

ALLARD

The Allard Register

No. 18

SPRING, 1995

Free

The Tom Turner Memorial Allard Gathering Reunion to be in Pocono on August 11-13

Details on the Upcoming Event...

by Jim Donick

The time is fast approaching for the 1995 Allard Gathering at Pocono International Raceway in Pennsylvania, USA. Dates and places are listed elsewhere in this bulletin, so we won't spend a lot of time on them. Suffice to say that we have a great hotel, a nice dinner and a full schedule for the weekend.

As we all know, 1994 was not a good year for Allards. We lost Jack MacGregor early in the season and Tom in the autumn. This will be a good time to get together and remember those friends and to keep the spirit alive and vibrant.

Syd and I were trying to decide how many reunions this makes, since we started back in '82(?). There were two at Atlanta, one at Lime Rock Park, one at Watkins Glen (or was it two?) and the extravaganza at Monterey in 1990. That makes five and doesn't include the one or two that the left coast contingent did in the late eighties. We had as many as thirty-two or thirty-three cars at one of them and over eighty at Monterey. The average was more like fifteen or twenty at the smaller events. On pages 4 and 5, we offer a few photos from earlier gatherings to whet your collective appetite (and to remind a few of us that we were a little younger looking ten or more years ago!)

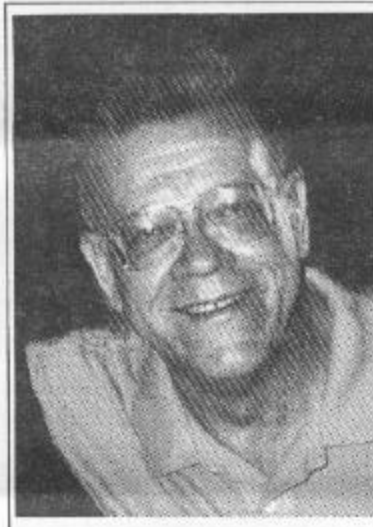
It's difficult to say at this point how many cars to expect but a partial list of expected attendees includes the entire 1953 Allard Works Entry for LeMans! Some of those expected are listed below. If you are not on the list yet, then please let us know.

- Fred Aibel J2
- John Aibel J2
- Mike Stott J2X
- Rich Meyer J2X
- Bill Lassiter (?) JR
- Dean Butler JR
- Don Marsh JR; J2X
- Bud Shaffer J2X

- Yvonne Turner J2
- Janet Kinzinger K3
- Buddy Cooperberg K2
- Syd Silverman JR; J2X
- Pete McManus K1
- John Schieffelin K3
- Bob Girvin GT- Coupe
- Bob Valpey J2X; J2X
- Jim Donick K2; L-Type Special
- Peter Bland(?) *JR* or K3 or prewar?

We know there are lots more out there and several more to expect. We will update the list in the next bulletin. By then we may have heard from Jimmy Dobbs, from some of the West Coast contingent and maybe from Bob Lytle. Please let us know you

(More on POCONO on Page 7)



Tom Turner

Allard Reunion Letter

by Syd Silverman

It's been almost five years since our great 1990 reunion at the Monterey Historic Races. It's now time for another.

This year's gathering will be part of the Sports car Vintage Racing Association weekend at Pocono International Raceway, Long Pond, PA, August 11-13.

For those who would like to race, practice by Group is on Friday, practice and qualifying are on Saturday and the races will begin about noon on Sunday. There will be a special Allard paddock and an all Allard race, if we get

(More on REUNION on Page 7)

ALLARD FUN AT CHRYSLER'S PALM SPRINGS GRAND PRIX, Nov. 17-20, 1994

by Glenn Shaffer, Jr.

The original Palm Springs Road Races were first held over forty years ago and continued for a number of years. Several different promoters have attempted to revive these races as a "vintage" event over the last nine years. In 1993 no race meet was held.

