



# The Allard Register

No. 24

SPRING-SUMMER, 1998

Free

## ALLARD REUNION PLANS FIRING UP: Watkins Glen, September 10-13, 1998

PLEASE SEND A POSTCARD TO THE EDITOR WITH YOUR PLAN TO ATTEND AND SOME IDEA OF HOW MANY TO EXPECT FOR THE BANQUET ON FRIDAY EVENING!:

Allard Register, Jim Donick, Editor, 28 Traver Rd., Pleasant Valley, NY 12569

Plans for the Allard Reunion at Watkins Glen, NY, in September are rapidly being finalized. All this coincides with Watkins Glen's fiftieth birthday celebration as the birthplace of the postwar Sportscar racing phenomenon in the USA.

The Allard-MG Challenge is taking on epic proportions with a rumour of over ninety MGs already indicating a plan to come. We only need fifty or so to overcome that number, but at this point we do not have a lot of data on whom to expect.

PLEASE SEND A POST-



CARD TO THE EDITOR WITH YOUR PLAN TO ATTEND AND SOME IDEA OF HOW MANY TO EXPECT FOR THE BANQUET ON FRIDAY EVENING! (See above.)

The banquet planned for Friday evening at the Glen Club at the track appears to be the social event of the weekend. We will be dining with the MG contingent—and quite likely a Jaguar group as well. Entertainment will include a short prize giving, the awarding of the Allard-MG Challenge Trophy, and short talks by several luminaries, including

Turn to REUNION on page 6

## Late February in Florida: SVRA Homestead Races

by jpd

This year saw the earliest this writer has managed to pull on Nomex for an event in his entire career.

The ski season wasn't even over before we were off with the lads for a little racing at the SVRA opener in Homestead, Florida.

Homestead is one of those places that offers a superb racing facility but precious little else. Imagine, if you will, a place where the best restaurant in town is closed on a Saturday night! Wow, who'd a thunk it?

Still the weekend was delightful from a driver's perspective. The track at Homestead is relatively new and very very

much "big time racing." We were all in nice bright airy garages with not one but two televisions on in the corners. One kept us abreast of the local weather radar while the other was tuned to racing elsewhere in the country. The circuit is made up of about half of the oval with a very challenging infield section that left the Allard drivers with sore and tired upper body muscles. . . left, left, left, right, left again, right, and a quick left. Whew!

The Allard crew were the editor and Mike Stott in J2X's (jpd in Syd's), and Syd Silverman in the Kurtis 500. John

Turn to HOMESTEAD on page 2

## A Day in Dahlonega

A tribute to Jan Silverman  
by Yvonne Turner

Most people have never heard of Dahlonega. It is a mountain village of some 3,000 souls at the southern end of the Appalachian Trail in north Georgia, often only accidentally encountered by a wandering traveler. Located in Lumpkin County just 20 miles north of Road Atlanta, it is a different world. The original capital of the state of Georgia, Dahlonega (*Dah-lon'-e-gah*) was also the site of the only producing gold mine in the early days of the Republic. Today the townspeople have carefully preserved its nineteenth century heritage. A visitor can tour the old mine, pan for gold, or have tea in the town square after purchasing handcrafted items in some of the surrounding quaint shops. The old capitol building still remains, its dome covered in Dahlonega gold. It now dominates the campus of North Georgia College.

Back in the fall of 1982 many British friends came over to Road Atlanta for the first Allard Reunion. Among them were Eileen and Dudley Hume. Dudley had been chief engineer for Sidney Allard and was having a fine time mixing with longtime friends at the track. Jan Silverman and I decided we wanted to show Eileen a bit of Americana, originally planning to visit a mall in north Atlanta. Off we went in a rented Cadillac, with Jan's social secretary as driver. We immediately got lost, and I suggested that we spend a day in Dahlonega instead.

