

# ALLARD

## The Allard Register

No. 26

SUMMER, 1999

Free

### DUDLEY HUME - OUR NEW PRESIDENT

We are pleased to welcome Dudley Hume as the Allard Register's new president who will lead us into the 21<sup>st</sup> Century. No one is more qualified than Mr. Hume, because as Sydney Allard's chief engineer, Dudley was directly involved in the development of several of the later Allard models.

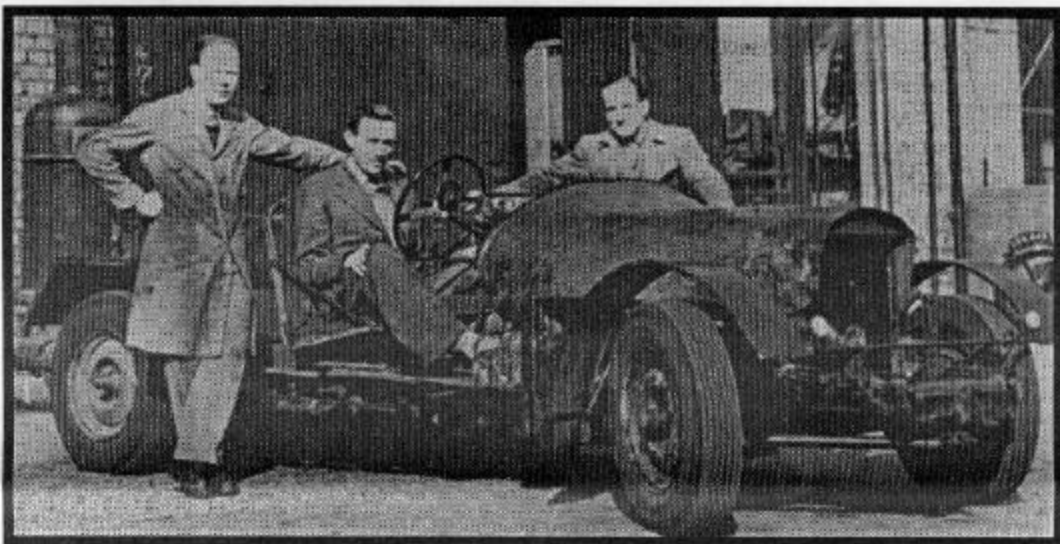
For those of you who have wondered if the factory ever had a qualified design engineer, let me explain how it was done in the early years. Sydney would get an idea or a suggestion from a fellow employee, and that idea would be incorporated into the next car built. Then Sydney would road test it or race it. If it worked, he would ask Dudley to refine the design and produce some drawings for inclusion into future models.

However, the JR racer was Dudley's own design from start to finish. After the Allard factory burned down, Dudley went to work for Aston Martin,

designing the front suspension on their DB models.

Dudley has retired, and is living with his wife, Eileen, in the Southwest of England. During his retirement years he has been actively involved as Technical Advisor to the Allard Owner's Club. Over the years he has build his own car, which continues to serve as his daily driver.

Those of us who have had the pleasure to meet Dudley have come to appreciate his open and friendly demeanor, his technical competence, and his fresh candor.- *Bob Lytle*



*Dudley Hume aboard a factory P2/Safari test 'mule.' 1952*

### A Report on the Watkins Glen Allard Reunion

- By Gavin Allard

*Note: The following are excerpts from Gavin Allard's article previously published in the AOC Newsletter, and was submitted to us by Andy Picariello.*

I traveled with my father Alan, and Tony Batt [AOC Judge of Fact]..., and my uncle Derek Smith who lives in the USA. Other than Derek, only dad had traveled to the USA before and that was in 1962 to California where he stayed as the guest of Dean Moon when Sydney was into forming a Drag Racing Organization in the UK and he was persuading US cars to come over here for a demonstration.