With the Chrysler Corporation as the lead sponsor, the 1994 event would appear to be a smashing success! Vintage Auto Racing Association (VARA) handled the track layout and set up, selected the entries, organized the grids, and managed to run ten races on both Saturday and Sunday all on time. The entire four day event was well organized, well run, and the racing was great. Congratulations to both VARA and the Long Beach MG Club who handled all the chores attendant to flagging, corner workers, track clean up, timing, etc. The black flag group in particular was seriously overworked all four days!

Heavy TV advertising in Southern California to promote the Palm Springs Grand Prix was expected to bring out about 25,000 spectators. The author believes the actual turnout may have exceeded those expectations. It was only fitting that several Allards were shown in the TV commercials that aired, and we can feel some pride that our cars are considered a "good draw" from a spectator viewpoint. Please note the spectacular poster art and program front cover showing an Allard J2 sandwiched between two Briggs Cunningham C-4's at speed. Of course, with Chrysler as the lead sponsor, one can assume that these three cars are all Hemi-powered and the venue was Bridgehampton 1952.

Other participants in the event included *Madison Alley Motorsports*, who promoted and organized the entire weekend's activities; *Victory Lane Magazine*, who sponsored the "Fabulous Fifties Feature Race" on Sunday; and the *Antique Automobile Club*, who organized the concourse in the adjoining convention center. Wow! This is really a "happening", in addition to a vintage race. Over 275 cars were entered for the racing portion of the event.

So now let's get to the Allards and the Allardites seen at Palm Springs. The entries included the 1948 K1 (Chrysler) of Bob Lucurell, the 1950 K2 (Buick) of Paul James, the 1951 J2 (Cadillac) of Glenn Shaffer, Jr., and the 1952 J2X LeMans (Chrysler) of Bruce McCaw, which was to be driven by Augie Pabst.

The track is very tough on cars, particularly brakes and engines. Although the length is only 1.6 miles with 10 turns, for our cars the extremes are a 10 mph 180° hairpin with a 25 foot radius followed by a long straight where the faster Allards can reach nearly 100 mph, followed by a tight 90° turn onto another straight. The balance of the track is a series of 180° esses!

The big Allards are obviously not well suited to this course,

but some of our cars can get around quite smartly. Paul James' K2 was showing a good turn of speed in practice, but suddenly the big Buick went quiet and Paul had to drive it off the track on the starting motor. Bob Lucurell's K1 ran well the entire weekend, as did the author's J2.

Other Allard people at Palm Springs (but without their Allards) were Duncan Emmons with the Kurtis 500, Steve Schuler with the Hagemann Chrysler Special, Jim Degman racing his Lotus, and Bruce McCaw, who had a trailer load of assorted race cars. Two red Allards (K2 and J2X) were shown in the concourse by John Sanborn. Ol' #65 Bob Lytle was seen sneaking a rusty Buick engine out of the back of Paul James' pickup.



And, yes, there was racing, and the Allards were there! [Editor's Note: Space does not permit a detailed description of some very exciting racing, but, as Glenn says, it doesn't get any better.] The J2 enjoyed a fifth place finish. Great fun!

On Sunday, the Fabulous Fifties Feature had 18 cars selected from the various grids. The entire weekend event was being filmed by ESPN/Prime Ticket, and this group of cars commanded their complete attention. The quality of the cars in this race was reminiscent of a grid at the Monterey Historics: three Devin Specials, one Eshinda, one Corvette, three Allards, Baldwin Special, Darwin Special, Kurtis 500, Hanna Dodge Special, two Jowetts, one Siata, and a Fraser Nash LeMans.

The pace car was a new Dodge Viper, followed by Briggs Cunningham driving Chrysler president Bob Lutz in a Cunningham C-4 (parade lap only!) followed by seventeen vintage cars from the '50's. Can you believe this stuff? The K2 of Paul James was in 16th, Bob Lucurell was in 10th, and the author's J2 was 8th on the grid.

