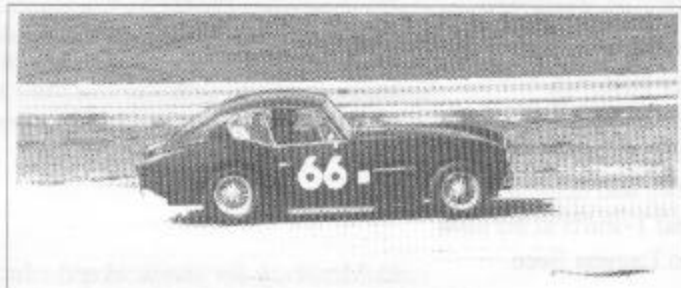
Driving Allards were the following:

- Bob Girvin in his GT Coupe
- Scott Brown in the family J2-X (the ex-John Harden car)
- Jim Donick in Syd Silverman's J2-X

Allard stalwarts driving other vehicles included:

- Syd Silverman in Lister Jaguar, Lister Maserati and MG-TC

More on ELKHART LAKE on Page 7



Above: Bob Girvin's GT turned some very impressive lap times.

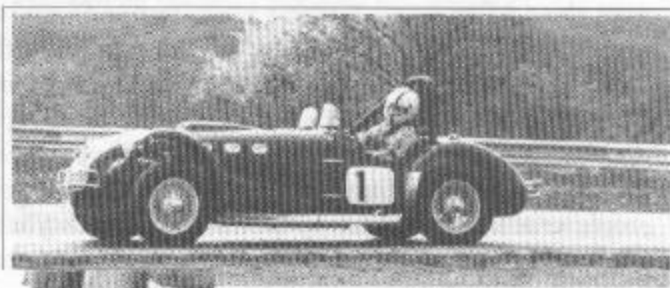
—Photo: jpd

Right: Syd Silverman drove the Lister Jag with great smoothness. He was pretty quick too!

—Photo: jpd

Below: Scott Brown drove the ex-John Harden J2-X in the manner to which it is accustomed.

—Photo: jpd

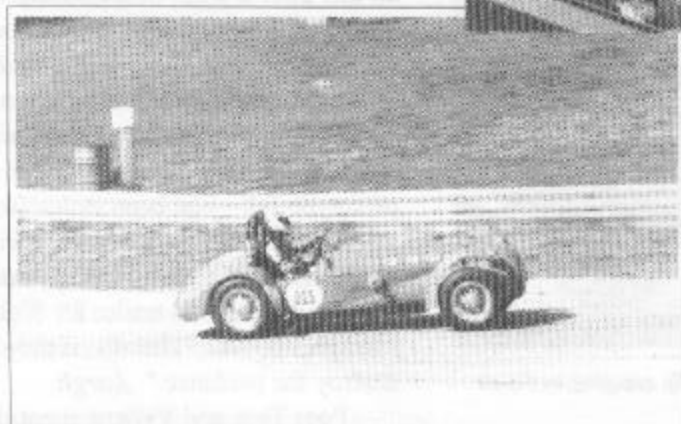


Above: The editor, having a grand time, wheels the Silverman J2-X into a corner

—Photo: Bob Critchell

Below: Chris Campbell, hard at work on Syd's Lister Maserati, saw his efforts pay off with carburation settings much improved

—Photo: jpd



Editor's Note: Because of the length of the following article, it has been divided into two parts, the second of which will appear in the next edition of the Register.

My wife Jean and I first met Dr. Tom Turner during the vintage races at Mid-Ohio, many years ago. As Jean says, "I was taking pictures, and Tom came over to see if he could help." That's so typical. If there's one characteristic Tom had, it was enthusiasm. Plus curiosity. He was interested in everything, in everyone.