[During the weekend before Watkins Glen] The Cunningham family did catch us in the paddock area [at Lime Rock] that afternoon and it was a strange feeling to speak to Briggs Cunningham's grandson Robert. He has a parallel history with my family in motoring and, as myself, is proud of his grandfather's achievements. We were to exchange Allard

*(Continued on Page 3)*

## First Remembrances of Allards- *by Dave Fogg*

My first introduction to Allards came from reading about J2's in 35 cent car magazines. That was in 1950. On that basis and some conversation with Tom Carstens, we both ordered J2's, less engines but designed for installation of OHV Cadillacs. I ordered mine crated and shipped direct to me. After several months I was notified the crate had been unloaded from a ship in Portland, Oregon.

The crate turned out to be about 15 feet long, 6 feet wide, and 5 feet high. It was so well built, it later became a playhouse for our daughters. I borrowed a pickup and trailer, and the next day my wife, Ginnie, and I headed for Portland. It was a long drive those days before the I-5 freeway. On arrival at the pier, a Friday afternoon, we were told by the gate guard that all longshoremen had gone for the day. So, to a motel for the night. At least we got to go out and have a good dinner.

We returned to the pier Saturday morning and prepared for the possibility of more problems. The guard informed us that nobody was working, but that a couple men were back in the warehouse somewhere. I showed him the necessary papers and he let us drive in. We soon found a couple of guys in a little cubby hole office and described the box. They knew about it, all right, but seemed hesitant to do much about it. About that time Ginnie unloaded a small, properly stocked ice chest from the pickup bed. We all sat around and discussed the English racer over some drinks, and soon two forklifts were fired up and the crate was on the trailer. One of the longshoremen mentioned that I seemed to know my way around the docks. I replied that I was a sailor during World War II. He said, "I should have known."

We had lots of fun driving home. A black shape, similar to that of an upright Scotch bottle, was painted on each corner of the crate. Lots of people who did not know this was the international symbol meaning "this side up" honked, waved, and yelled when they spotted the huge box with those symbols.

We unloaded it in the front yard, removed one end of the crate, unbolted the straps holding the axles, installed the wheels, and rolled out the J2. Many of our friends came to look. Then came the engine installation and all the incidentals we built from scratch - such as fuel lines, throttle linkage, exhaust system, etc.

The day for a test drive finally arrived. The acceleration was astounding, however some of the Allard handling characteristics needed some getting used to. It became my daily driver (on nice days), and I distinctly remember only

one of several stoplight GP's. A couple of guys in a Ford coupe pulled up alongside of me. He was razzing his "Smitty" pipes, and his engine did not sound stock. He asked what kind of a car I was driving. When I told him, I overheard his friend say "oh yeah, one of those English jobs with a long hood and dinky little engine." The reader should have no trouble imagining the finish to this tale.

On one other occasion, I was just leaving a parking garage when a casual acquaintance asked for a short ride around the block. I said, "OK, get in." When I stood on it in low gear, the acceleration apparently either surprised or scared him to the point that he started to bail out. I was just barely able to get stopped in time to keep him from becoming a statistic. He got out, and I haven't seen him since.

One of my favorite Allard recollections is an occasion when Tom was invited to a party. It was a nice summer afternoon, and Tom arrived in the Number 14 Allard. A lady there asked Tom for a ride, and he was happy to oblige. However, on the way back, they had to make a detour by her house for her to get a change of dry clothes after a little incontinence incident due to the Allard's performance. Having ridden with Tom on test rides, I can sympathize with the lady.

I continued using my Allard for transportation until we began modifying it for racing in 1954. But that is another story - that of Number 15.

### PLEASE NOTE

1. Please direct any additions or changes to our Mailing List to Bob Lyle.
2. Allard focused articles and related photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MicroSoft Word submissions by disk or E-mail would be appreciated.
3. We note that over 20 cars in the CARS AND TRAILERS FOR SALE have been listed for several years. To make sure names and phone numbers are current, **please notify us before October 1, 1999 if you want to continue advertising your car.**
4. We invite you to checkout two Allard oriented websites on the Internet:  
-[www.ptinet.net/~jallard/](http://www.ptinet.net/~jallard/)  
-[community.webtv.net.Raydonggp/PeacockBlue/](http://community.webtv.net.Raydonggp/PeacockBlue/)

**Gavin Allard on Watkins Glen** (continued from Page 3) and Cunningham memorabilia over the next weekend and further cement relations with a promise to keep in contact with each other's developments in the future.