Bob Lucurell was giving his usual steady race and took the checkered flag in ninth place. The J2 and the Hagemann finished fifth and sixth respectively. One had the distinct feeling that just finishing this race without incident was akin to winning.

Then over to the reviewing stand to get awards from Bob Lutz while the TV people filmed the event. Duncan Emmons, Bob Lucurell, Steve Schuler and the author were all given awards for something(?), and we retired to the pits.

The whole event had suddenly stepped back in time some forty years or so it seemed; as if we were reliving the earlier Palm Springs Road Races.

Someone speculated that it just couldn't get any better than this for vintage racecar nuts, and particularly for Allard fans, when a tall gray haired gentlemen came up and said "Who owns the J2?" The author acknowledged that it was his, and the gentleman said, "Let me introduce myself. I'm Fred Wacker."

See ya next time....

—Glenn Shaffer

DUNTOV ALLARD ENTERED IN NATIONAL CORVETTE MUSEUM

For the first time, General Motors officially recognized the contribution of the Allard Company in the development of the Chevrolet Corvette by accepting the Duntov Allard J2 for exhibition in the new (and very elegant) National Corvette Museum, Bowling Green, KY, on January 20, 1995, in honor of Zora Arkus Duntov's 85th birthday. Duntov, regarded as the "father of the Corvette", had worked for the Allard Company as an engineer and driver before going to General Motors in the U.S., and had acquired one of the two existing J2 Prototypes, #1515. (the other prototype was extensively modified and is a basket case now.) Zora put his Ardun conversion engine in the car and took it to the states with him. He raced the car for a while before selling

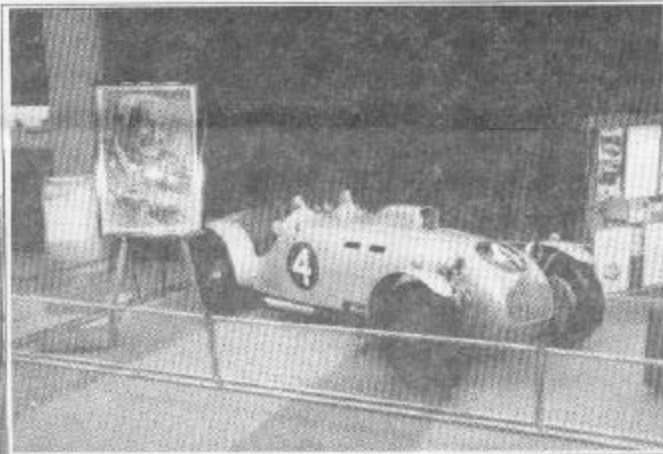
That knowledge led to one of the high points of his life.

In 1988 Tom received a tip that a standard production J2 Allard was for sale in Houston. After checking it out and discovering what a basket case it was—it had been rusting in a north Houston field for 25 years—he turned it down as a restoration project. But later, after examining the photographs, he excitedly realized it was the Duntov Allard (minus engine) and managed to acquire it. He later found the engine, complete with Ardun head, on the Isle of Man. Eighteen months later, at the 1990 Monterey Historic Races, he got the completely restored car back together with its original owner, Zora Duntov, and jointly, along with Zora, received the Ford Motor Co. Tho-



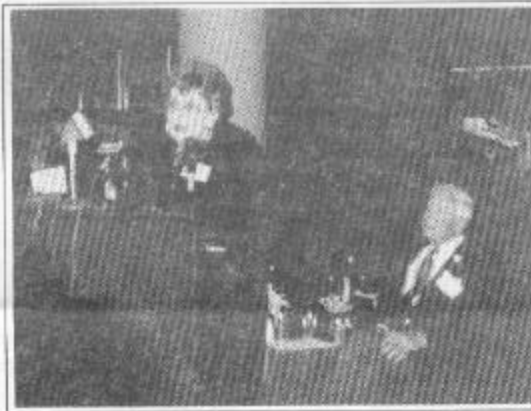
Janet Kinzinger at the party.