From the moment we entered the village, Jan Silverman was charmed. We first toured the town, then discovered a vintage wood frame hotel with a dining room that featured an Old South buffet of Dickensian proportions: Southern fried chicken, country ham with red-eye gravy, hushpuppies, all kinds of greens, candied sweet potatoes, fried okra, big biscuits, watermelon rind preserves, peach cobbler and pecan pie. Jan, being a native of Birmingham, Alabama, was in ecstasy dining on the kind of food on which she grew up; I felt the same way, as I am a native of northeast Louisiana. Southern cuisine is regional, having been derived from the old plantation culture, whose owners were descended from Cavalier English stock. Many of the vegetables were unfamiliar to Eileen, but at our urging she was a good sport and sampled a little of everything. I think she enjoyed the experience.

After lunch we toured the shops on the town square, all in buildings restored to their nineteenth century splendor. The day was quite cold, but a holiday spirit prevailed; vestiges of an earlier snowfall still remained on the ground. The shops were filled with examples of mountain handcrafts—everything from fine jewelry and ceramics to quilts and handmade dolls. Homemade preserves, condiments, and Smithfield hams were available, as well. Jan took advantage of this bounty by doing a lot of early Christmas shopping, delighting in everything she saw. We were a happy foursome.

The only mishap occurred when Jan's secretary turned her ankle rather badly. Jan saw to it she was immediately examined and X-rayed by a specialist, who said it was a sprain and wrapped it for her. We then returned to the track to tell our husbands all about our day in Dahlonega.

I have so many memories of this wonderful day—and on learning that Syd Silverman had lost Jan last December 26, I started reminiscing about that day, feeling that this gracious lady had exhibited qualities which endeared her to others: her love of people, her natural hospitality, appreciation of adventure and beauty, and her enthusiasm. Further, to me she seemed to exude a particular type of Southern charm which embodied the best the old South had to offer. Jan, we will miss you.

—yt



Dahlonega is located about 20 miles NNW of Road Atlanta.

## Homestead (continued from page 1)

Harden was present in capacity of Team Manager but, still recovering from his January heart surgery, he was sitting out the driving chores.

Mike and jpd had the Allards going well and truly sideways through much of the infield, but they looked pretty spectacular we are told. The three Allard guys finished one, two and three in class on the Saturday Race, and Mike and Syd managed a one - two on Sunday. Yrs trly was sidelined for the feature by a disintegrating clutch cover. Better to park it than to have it blow and truncate the dancing career.

So much for late February.  
(Photos on Pages 4 and 5)

## Savannah 1998: SVRA Turns Back the Clock(s)

by jpd

The gang gathered at Roebing Road near Savannah for the weekend of the switch to Daylight Savings Time. Everybody's got to celebrate something, one supposes.

The event? It was kind of... well... intimate. Yeh, intimate - sort of like an SCCA Regional from about 1964.

The venue itself is conducive to a laid back feeling of intimacy. The noise restrictions keep it a little quieter. It's small and narrow and maybe a little "Mickey Mouse." But, there's not a lick of Armco to be seen nor any grandstands to clutter the scenery. We all parked on the gravel or on the grass under the trees.

The paddock is small enough to leave no room to hide so a quick walk through offers the opportunity to say hello to damned near everyone. With a small entry (134 cars, we think we heard) and no spectators at all, the feeling that was possible was one of a group of friends getting together to play with their cars for a weekend. It could have been a chance to build some feeling of camaraderie among the players.

The usual Allard crew was present with the addition of John Harden recovered from surgery and returned to the roll of "Lister Pilot Extraordinaire." Stott and jpd were in the J2-X's and Syd in the Kurtis 500.

One time Allard owner and always great guy, Bob Fergus, took delivery in the paddock of a new Volkswagen Beetle. He claimed that after selling them for nearly fifty years he felt obligated to try the new one. He turned his wife, Bonnie, loose in it for a few tours of the paddock, then handed it over to all and sundry. We think there may even have been a contest to find out how many people they could stuff in! ... Just like the old days and not at all unlike a regional from the sixties.