The reason we visited America was to take part in the celebration of 50 years of road racing in the US which started in Watkins Glen in 1948.... Allards did not race in the first event ... but were present in 1949 when two K1's and a Ford-Ardun engined J2 driven by Zora-Arkus Duntov [raced].



*Tony Batt and Alan Allard in Tony Picariello's J2*

Only one of the K1's finished, being two laps down on the winning Riley-Mercury special driven by Miles Collier. That car, known as the "Ardent Alligator," is now owned by [AOC Member] Pete McManus.

1950 was the best year for Allard with Alfred Goldschmidt winning in a J2 ahead of Briggs Cunningham in a

in a Cad-Healey Silverstone, [and] Fred Wacker [finishing].third.

1951 saw five J2's and one K2 enter, with three J2's placed 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> behind three Cunninghams and a Ferrari 340 America.

... Crowd numbers massed in the picturesque town as cars from the 1948 event onwards lined up "LeMans" fashion for the Seneca Cup re-enactment. A. Erwin Goldschmidt's J2, FWD Miller, Ardent Alligator special, ... were backed up by literally hundreds of cars including some 31 Allards (officially 475 cars took part)... The memory of the late Tommy Cole was upheld during the morning when his name in stone was added to the "Walk of Fame" on the main street footpath with his former J2 featuring in the memorial.

[On Day Two] I was taken out for a spin in a red Cadillac K2 called "Grendel" by Patrick Slevin, he was an Irish-American and took great joy in roaring up behind an Austin-Healey 100, dropping back and doing it again. He made me laugh when he said "If the Healey wasn't there we'd be dead by now" (doesn't sound so funny on paper), I chipped in with the throw away line "it's better to burn out than fade away." ... Following my ride dad got a go and I took some more film shots ... The cars appeared generally meticulous in their preparation with a high level of authenticity and presentation ... There was a J2X with a side slung supercharger that caught dad's eye, I personally preferred the more "delicate" appearance of a china blue J2 with slightly oversized 8" headlamps, ...

We left the area after a generally fantastic three days, the Americans had made a fine occasion a really special one and my thanks to Jim Donick, Syd Silverman and Andy Picariello for their work in keeping the flag up for Allards in USA ...

## Joint Race Weekend with Jaguar Club at Lime Rock - June 4 and 5.

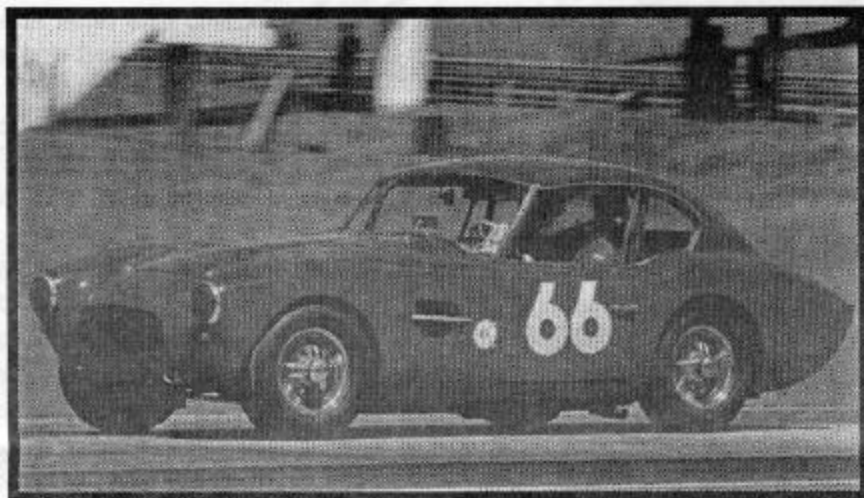
The first weekend in June found the usual suspects gathered at Lime Rock Park for the annual two day shared event with the Jaguar Club. Syd had the team up from Oklahoma City and positioned for the now "Annual June Northeastern Vintage Racing Tour." He had the Listers, the Kurtis, and the J2X - but the latter was not entered for this first event. The editor had the K2, Mr. Lucurell had the K1, Mike Stott had his J2-X, and Bob Girvin had the GT.