—Photo: Bob Turner



Above: The Duntov Allard on display. Below: Yvonne Turner giving address, with Zora Duntov to the right.

—Photo: Bob Turner



it to Bill Wilder in 1951, who also raced it. The car was later lost to oblivion, only to be rediscovered in 1988 in Houston, Texas, by Tom Turner, who restored it to the 1949 condition as it was raced by Zora Arkus Duntov.

The following is an address given by Mrs. Tom Turner on the occasion of Zora Arkus Duntov's 85th Birthday Party:

"We all know that Zora had a dream. That dream resulted in the Chevrolet Corvette—perhaps the most powerful, most beautiful sports car mass-produced in the world today.

Tom Turner also had a dream. For those of you who did not know Tom, I'd like to tell you something about him. We lost him to a sudden unexpected heart attack on September 21. How he would have loved being here tonight—as this evening's festivities would have been the crowning touch to his dream—for he, too, loved Corvettes and he loved Allards—and he could see the connection. He was an enthusiastic vintage sports car collector, racing driver, restorer—and very much an historian. He knew Zora Duntov's story—some parts better than you may realize.



Syd Silverman also lent his gracious presence.

—Photo: Bob Turner

mas Senter Memorial Award.

This marked the beginning of a warm intimate relationship between Zora, Elfi, Tom and me. In the fall of 1992, Tom put on the first ever Ardun Reunion at Watkins Glen—and again Zora and Elfi joined us for

that very special event.

Tom believed that Zora's dream of combining a powerful engine with distinctive European automotive styling began in England when Zora worked as an engineer and racing driver for the Allard Company. Zora acquired the Allard J2 prototype from Sydney Allard and proceeded to make innovations to the car, adding the Ardun Overhead Valve Conversion Kit to the Ford flathead engine and making innovations in the bonnet to allow for these changes. In restoring the car, Tom took great care to preserve those modifications.

Tom cared about Zora, realized the impact Zora made in automotive history, and wanted the world to know more of his story.

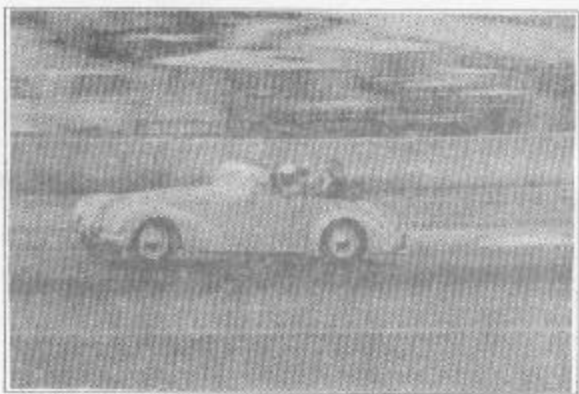
Happy Birthday, Zora!"

—yt

An Allard of Past (from your Ed)



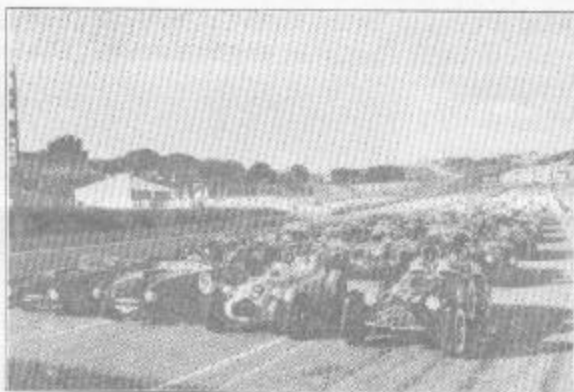
The Jack MacGregor at one of the earlier Gatherings, this one at Watkins Glen. This picture was taken just before a tour of the old course and the man with him is someone, (whose name is lost to us now) who was a figure in the early races there.