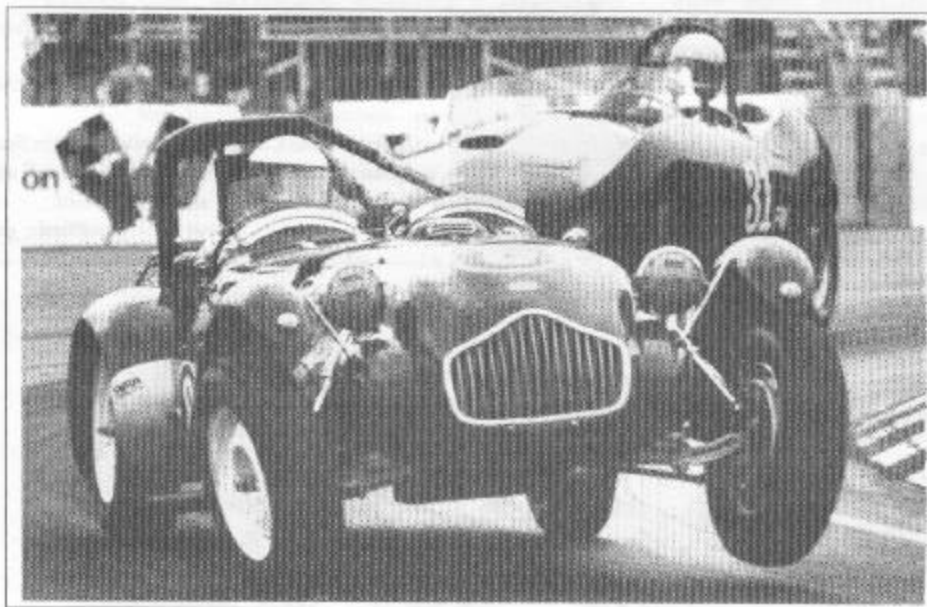
Yes, was. If you haven't heard the news, our great friend, Dr. Thomas R. Turner, orthopedic surgeon, known to Allard enthusiasts everywhere as Dr. Tom, died instantly of a heart attack on September 21, 1994. He was 64. I'm told he was laughing at the time, and that's the way I'll remember him best, his face pick with excitement and chuckling so infectiously he had everyone else laughing, too.

When Tom's wife Yvonne called to tell us the news, she asked if I would rewrite an article about Tom I published in *Sports Car International* a few years ago. Tom had it framed and hanging on the wall of his office, which I always considered a great compliment. This is that article, with a few appropriate additions and corrections.

Part I

Meet Dr. Tom Turner, a Fort Worth orthopedic surgeon who's hopelessly hooked on the cars built by Sydney Allard, especially those in which the Ford V-8 has been topped by overhead-valve heads designed by Zora Arkus Duntov. How obsessed with Allards is Dr. Tom? Well, three years ago, Allard was the feature marquee at Steve Earle's Monterey Historics. I wanted to race an Allard so I could write about it first-hand. Within a week, Tom had found a guy selling two Allards as a set, bought them both to get one for me, sold it to me for what he paid for it and arranged to get it restored in Fort Worth in time for Monterey Historics.

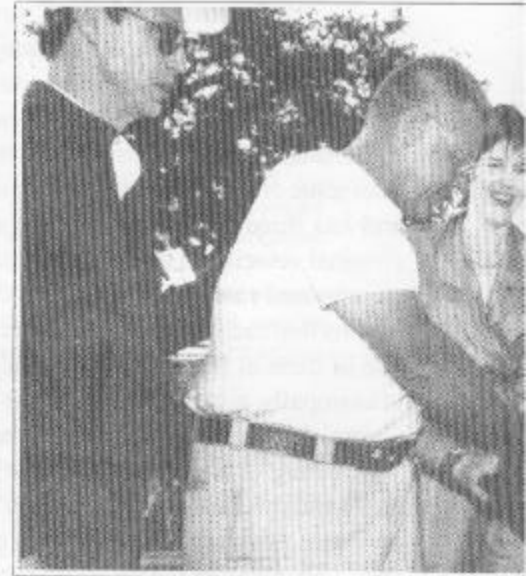
At the same time, of course, Tom was also prepping three Allards of his own which other friends had already been scheduled to drive, helping coordinate getting over sixty Allards to Monterey for the weekend, writing articles and helping other people write articles to drum up interest and producing hats and T-shirts at his own expense to give away to every Allard enthusiast who came to Laguna Seca.