This is for many their favorite of the annual northeastern track events as the weather is normally outstanding and the ambiance tends to be comfortable and laid back. The weather couldn't have been a lot better, the crowd was congenial, and the field was interesting.

The Jaguar event doesn't officially showcase the Jaguars in the VSCCA, but it does rather work out that way in practice, giving the Allard contingent a fair bit of competition. Along with the cars that actually came from Brown's Lane, there were several very important Jaguar-powered cars. They included both "knobby" and Costin-bodied Listers and the well-known Hansgen Special of Bob Millstein. The over two liter class was further rounded out by Syd's Lister-Corvette with John Harden at the wheel, the four Allards, two Kurtis 500's Syd Silverman driving the yellow one, the EDP Special, and the usual Arnolt-Bristols, Healeys, Daimlers, etc. There aren't too many other vintage events

(continued on Page 4)

## Lime Rock in June (continued from Page 3)



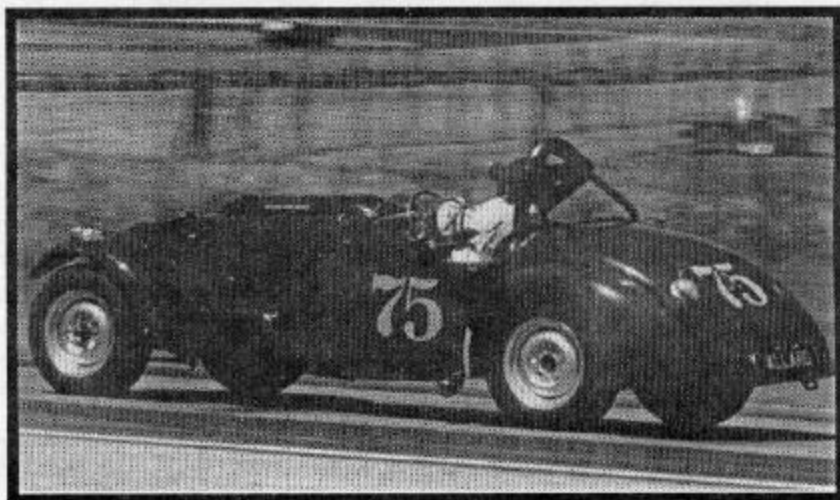
Bob Girvin in the ever powerful GT.

(hyman)

on the calendar that can claim such a variety of truly rare and interesting motorcars.

Friday evening's dinner speaker was Brian Lister, creator of some of the fastest sports racers of the fifties. He was attending the event with the Syd Silverman Vintage Motorsports Educational Foundation Equipe and his talk proved a most entertaining and informative session for all present.

Saturday's racing was memorable for this writer. We enjoyed a particularly challenging duel with Don Natrass in his XK-120, and a later run with Tom Fair in his Morgan and Ed Sutherland in the C-Type. Race photos also show some marvelous activity closer to the front as Bob Hebert, John Harden, and Jim



Bob Lucurell putting a fair bit of shoulder into the turn in his Chrysler-powered K1

(hyman)

## "Stuff. . . ."

We are told the editor is building up a J2. The basket case is moving forward and some photos will be available for the next issue. As tasks go, it is daunting with the rear suspension missing, the body cut into several pieces, and none of the fittings/brackets attached to the chassis. It was picked up just before Christmas of 1998. More news next issue. Watch this space!

With the J2 project very much underway, the editor is getting desperate to sell the L-type Special. It runs great, looks good and is getting cheaper!

Bob Lucurell has worked some miracles on his K1 with the help of Brian Donovan. They have removed

Freeman, diced for the honor of the Listers, while Bob Girvin and Tivvy Shenton kept them all honest with their own traditional display of high speed car control.

Bob Lucurell was a couple of cars behind me and having a great run. Mike Stott was a couple of cars ahead and was racing neck and neck with Eno De Pasquale in the EDP special for most of the session.