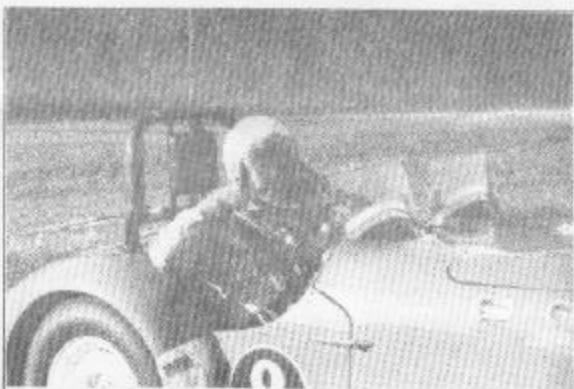
Monterey 1990: The Turner M-Type touring the course.



Monterey 1990: At the prizegiving we caught the Girvins, the Valpeys and the Milligans awaiting the bubbly. Milligan, himself, is making noises about trying to have the M2-X ready for Pocono. We wait with baited breath and can report that he was seen working on the boot lid just the other evening. He says not to expect a show car, but it just might be running. Keep your fingers crossed!



Monterey 1990: We won't have this many at Pocono, but with a little help, we could still put on quite a line-up on the main straight.



Atlanta? Not sure what year, but who could miss that smile? The good Doctor Turner pulling on his crash hat. He'll no doubt be with us in spirit and enthusiasm. This year's event would be an appropriate recognitions. (You know, on second thought, this shot could easily be at Pocono before our first Lime Rock gathering. I think it is.)



Atlanta, the second year. That's the editor in the lead with Lytle's and Patterson's cars coming up behind.



Syd and Tom with Steve and I Monterey.



This Safari came from Canada I will be interesting this year to see



Bob Valpey and Syd Silverman w

Retrospective Reunions

(Editor's scrapbook)



Hebbie Earl at the prizegiving in



Atlanta '82: Dean Butler with Zora Duntov in the first car, with Syd Silverman and Bob Arthur in the second.



Monterey and was sold there. It what models are represented.



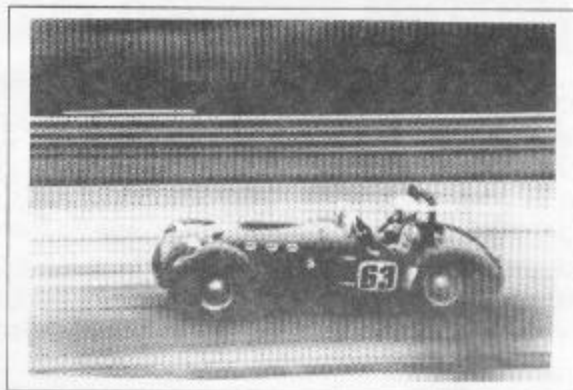
Atlanta '82: Well, three of the four don't look too bad. The Lushes and a very young Donick couple.



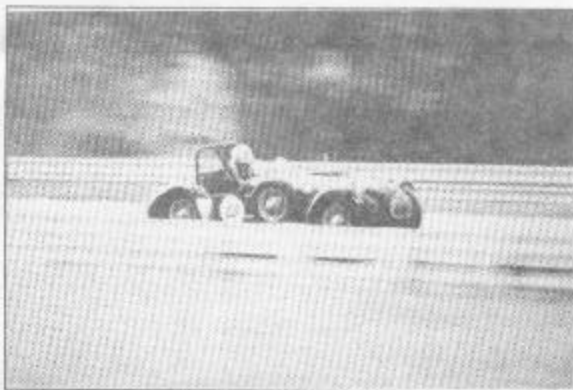
Will be there. Will You?