Tom Turner racing his beloved Allard J-2 '8-Ball', with one wheel wildly swinging in the air.

DR. TOM

BY RIC



Jointly receiving Ford Motor Company's Thomas Senter trophy for an Ardun-Ford powered 1949 Allard J2 Prototype, Tom Turner, owner (second from left). Presenting the trophy is Marguerite Senter, widow of Tom (third from left), and Stephen Earle, founder of the Monterey Historic Races.

to Monterey for the weekend. In recognition of the Ford Motor Company presented Dr. Tom Turner with the trophy at Monterey Historics. Typically, he gave the trophy to Zora Arkus Duntov.

In September of 1992, Dr. Tom and his wife Yvonne and I got together at Watkins Glen, during the Monterey Historics, to commemorate the first race for the Ardun Ford V-8. Tom was behind the wheel. Once again, Tom was presenting trophies and patches, even cheerfully chaperoning me. All this after a week that was any car enthusiast's dream.

Among other things, Tom owned the single-seater Allard J-2—with Ardun V-8—raced by Zora Arkus Duntov. I figure this is a \$350,000 car. Anyway, Tom and I were at the Rock for Vintage Fall Festival—we had our own booth from Memphis. While they were sleeping, the Allard J-2—had been stolen from the motel.

After a frantic day and a half, the Memphis police apprehended the alleged perpetrators in possession of the J-2 and trailer for \$350, a fine and a trip to Memphis police. "Usually, if they can't get rid of it, they destroy the evidence." Aargh.

Poor Tom and Yvonne spent the rest of t

TURNER

H TAYLOR



er Memorial Trophy at the 1990 Monterey Historic Races
 ar Zora Arkus-Duntov, engineer designer (right), and
 are, John Clinard of Ford Motor Company (left),
 daughter, Alexis Senter. Looking on in the background
 ace.
 —Photo Courtesy Ford Motor Company

a of his generosity and hard work, Ford Motor
 Thomas Senter Memorial Trophy at Monterey
 ora.

equally enthusiastic wife Yvonne organized an
 the SVRA vintage weekend. The idea was to
 gine in America, at the Glen in 1949 with Zora
 paid to fly Zora in for the occasion, paid for the
 ed Duntov and his wife from party to party. And
 ast's worst nightmare.

e most important Allard ever built, the prototype
 s Duntov himself. Even in today's soft market,
 and Yvonne were towing from Fort Worth to Lime
 uest room all ready for them—when they called
 heir entire rig—Suburban, enclosed trailer and
 el parking lot.

emphis police received an anonymous tip and
 session of the stolen property. The gang was
 in takers. "You people are lucky," said the
 d of the car in twenty-four hours, they torch it to

ne week buying new clothes and tools to replace

the ones the thieves had sold, plus cleaning up the Allard at a friend's shop to eradicate at least some of the marks left by The Memphis Gang. Then they towed along to Watkins Glen and behaved as though nothing unusual had happened.

Where does an obsession like this begin? Well, Tom Turner grew up in the small town of Madison, Missouri—his father was also a doctor and the local general practitioner—a place so down home that as Tom told me, "The only foreign car I'd ever seen before I went to college was a Jaguar that drove through town one day. He was lost."