John Harden hosted a small (intimate?) dinner in Savannah to introduce the team to his new bride, Diana. John is without a doubt one of the longest running acts in the Allard Register and one of its finest drivers and supporters. He began his association with us almost at the beginning back about 1980 when he was driving his own Allard J2-X and carrying it in the back of a converted bus. We've been

honored to call John a friend for many years and getting a chance to share this evening and meet his charming lady served to build on the feeling that this was a weekend that gave a chance to focus on the people.

The racing? Well, it was a gas.

Group VI had some interest for us. Mike Stott had the Cobra going well in practice until the lads observed a cracked spindle and he was *hors d'combat*.

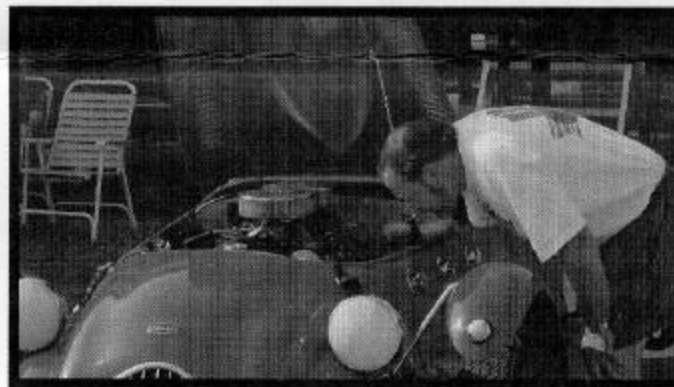
We observed

Group IV's race sort of up close and personal. Stott had broken a hub in practice, so the editor and Mr. Silverman upheld the honor of the Register with two very pleasant outings. The former, jpd, had what seemed a marvelous dice at the back of the pack between the Allard J2-X and a Lister Jaguar. The Allard won.

We must also draw the read-

ers' attention to the battle royal going on at the front with Bob Fergus' Lotus 15 and David Whiteside's Lotus XI representing the "small and nimble" school taking on John Harden and Bob Hebert in Lister Chevy and Lister Jaguar respectively and representing the "horsepower is the essence of life" approach to motor racing. It was a great contest but a tight course like Roebing dictates the inevitable. Fergus won with Harden and Hebert closely behind. Scuderia Silverman made their usual great showing, sweeping 4B and 4T as well as winning 4A. It was Harden's return to racing and a much better result was hardly to be imagined.

Beyond all that, it was a nearly incident free weekend and the weather was perfect, which added a final, though important, touch. •



Crane Evelyn, chief mechanic for the jpd in Syd's J2X, trying to figure what the editor has managed to break this time. He worked long and hard to keep the car running and rewarded the driver with reliability that brought home two class wins. We were grateful.

—jpd

### Fun Stuff

IT'S TIME TO RESTORE YOUR ALLARD WHEN...

- You offer a friend a ride, and she says "No" because she is in a hurry.
- Hitchhikers hide when they see you coming.
- Your neighbors chip in to buy a cover for your car.
- A person in a 3-wheeled Morgan beats you in a race.



HOMESTEAD: Syd in the Kurtis next to some sort of bogus Jaguar Special.

—jpd



HOMESTEAD: Mike Stott also had the Cobra with him. Here he is indulging in his FAVORITE track pastime, washing the car (driving comes second). Wielding a sponge as the sun sets, one of the lads noted wryly that "Only Mike would manage to find a garage with a water faucet right under a light!"

—jpd

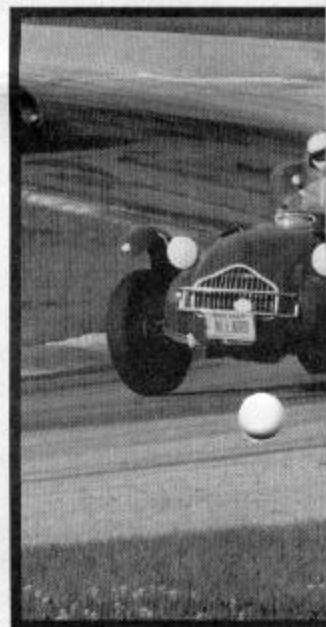


SPRING SPRINTS - LIME ROCK: Mike Stott after a turn at the wheel in Syd's TC. He found it to be a lot more subtle than the Allard. On the other hand, we suspect an Abrams Tank to be a bit more subtle to drive than Mike's J2X.