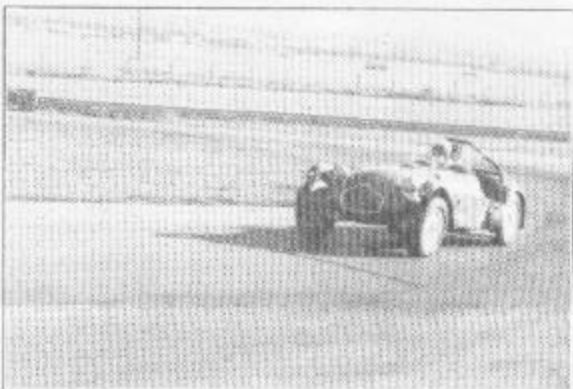
Fred Wacker, Tom Lush and Cyril Wick at the first gathering in Atlanta. We are expecting Cyril at Pocono this year.



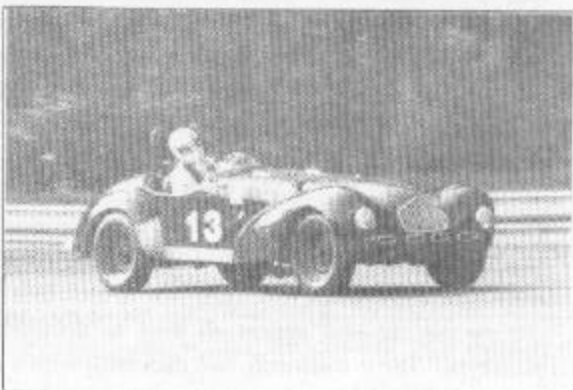
John Harden in the "killer" J2X at Road Atlanta.



It's been long enough that we don't remember who was driving this J2X at Watkins Glen.



Tom at Pocono in the Eight Ball.



jpd and the K2 at Lime Rock.

DR. TOM TURNER (continued)

[Editor's Note: The first part of this story by Rich Taylor appeared last fall in the No. 17 Edition of the Allard Register. This is the concluding section.]

Part Two

Dr. Tom's Allard obsession started with the Summer, 1970 *Automobile Quarterly*. That's the famous issue that introduced all of us to the fictional J-2X named Grendel and the Brothers Boslasky. *AQ* got Dr. Tom thinking about Allards. Soon thereafter, a stock analyst in Atlanta was trying to sell Tom some stock over the phone. "I told him I wasn't in the market for any stock, but if he had an Allard, I'd be interested." As fate would have it, down the block from the analyst's house was a J-2 Allard for sale. Tom flew to Atlanta, bought the J-2 and changed his life.

"There wasn't much Allard activity in the States at the time," Tom explained. "I went to England and became friends with the Allard people over there." Even a decade later, Syd Silverman and Dean Butler were about the only people vintage racing Allards in this country. Tom joined them in 1981. "My first race, I melted the flathead Ford V-8 in the J-2. The next race, at Atlanta, I melted the bearing clear out of the block. You might say this car overheated."

"My red J-2 was not originally a racer, so I don't have much history on it. It was just a standard J-2, with a flathead Ford V-8. One of the first races I went to was at Laguna Seca, and I met Fred Wacker, who had driven Allards in the old days, the famous '8 Balls.' His cars are so deteriorated they are almost unrestorable, so I asked if I could use his familiar 8 Ball logo until he got his own cars restored. He said, 'Sure,' and I've been racing my "8 Ball" ever since."

Tom's next Allard was a big white M-type convertible that had been owned by a BBC reporter in Rhodesia. It still carries his press credential on the windshield. It also has a long rally history and as Tom said, "Went through the Mau-Mau wars carrying Sten guns and Webleys. It was well used."

By the mid-Eighties, Dr. Tom had found a group of friends who could help with his restoration. "I can take a car apart," he told me. Then he shipped the parts out for machining or whatever. Ford V-8 expert Charlie Bang in Kentucky built the engines, then Tom reassembled the car, doing the bodywork and getting it ready for painting. Then he sent it out for final paint and detailed it himself. Tom restored half-a-dozen Allards this piecemeal way.