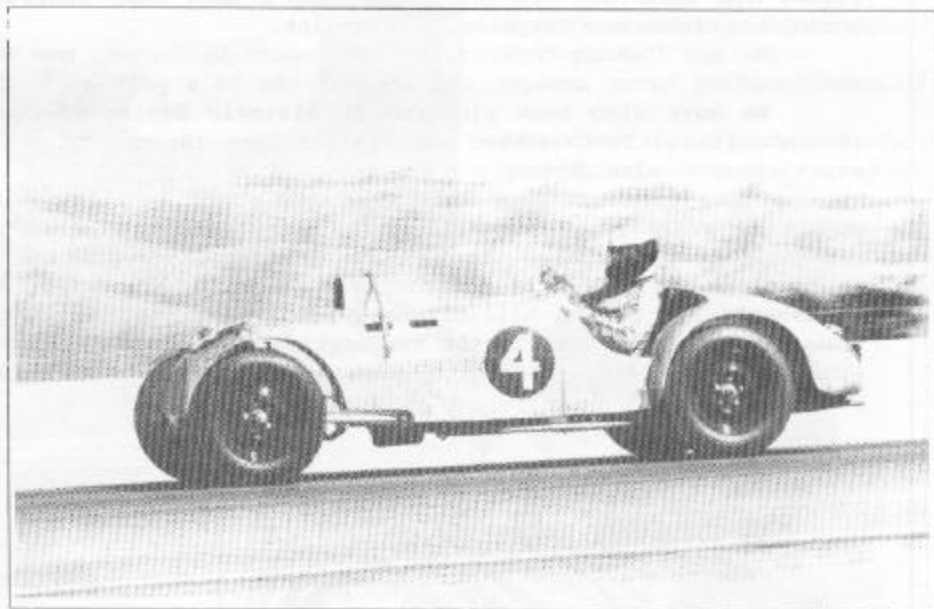
After pre-Med at the University of Missouri and med school and residency in Kansas City—where he also picked up a BS in Engineering in his spare time—newly-married Dr. and Mrs. Turner arrived in Fort Worth, Texas. "We needed a second car, so Yvonne convinced me to buy an MGA coupe in 1960." The MGA was not really competitive and I was too busy with my work to spend much time on racing.

Instead, he bought a new 365 hp 1964 Corvette as his street car. This gave way to a 1970 Vette fitted with a 454. "The trouble with a car like that," Tom said, "is that there's nothing much you can do around town with a 150 mph Corvette." Around the same time, he restored a Lotus 7, a 300SL Gullwing and a one-off Formula Junior built by Colotti for Wolfgang Von Trips.

Most Allard people knew Tom only as the quintessential Allard nut. But in addition to his practice of orthopedic surgery—Board Certified in 1968—Tom Turner was affiliated with five different Texas hospitals and taught surgery in the University of North Texas Health Science Center for two decades.

Dr. Tom was active in the International Council of Motorsports Sciences—which you might expect—but also in such unexpected organizations as a medical relief fund for Nicaragua and a student exchange program with Central America. He was active in a whole list of community organizations, from Fort Worth's Shady Oaks Country Club to the Kimbell Art Museum. But his obsession was with Allards.

(To be continued in the next edition of the Register.)



Tom Turner at the wheel of the Duntov Allard J-2 Prototype, powered by an Ardun V-8 engine.

—Photo by Bob Dunsmore.

Letters to the Editor

Dear Tom,

10/10/94

I thought I would drop you a note to update you with happenings with my K2. As you can see from the enclosed photograph taken at the Nurburgring in Germany (in the rain) in August of this year, the car is finally complete and racing.

The restoration was finally finished in May of this year and we ran the car in the Aston Martin Owners' Club meeting at Silverstone, England, on June 12th. Unfortunately, despite having been dipped, baked, steamed, etc., the heads (Chrysler Hemi) decided to get rid of the accumulated rust and scale after lying around for a while, which blocked waterways, and so more new pistons and another engine rebuild were required, which included sonic cleansing of the heads to remove any more accumulated junk and debris.

The next outing was at Mallory Park, England, for another AMOC 50's sports car race, where we managed to finish fourth after an "eventful" drive—my brakes disappeared early on. We found that the original Alfin drums on the rear (de Dion rear end) had both cracked and the iron liners had moved. New drums fitted.

August 12-14th saw us at the Oldtimer Weekend in Germany which, as you know, is an event which rivals both Monterey and the Coy's Festival at Silverstone. Practiced in the wet(!) and was amongst the fastest group in the '50s sportscar event. However, the differential lost drive on the slow-down lap. On dismantling, the engineering people who fixed the differential hadn't done a very good job. Much "egg-on-face" for them as they build Formula 1 differentials and we had to straighten out both their technical "gurus" and their quality people. Needless to say, there was no charge, but we didn't get to race.