—jpd

# ALLARDS EA

## Winter - S



HOMESTEAD: The editor having a



SPRING SPRINTS - LIME ROCK: Part of the team gathered up Mike Stott, Bob Hebert, and Br

# ST COAST — Spring 1998



SPRING SPRINTS - LIME ROCK: Lining up on the false grid. Mike Stott passing the already in line Silverman Healey and the editorial K2. —hyman



ball in Syd's J2X.

—harrington



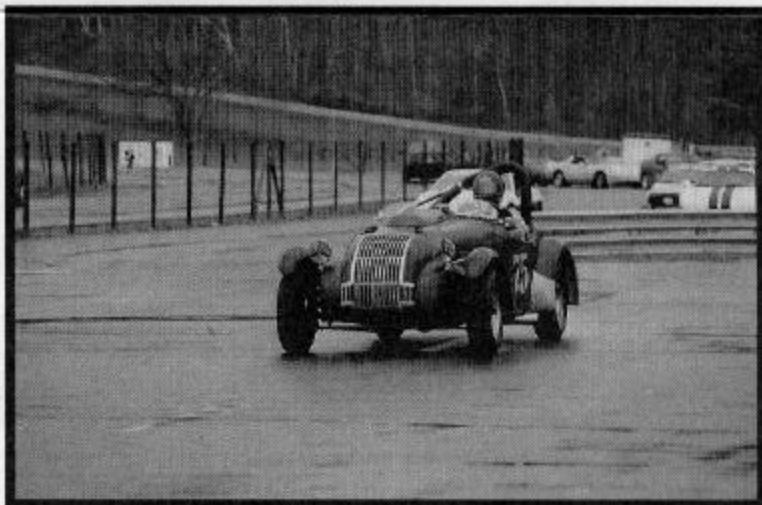
HOMESTEAD: Stott's Allard getting some attention for an oil leak.

—jpd



er the Scuderia Silverman Canopy: Syd Silverman,  
an Donovan.

—a. stott



SPRING SPRINTS - LIME ROCK: Bob Lucarell managed a little rain driving during the drivers' school session on Friday.

—hyman

## Spring Sprints and Drivers School Opens VSCCA Races at Lime Rock — April 17 - 18, 1998

### *Five Allards in Evidence*

by jpd

When was the last time you went to the VSCCA Spring Sprints and got a sunburn? Frostbite, maybe, but a genuine sunburn? Not in this writer's memory.

The 1998 Version of the VSCCA Spring Sprints and Drivers School was a delight and a success by any measure. The event Chairman, Rob Bettigole, had run some risk of offending the weather gods with his graphical icon for the event: thunder, lightning and snow over the Lime Rock track plan, but it seems to have mollified them instead, or perhaps following the third law of cussedness, they felt obligated to deliver the one type of weather NOT illustrated in the graphic. We're not sure, but then again does it matter?

Saturday dawned beautifully and stayed that way until long after the racing was over. Temperatures were not overly warm and the wind had a bit of a bite, but it was well and truly glorious, especially in light of the wonderful turnout of Allards and Allard enthusiasts.

Making his New England debut after a superb career of racing on the left coast was our friend Bob Lucarell. Bob has got the Hemi-powered K1 here on the east coast now and he and Lynn looked to be enjoying their new friends in the VSCCA. We were and are most happy to have them among our number now.

A fair number of folks including yrs trly had a lot of winter modifications to sort out. The winter's work had included engine, gearbox, and rear axle. Thanks to Mr. DiCola the Allard was pretty close by the end of the day. It's a good thing that a Holley jet kit contains a whole lot of choices. We did get it sorted to the point that we could enjoy a pleasant dice in the final session with a fairly well driven Healey Hundred.