As the day progressed the track got a little slippery as the accumulation of oil and rubber built up. It finally caught out one of the drivers, who rolled in a big way after hitting oil in the braking area for Big Bend. Thankfully his injuries turned out to be less than life threatening and he is well on the way to recovery.

several leaves from the rear spring, noticed that the rear shocks were FROZEN SOLID, and done a few other neat things that, we are told, have resulted in a significantly easier car to drive. His times at Mid-Ohio and on Mt. Equinox would seem to bear this out. His smile is a bit of a giveaway as well.

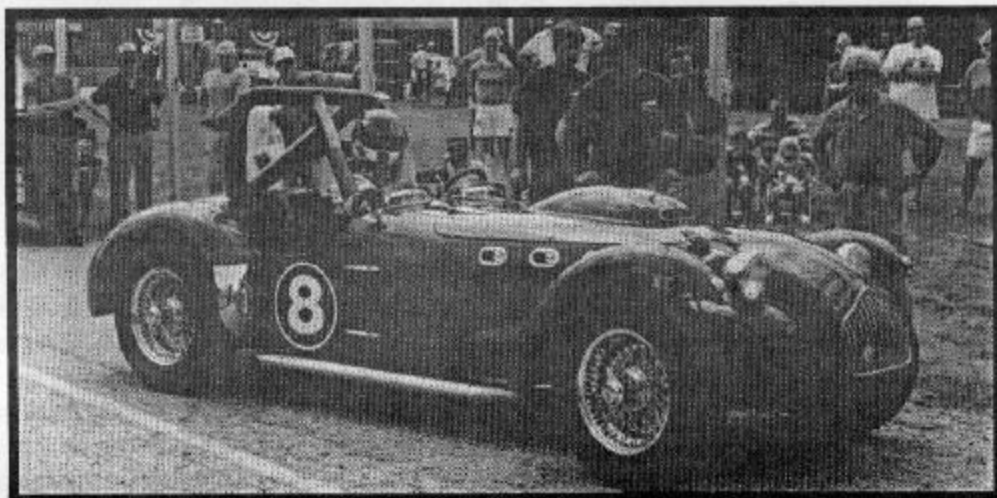
We recently heard that Mr. Don Milligan was once again making noise about moving forward a little with his own J2 project, the old Stu Rutherford car. He is getting a new DeDion Tube from the editor, who had several made while making one for his own project. The body looks almost presentable at this stage. We shall see.

## Mount Equinox Hillclimb – June 12 & 13, 1999 Three Allards in the Top Six!

The mountain was fast this year. We're not sure why. Maybe it was making amends for the experience of 1998 when the top was wreathed in clouds and the entire mountain bathed in rain. This year was different. The weather was hot and dry and the road had benefited from some recent re-paving which made quite a difference in the smoothness of the ascent. A few, however, thought the pavement too new and smooth with resultant traction problems.



Some Allard guys resting at the top between runs. l. to r. Bob Lucurell, Mike Stott, Jim Donick, and Syd Silverman with umbrella. (jpd)



Mike Stott brings the J2X to the starting line. He finally broke five minutes on his last run in this hairy-chested motorcar. The Cadillac in front is thought to be putting out over 400 healthy little horses. (mcginnis)

The gang that gathered at the foot of the Skyline Drive made close to an optimal entry. The Allard contingent was bigger than the previous weekend, and was augmented by John Harden and Syd Silverman in Lister-Corvette and Kurtis 500 respectively. There were now FIVE Allards competing, and one sitting in the trailer as a backup. Racing were Bob Girvin, the event chairman, in his wonderful GT; Mike Stott with his own fire breathing monster of a J2-X; and a complete run of K-types: Bob Lucurell in his K1, the editor in a K2, and John Schieffelin's K3. Acting as a backup should it be needed, was Syd's Chrysler-powered J2-X. Bob Valpey did not have the Allard along this time, but was attending as a spectator.

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Well on his way to a hot run, John Schieffelin exhibits a bit of body roll with the K3. (webber)

## #3037 - The Citrus Orchard J2X

This story - at least from my perspective - begins a about dozen years ago. I had been boasting about the glories of Allard ownership when a long-suffering associate responded "Allard? Hmm. Y'know, my brother knew a guy who had one. Back when he was in high school down in Porterville." The thrill of a potential "car in a barn" discovery spurred me to action. I began some spirited investigation that soon surfaced a name and phone number.