After the J-2 and the M came a Palm Beach that his friend Gordon Keller found for Tom in California parked under a beach house built on stilts. In 1988, he bought the prize of his collection, the famous prototype J-2. It took him two years to restore the car and almost as long to document it as the prototype. There were only two cars built with a unique front suspension; the second survives as a bare frame in Allard historian Tom Lush's British basement.

Tom travelled to England just to compare Lush's frame with his, proving that the silver #4 really is the first Allard J-2. The body is not painted; the aluminum has been brushed with Scotchbrite. Indeed, in its forty-five year career, this car has never seen a coat of paint.

In 1990, Tom bought two K-2s, a roadster Yvonne now wants to sell, and the on-off prototype coupe he sold to me. Next came a K-1, which he bought, cleaned up and sold. His last restoration project was an Allard that's in such poor condition Tom wasn't sure whether it's a K-1 or a J-1. He thought it might have been raced on dirt ovals in Georgia. His son Ted is now going to restore this car as a project of his own, in commemoration of his dad.

Why was Tom so obsessed with Allards? "They fit my personality," he told me with his usual laugh. "Allards are crude and simple, but they have style and power. They were made to go fast, and they do. They are easy to work on, the parts are easy to get—if you can't get 'em you can make 'em—you have unlimited freedom to hot-rod the engines, because when these cars were raced in the late-Forties and early-Fifties, that's what everyone did. An Allard is one of the few vintage racing cars that's perfectly legitimate even if the engine has been seriously modified. The cars also have a style of their own, a style from the Thirties and Forties that's very distinctive.

"The best part is that Allard people are fun, nice people, and very friendly. There are other car club people that I don't associate with too well. Many of them are nitpicking nuts. Their concours and event are just not fun. But all of the Allard people like to have a good time.

"Allards bring out strong feelings in people. Briggs Cunningham owned one, but he doesn't like to admit it. And Bill Devin told Yvonne that it would be hard to make a worse car than an Allard. That comment rather annoyed her. She believes that if it hadn't been for Allard, cars like the Cunningham, the Devin SS or the Cobra wouldn't have been built! There is a video tape of Carroll Shelby openly admitting that he got the idea to build his Cobra from the Allard he raced in the early-Fifties."

Dr. Tom went way beyond the normal acquisitive level of car collecting, where you fill your garage up with cars. He became interested in Allards in the larger sense, in the history, in the style, in the personalities. Among other things, he put together a computerized database of chassis numbers that identifies 500 of the 1900 Allards built. He sorted British license plate numbers—which stay with the car for life—on every Allard that was ever registered in Britain as a way of determining which surviving Allard is which.

He also put together a computerized database of racing numbers used on Allards. "Most people tend to use the same racing number race after race. If Allard #197 raced at Watkins Glen, and again in Palm Beach with the same driver, it's usually safe to assume that it's the same car. You can then relate those numbers to the chassis numbers and document the racing

history of your Allard. For example, Wayne Adams from Kansas City restored a J-2 he'd found. I was able to prove that this was the Allard that ran the Mille Miglia in 1950, which made it much more valuable to restore."

Another of Tom's projects was selling original seat and upholstery patterns, wood patterns, dashboard layouts and reproducing door handles, spare tire covers and other small Allard bits. Through Yvonne's contacts in the art world, he found a foundry to reproduce door handles by the same lost wax process they use for casting sculptures. "Ninety-nine point nine percent of this guy's work is fine art casting, and then I come in with my Allard door handles," said Tom ruefully.

"Rescuing history has become a big part of this for me, as exciting as the racing. I found the Von Trips Junior and the Duntov Allard. Most collectors go through their whole lives buying and selling cars, and they never luck into an important car that's unknown. I've discovered two. Those have been two of the high points in my life, to find and restore these lost cars. That was a lot of fun."