Marc Perlman had some new Dunlop racing rubber on his Allard K1 and we were most impressed at how far he had gotten it sorted by day's end. The final Preservation Class race saw him going at it hot and heavy with Bob Critchell in Syd Silverman's Ace Bristol. Two better driven cars were not in evidence elsewhere in the class and the standard of driving across the board was actually very good. Marc and Bob, though, were nearly a class by themselves. It was great fun to watch.

We had our own hands full in the over two liter class but not so full as to fail to notice the Girvin Allard GT was doing its usual thing by leading the race. His usual sparring

partner, Tivvy Shenton, in an XK-140 Coupe, was not quite as serious a problem as was a new interloper of sorts. Local legend, Eno DePasquale, in the EDP Special had come out to play with them and play very effectively he did. We understood that he managed to split the Allard/Jaguar duo neatly in half and finished second to the Allard with Tivvy closely on his heels. Tivvy told us that he was dealing with a carburetion problem of his own so, perhaps by the Jag event in June we shall see an even closer trio at the front.

Flying along behind the leaders but not TOO far behind them was the ever faster Michael Stott in the J2X. Between his driving and Brian Donovan's wrenching the results continue to amaze us. Fast is a barely adequate descriptor.

Also hard at work in the over-two liter class was our Patrone, himself, Syd Silverman, who was giving the Healey Hundred some exercise in his usual smooth and competent manner.

Group Three had some very entertaining driving to watch. We particularly enjoyed seeing Mike Stott come to grips with Syd Silverman's TC. Lap times continued to fall and we think we heard that he managed to finish third overall. It looked like fun.

Overall, it was a splendid and incident free day.  
(Photos on pages 4 and 5.)

---

### Reunion (continued from page 1)

Brian Lister. Plan to be there.

Rooms are going fast, so get a reservation in NOW. Headquarters for the reunion will be at the track as a headquarters hotel is too complicated to arrange at such a heavily subscribed event.

Other activities will include daily tours of the original track in convoy behind a police cruiser. You can drive your own car on this piece of American racing history. Friday evening prior to our banquet at the track will be a street festival in downtown Watkins Glen and a re-enactment of the early race with a number of the actual cars from 1948.

There will be an event poster to commemorate the Allard-MG Challenge, along with dash plaques and other mementos.

AGAIN, PLEASE SEND A POSTCARD TO THE EDITOR WITH YOUR PLAN TO ATTEND AND SOME IDEA OF HOW MANY TO EXPECT FOR THE BANQUET ON FRIDAY EVENING!: Jim Donick,  
28 Traver Road, Pleasant Valley, NY 12569. —jpd

# LOS ANGELES GRAND PRIX VINTAGE RACES - 1997

by George Myers

Ford Motor Company was the main sponsor of the inaugural Los Angeles Grand Prix Vintage Races and Concours over the 1997 Labor Day weekend in downtown Los Angeles. The very demanding, eleven-turn, 1.6 mile course was laid out over city streets surrounding the historical Los Angeles Plaza, Olvera Street, Our Lady Queen of Angels Catholic Church, Union Station and portions of Chinatown.

About four hundred vintage race cars were entered, compressed into ten race groups, which led to extreme overcrowding on the narrow streets. The cars ranged from small displacement production cars up through the purpose built race cars that were turning 160 mph down Alameda Street in front of the historic Union Train Station. In addition to the racing venue, there was a *Concours d'Elegance* that displayed fifty million dollars worth of Ferraris, celebrating Ferrari's 50th Anniversary. An international food festival, concerts, motorsport vendors' midway area, plus yet another car show rounded out the weekend's events.

Ford Motor Company invited all the entrants to a Mexican style fiesta on Saturday night at the El Paseo Inn located on historic Olvera Street. We all enjoyed a big variety of Mexican food washed down with unlimited amounts of Tecate beer. On Monday night, VARA, the host club, provided a fiesta in the garden area surrounding the Old Plaza with more Mexican food and beer. British Airways gave away seven roundtrip tickets for two to London. The lucky winners had their names drawn from the list of drivers by one of the beautiful "Tecate Girls". Trophies were awarded not to winners but by drawing names out of a sombrero. Every entrant received numerous other gifts, including a commemorative wristwatch.