September 4th saw us at Donington, England, for more rain and cracked front drums, so we once again finished, but brakeless. We managed to win the "Best Open" category at the English Allard Owners Club concours in September with a surprise entry, so someone must think our work is O.K.

The car has attracted enormous interest wherever we have taken it—the general comment (believe it or not) is that it is "too good to race!" The body work was done by Rod Jolley and the paint work was completed by Kevin O'Rourke. We have saved all of the original panels with the exception of the trunk lid and also saved most of the original woodwork.

The original factory build sheet shows that the car was specially built as the 1952 New York Motor Show car with twin spare wheels, de Dion rear end, Alfin drums, etc. We fitted new Halibrand wheels, as we didn't have much confidence with wires, with 500+ horsepower from our Chrysler Hemi engine.

We are looking forward to next season in Europe, now that the car is fully sorted and creating havoc amongst the rest of the 50's pack at VSCC /AMOC/BSCC, etc., events.

We have also been pictured in Historic Racing (October); Classic and Sportscar (November); and Thoroughbred and Classic Cars (November), so am obviously upsetting the establishment with Sydney's "Blacksmith's Revenge".

Plans for even more excitement are at hand, Allard-wise, as well, because, in a moment of weakness, I acquired the Steyr-Allard from Alan Tiley, and we are about to dismantle it completely. It has been standing, as you know, for many years and, whilst is complete, will require considerable refurbishment to put into racing order. We plan to assault all of the hill-climbs which Sydney did to win his 1949 British Hill-Climb championship next year, if the restoration goes to plan—(although parts for 1940's Steyr armoured scout cars are not too common)—and we don't have to make too much. Hope all is well with you.

Kind regards,

Kerry Horan

68 Willow Rd., Menlo Park, CA 94025
Tel: 415/322-0606

Enclosure: Photo of K2

Monterey

(From Page 2)

LeMans. He is currently having a new body fabricated in Australia.

And we must also give begrudging mention of Sir Duncan Emmons, the Dale Earnhardt of vintage racing. Despite the fact that Duncan leaves his J2X at home and brings that evil-looking black Kurtis, Cottonwood Bob Lytle still allows him to pit next door. This year, Duncan provided unscheduled entertainment when his Chevy engine made some expensive sounds in Friday's practice, leaving equally expensive looking bulges in the oilpan. While this might make a normal garden-variety vintage racer pack up his toys and go home, Sir Duncan pulled a move reminiscent of Sydney Allard's dilemma at LeMans. He simply called Mr. Goodwrench, who showed up bright and early Saturday morning with a fresh engine that took Duncan from twenty-first on the grid to a tenth place finish in Sunday's race. We try to tell him that Allard engines are simply more durable than those Kurtis'.

The Allards running on Sunday were Glenn Shaffer's J2 veteran of the '51 LeMans starting in tenth, Peter Booth's Argentine veteran J2X in twelfth, Dave Brodsky in his Carstens/Pollack J2 in eighteenth, and Cordell Bahn's BRG J2 in nineteenth. Cottonwood Bob's Buick was plagued with heating problems stemming from a cracked block, and he prudently chose to scratch.

Shaffer did not have John Harden as a co-conspirator this year, but he still managed to pull a repeat of his old NASCAR trick by storming past three cars within seconds of the start. Booth likewise moved up three places in the first lap. He gained one more spot in the next three, and was beginning to threaten Shaffer by mid race - until a ballet lesson on Turn Two took Peter out of contention. Glenn's only other threat was from Schuler, until the Hagemann special also chose to perform the Turn Two Pirouette.

All in all, 'twas another great chance to get together to exercise the Allards, take in the auto-exotica, renew old acquaintances, and meet new Allard enthusiasts. We can hardly wait til next August. —C. Warnes

"Paddling in the rain Aug. 12, 1994, at the Nurburgring in Germany" with Kerry Horan's Allard K2, as described in the letter at left. Note: Kerry's letter to Tom Turner arrived posthumously. He graciously gave permission for having it printed in the Register.