And, I might add, fun with cars-Allards in particular—is what Dr. Tom's life was all about. Obsessed? Sure. But a healthy obsession that gave pleasure not just to Dr. Tom, but to everyone who saw—or will see—one of his beloved Allards racing past. There are a lot worse things one could do with one's life.

—Rich Taylor

Pocono (from Page 1)

are coming. Forty cars would seem to be a reasonable kind of a target, though a little stretch.

It sure would be nice to get a few more of the Boston contingent to come over. Win? Andy?

Give me a call me at my new number: 914-635-2373.
[Also note new address.] —jpd



John Schieffelin with the K3 just before the practice session that ended in a blizzard.

—Photo: jpd

Reunion (from Page 1)

enough cars. There will be touring laps for those who don't want to race.

Saturday night (August 12) there will be a reunion dinner with former Eagle Squadron pilot, Strategic Air Command veteran and Allard racer, Col. Reade Tilley, as guest speaker.

Pocono International Raceway is a two-mile banked oval that hosts two NASCAR races each summer. Our course includes two straights and two turns of the oval plus a twisty road course in the infield. The initial SVRA race meeting last year drew 125 cars in terrible weather. Despite the rain, everyone had a great time and just about everyone loved driving the oval.

Exercising an Allard on a race course is great fun, but driving the Pocono oval makes it a memorable event.

What to do? If you plan to come, call Jim Donick (914-635-2373) or Syd Silverman (203-625-0025) so we can make sure you are on the list.

For track and entry information, call Julie Allen or Lynn Hodges at SVRA (803-723-7872). For hotel reservations, call the Woodlands Hotel in Wilkes Barre, PA (717-824-9831). Be sure to mention you are with the SVRA since there is a block of rooms for us.

It will be fun.

—Syd

VSCCA Spring Sprints called on account of SNOW!

The Allard East Coast contingent was out in some numbers for the opening of the VSCCA season at Lime Rock Park in Connecticut on the 8th of April. Ready to go after a long winter's rest, the group consisted of four cars:

• Bob Girvin	GT Coupe	• Mike Stott	J2-X
• John Schieffelin	K3	• JPD	K2

Saturday dawned cold and cloudy but the weather report promised dry weather into the late afternoon when rain was to develop. So much for weather reports! By 10:00 am the first stray snowflake had made an appearance and by 10:05 am it had developed into a full scale blizzard! Donick and Schieffelin were on the track at the time and enjoyed a few laps of slipping and sliding in the slush before calmer heads prevailed and the practice session was cancelled. (Actually, I came in a lap early when my visor iced over . . . jpd) For those who have any doubts, we would like to make it clear that Dunlop L-Series racing tyres are NOT suitable for driving in the snow. Bob Girvin had managed a few laps on Friday in a practice day, but we don't believe Mike Stott got any time in at all. Neither had a session on Saturday before the day was canceled. Better luck next time.

—jpd

Pocono Area of Pennsylvania:

The Pocono Area of Pennsylvania is one of that state's major tourist areas and will offer much in the way of entertainment to visiting Allardists. Only two hours from New York City, it boasts more heart shaped bathtubs per square mile than any other honeymoon destination in the United States. Lakes, mountains, shopping outlets and antique shoppes are only a few of the attractions available within a short drive.

Pete McManus has volunteered to set up a simple rally/tour of the area for those interested in viewing the area and having some time away from the track activities. He may not be qualified to find all of the heart shaped bathtubs, but otherwise promises some interesting sights.

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)

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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 Holtzapple* (713)528-0380

...

MISCELLANEOUS:

• Allard badges (from Allard Owners Club):

Bonnet badge (front) £16 + postage
Scroll badge (rear) £15 + postage (£2 to US)

ADC 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* (817-737-9493)

• Embroidery & T-Shirts:

Allard Logo
Embroidered on ANYTHING; underwear a specialty!
Contact: *Janet Kinzinger* (810-684-5675)

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