Three Allards were entered in the Grand Prix: the sleek black 1953 Buick-powered J2X belonging to Bob Lytle, the 1952 Cadillac engined K2 of George Myers, and the 1951 Cadillac powered K2 owned by Jim Degnan. All were assigned to the "D" Sports Racer Group. This group also had "Mr. Home Improvement", Tim Allen, driving a Corvair "Yenko Stinger". The Myers K2 was on the starting grid alongside Allen, who asked questions concerning the Allards. We gladly provided him with a little background history of Allards.

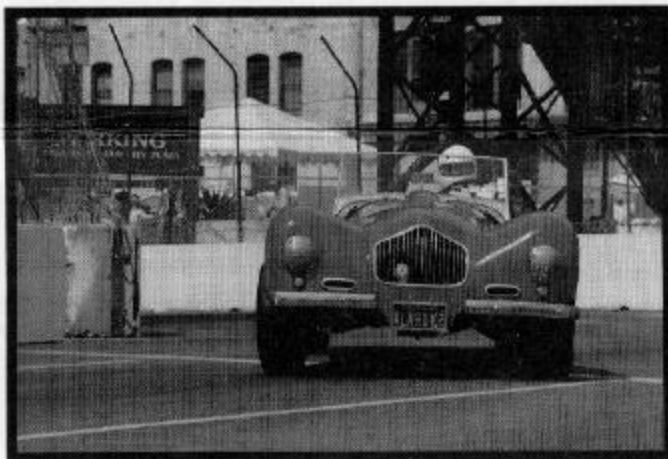
Allard owners in attendance, but without their Allards, were Duncan Emmons, Walker Edmiston, and Tom Selby.

Selby, who has been restoring his K1 (#1703), stopped by to tell us that his K1 is still under restoration in his garage. I can

remember that about twenty years ago I drove my K2 over to Tom's house in North Hollywood to look at his restoration project. You have to give Tom credit for still being enthusiastic as ever and not giving up on his restoration. I hope that we will see him driving his K1 in the near future.

Another enthusiast, Ron Hale, stopped by to talk about his K3. Ron has been working very hard on getting his K3 prepared

for vintage racing. He has been collecting speed equipment in order to make the K3 competitive and is full of information as to where some of those goodies can be found. I can understand his problems trying to get his car ready to race. I went through that very scenario about ten years ago myself. We hope that he will join us because there are very few, if any, K3s on the vintage race circuit. His would be a great addition to the Allard marque here on the west coast. I am a firm believer in the old saying: "The cars are the stars, and the



LOS ANGELES VINTAGE GRAND PRIX - 1997: George Myers in his Allard K2.

drivers are unimportant".

Alan Patterson was driving a race car in the Los Angeles Vintage Grand Prix, but it was not his J2X. Alan brought down his 1961 Lotus 22 to race against the really fast guys. Alan could be spotted easily because he wore an ALLARD emblazoned shirt all weekend. We Allard owners are a proud lot.

Another Allard guy, David Cammarano, raced his H-modified, 1964 Collfield-Scepter in a group composed of the smaller cars. The small cars had an easier time getting around the hairpin turn at the end of the main straight and some of those square corners on the uphill side of the track. David now owns the famous J2 previously owned by the late Tom Carstens and driven to many track victories by Dave Fogg back in the 1950s.

It was not really a good track for the Allards, although I was able to get the K2 up over 100 mph on the main straightaway with a fast lap of 1.5 minutes. The Allards used up the whole width of the track in trying to get around the hairpin turns and the square corners, which undoubtedly frustrated some of the faster guys in our group who drive those fast, teeny-weeny buzz bombs with their screeching exhaust noise.