—Yvonne Turner

Elkhart Lake

(From Page 3)

- John Harden in Lister Chevy and Lister Maserati
- Bud Schaefer in an XK-SS Jaguar

The Lister Maserati, referenced above, is Syd's newest Lister acquisition and was being sorted out with great success by John's Vintage Connection team from Oklahoma City. Ace wrench, Chris Campbell, spent a lot of time in creative problem solving to address a frustrating richness in the carburation and was rewarded with great success. Syd took it out in the final exhibition session and reported the engine and chassis combination to more than satisfactory. The aesthetics were an obvious success long before.

There were a few other Register members to be seen wandering about, including Dave Hans from Chicago, who we finally got to meet face to face.

The Group 4 Race was contested by all but the editor, who was getting used to the J2-X in the exhibition class this time out. Scott Brown in the Oldsmobile powered J2-X drove a masterful and inspired race to win Class 4H over his father in the XK-SS. A D-Type Jag was third. John Harden took second in Class 4A with the Lister Chevy, while Bob Girvin came in fourth in that class. Bob was held up by a troublesome gearbox but, prior to the problem, was impressing the locals with the Allard's brute power and with his mastery of it. The two were really flying. Syd, in the Lister Jag, was second in Class 4B and finished third overall in the pre-war race with the TC. The editor's times in the J2-X would have been competitive in the Group 4 Race, but he had as much fun in exhibition class, as there was a lot to learn about both car and track.

It was truly an exceptional weekend, and the editor is profoundly grateful to Syd Silverman for his generosity in making it possible and to John Harden's Vintage Connection team for their hospitality. —jpd



—Photo by Etienne Sportfoto, Nurburgring

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

• Chrysler Parts:

2/4 Carb Manifolds for early Chrysler
 (One never used) \$300
 Four Carb Manifold w/carbs \$450.

..... Charles A. Dresden
 (800)353-4750

• 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 Jags (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)737-9493

• 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 Dalmerly 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 (817-737-9493)

• Embroidery & T-Shirts:

Allard Logo

Embroidered on ANYTHING; underwear a speciality!

Contact: Janet Kinzinger (810-684-5675)

• Engines for Sale:

Ardun-Ford Robert Whitehead (501-855-0471)

Cadillac (331) Tom Turner (817-737-9493)

Chrysler Hemi 331 & Ford gear box Lorna Altemus
 (315)858-2389

• 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

(704-663-3930)

CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes	(U.K.) 0280-847-182
J2	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 Pete McManus	(301-479-1314 215-459-8918
K1-Ardun	Alain Bels	(France) 20-46-66-66
K2	Jonathan Bien Gene Forrette C. C. Lipscomb Jack Stinson Yvonne Turner C. S. Warner Jack Wheeler David Williams	(201) 896-2710 (209) 667-5578 (301) 479-1314 (313) 363-3051 (817) 737-9493 (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 Yvonne Turner	1137 43rd Street, Sacramento, CA 95819 (704) 526-5666 (619) 481-7073 (918) 663-2030 (817) 737-9493
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 Yvonne Turner	16 Oakridge Drive, Granby, CT 06035 (408) 899-3559 (817)737-9493
PB Mark II	Ted Jones	(401) 245-3300

The Allard Register**Sponsor:**

Syd Silverman
 White Plains, NY

Editor:

J. P. Donick
 4 Historic Drive
 Monroe, CT 06468

President:

Tom Lush
 The Wharf House
 Stoke Prior
 Bromsgrove, Worcs.
 B604LA, England

Publisher &**Advertising Editor:**

Yvonne Turner
 1100 Pebble Creek Rd.
 Fort Worth, TX 76107
 Tel: (817)737-9493
 Fax: (817)737-0623

Committee:

Cyril Wick
 Bob Lytle
 John Harden

Honorable Secretary:

R. W. May
 8 Paget Close
 Horsham West, Sussex
 RH13 6HD England

A Note to Our Allard Family:

The warmth shown by you all in the past several weeks has been a great comfort to us during a most difficult time. We have heard from Allard friends literally from around the world, and we treasure every expression of sympathy as a tribute to Tom. You will always be our family. Thanks so much.

Mrs. Thomas R. Turner (Yvonne)
 Sons Ted and Bob, and daughter Anne