Despite some of the problems that can be associated with any first time event, we all had a good time racing and socializing. I hope that we can do it again next year. •

*Note: (Late breaking bulletin) VARA is now negotiating this year's race, but at a new venue, up through Elysian Park and around Dodger Stadium. Stay tuned. —Bob Lytle*



SOURCES Parts, Services, Whatever...

**MOTOR, SUSPENSION, MECHANICAL:**  
**Brakes (8 all the little parts):**  
 • Catalog: Pegasus Auto Supply  
 (414) 782-0888  
 • Brake linings: TSI Automotive (419) 884-1023

**Allard Parts:**  
 • PB Top Frame & Front Bumper  
 Will de Rekschild (213) 656-5101

• K2 Ford/Kear end with hubs, torque tube & drive shaft  
 • K2 Bumpers (L front-2 rear)  
 sell or trade for bumper guards  
 • 38" Brakes (one steering wheel  
 (will fit on Brooklands hub)  
 • Spare tire bump for bottom front (under spring) of  
 trunk floor. (Free to right/ owner came from N.J.)  
 • Need Lucas tail light rim (57330) & caps (572048)  
 All of above: Bill Peter (520) 318-4585

**Cadillac Parts:**  
 • Cadillac Parts: Bill Bradley (817) 855-4656  
 • Early Cad Eng. Racing Parts  
 Robt. Whitehead (501) 855-0471  
 • 2nd Quad (Weekend) motor for 311 motor with carb  
 (have picture) Bill Peter (520) 318-4585

**Chrysler Parts:**  
 • 2/4 Carb Manifold for early Chrysler  
 (One never used) \$300  
 • Four Carb Manifold w/cars \$450  
 Charles A. Dresden (800) 353-4750

**Ford Parts:**  
 • Motor, suspension - Antique Auto Supply  
 Stacy Brown (817) 275-2381  
 • Cadillac LaSalle Seats  
 Keny Tudor (310) 835-2687  
 • Ford Flathead heads & intake  
 Edie Brock (213) 781-2222  
 • Late '30s Lincoln Zephyr transmission  
 (Rebuilt/Powder coated - open or closed drive line)  
 Bill Peter (520) 318-4585  
 • Lincoln shift handle, plus extra case  
 Bill Peter (520) 318-4585  
 • McCollough Supercharger for Ford Flathead,  
 good condition, orig. fuel pressure gauge  
 Devere Grammer (903) 425-3182

**Motor, Suspension, Race Parts:**  
 • Catalog: Speedway Motors (402) 474-4411  
 (\* 1/2 kg nuts & lots of other good stuff)

**Shift Lever Mechanism:**  
 • K1 & early L & M  
 Paul Rosna (601) 393-2290

**Wheel Studs:**  
 • Catalog: Jaga (614) 294-5058

**Wheels:**  
 • Disk & Special (not wire)  
 Taylor Made Wheels (213) 567-3598  
 • Allard Wire Wheel Spinner: British Wire Wheel &  
 Wheel Service (408) 479-4495  
 • Reproductive J20 Allard:  
 Near Hardy (619) 421-5920

**INTERIOR, TRIM & INSTRUMENT:**  
**Dash Boards (wood):**  
 • K L Pete McManus (215) 451-8918

**Dash Instruments (Speedometer & Tachometer):**  
 • Smith  
 HOSINGER, BA Castagnetta (914) 381-1932

**Grills:**  
 • K1-L-M-P: Cain Daniel  
 Well Hill, 42 Land Lane, Millholl, N.J.  
 Mr. Harrgate, North Yorkshire, England, HG3 2BQ

**Grills and Portholes:**  
 • J2-J3-K2, J door: cades/handis  
 Les Nevel (233) 237-3457

**Rubber Parts:**  
 • Catalog: Astro Moulded (800) 878-2237

**Trim & Lucas Electrics:**  
 • MGTC, Austin-Healey 100-4, Jag  
 Moss Motors  
 7300 Hollister Ave., P.O. Box MG,  
 Costa, CA 92116  
 Tel: (800) 235-6954 Ask for catalogs

\*\*\*\*\*

**MISCELLANEOUS:**  
**Allard badges (from Allard Owners Club):**  
 • Banner badge (front) \$19 + postage  
 • Scroll badge (rear) \$16 + postage  
 (\$2 to US)

**AOC Membership \$25**  
 Contact: Michele Wilson  
 Secretary and Press Rep. AOC  
 10 Brooklyn Ct., Brooklyn Rd.,  
 Making 6022 77Q  
 Tel and Fax: (081) 870 1306

**Allard Goodies!**  
 • T-Shirts, Clocks, Caps  
 Gary Peacock (602) 829-9498  
 • Embroidery & T-Shirts  
 Allard logo embroidered on ANYTHING;  
 Underwear a specialty!  
 Janet Kroeger (813) 684-5675

**Engines for Sale:**  
 • Ardun-Ford  
 Robert Whitehead (501) 855-0471  
 • Chrysler Healy III & Ford gear box  
 Lora Altman (313) 858-2389

**Photos (Race):**  
 • Bob Dunsford (CA-HUSA) (415) 484-4747  
 • Gordon Jolley (SWA) (404) 368-1513  
 • Alfred Hanley (CA) (415) 455-1168  
 • Bob Harrington Photographs  
 1270 DeQuincy Crescent  
 Burlington, Ontario L7P 1E4 Canada

CARS FOR SALE

TYPE	OWNER'S NAME	PHONE NO. or ADDRESS
J1	Roger Hayes (U.K.)	0280-847-182
J2	Ashton Marshall H. Wheeler	(810) 299-3224 (801) 725-0162
J2X-LeMans	Robert J. Boyer Charles G. Love	(315) 457-0280 B:(408) 459-2862 R:(408) 476-2053
Repro J2X	Doug Bernstein	(415) 777-9739
Repro J2X	John Torrey	(415) 488-0534
K1	C. C. Lipscomb	(301) 479-1314
K1	Pete McManus	(215) 459-8918
K1-Ardun	Alain Bels (France)	20-46-66-66
K2	Jonathan Bien Gene Forrette C. C. Lipscomb Jack Stinson C. S. Warner Jack Wheeler David Williams	(201) 886-2710 (209) 667-5578 (301) 479-1314 (313) 363-3051 (717) 295-1540 (619) 454-7210 P.O. Box 1572, Clemson, NC 27012
K3	J. S. Blaine Mark Christofferson Steve Moorhouse	(810) 684-6444 (818) 763-5485 (415) 824-8880
L	Jim Donick Frank Savage	(914) 635-2373 (404) 929-3715
M	John Bungay Larry Johansen* Ross Marshal Rick Percell John Reaves	1137 43rd St., Sacramento, CA 95819 (909) 793-0513 (704) 526-5666 (619) 481-7073 (918) 663-2030
M-Project	Dewayne Grammer	(903) 425-3182
P	John Bungay Jerry Conti Larry Johansen* Andrew Leonard	1137 43rd St., Sacramento, CA 95819 (813) 447-2221 (909) 793-0513 (213) 454-0096
PB	L. O'Meara	16 Oakridge Drive, Granby, CT 06035
PB Mark II	Ted Jones	(401) 245-3300

\*Will sell only one of my two cars.

The Allard Register

**Sponsor:**  
 Syd Silverman  
 White Plains, NY

**Publisher/Advertising:**  
 Yvonne Turner  
 1940 Dartmoor Court  
 Fort Worth, TX 76118  
 Tel/Fax: (817) 926-2800

**Editor:**  
 A. P. Donick  
 28 Traver Road  
 Pleasant Valley, NY  
 12569  
 Tel: (914) 635-2373

**Committee:**  
 Cynt Wick  
 Chuck Warren  
 John Harden

**Honorable Secretary:**  
 R. W. May  
 8 Paget Close  
 Horsham West, Sussex  
 RH12 6HD England

**Technical Advisor/Archivist:**  
 Bob Lytle  
 1579 Broken Rock Rd.  
 Cottonwood, AZ 86326  
 Tel: (520) 646-6866