The man's gruff telephone manner hinted that that this could be a very brief conversation, so I got straight to the point. Mention of the word "Allard", however, proved to be the magic ice breaker. After some fast talking on my part, he even agreed to a visit.

Sterling Dietz's home is on a hillside amid a citrus orchard, and offers a spectacular panoramic view of the valleys and foothills of the Sierra Nevada mountain range. It also overlooks the farm shed that had housed his J2X amongst sundry parts, tools, and farm equipment.

Our struggle to raise the stubborn overhead door was rewarded by a view of the familiar shape of a J2X lurking in the shadows under its dusty green shroud. This same shroud also served as a subdivision for an extended family of field mice who had ensconced about twenty pounds of seeds and other paraphernalia in various nooks and crannies. Aside from the 390 Ford engine, a few cosmetic modifications, and some missing body parts stored in random boxes around the shop, the basic car was quite complete and original.

The Dietz family is native to the LA area where Sterling - during his salad years - owned an enviable string of sports cars throughout the 50's. #3037's original owner, LA radio talk show host Joe Pine, had a Hydramatic installed a few years before Sterling purchased it in the early 60's. Sterling used it as an occasional driver for a few years before moving up to the Porterville area where the Allard languished for the next quarter century.

Sterling politely rejected several innovative procurement schemes from a couple of un-named Allard folks, and closed the issue once and for all by bestowing the J2X upon his son,

Brian. Shortly thereafter - September '96 - Brian invited me down to help him prepare the car for shipment back to *The Vintage Connection* in Oklahoma City for a complete restoration at the skilled hands of John Harden, Crane Eveland, and Chris Campbell.

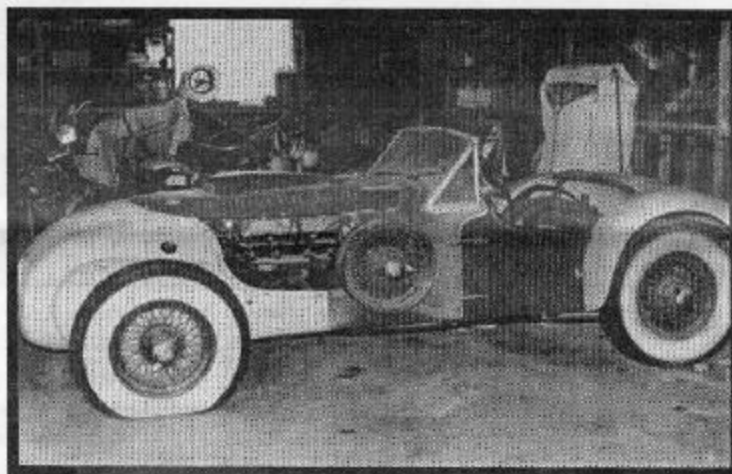
The original game plan was that Brian would go back to consult with John before commencement of the project. That plan, however, got expedited by a frantic phone call, informing Brian that accumulated residues from the afore-mentioned field mice were fermenting with a vengeance, and the odors were overwhelming the shop.

As the restoration project neared completion, there was some fanciful talk of *driving* the car back to California over the original *Grapes of Wrath* route. However, the potential folly of such an ambitious venture with a fresh-out-of-the-box concours restoration was ultimately realized, and *The Vintage Connection* folks trailered the completed car back to Brian's home.

Perhaps it is fitting that, twenty months after being plucked from the midst of a citrus orchard, the freshly restored J2X would make its debut in *another* citrus orchard. The occasion was the *Fabulous Fifties Association's* annual barbecue gala at the Bothwell Ranch - the last working citrus ranch to survive the suburban congestion, escalating land values, and smog of the San Fernando Valley. The *Fabulous Fifties Ass'n* is an informal group of folks whose core membership is a virtual *Who's Who* of racers, owners, and crews from that era.

One of the Bothwell Ranch's main attractions is the auto collection - a vast array of racers from the Barney Oldfield/Ralph DePalma era which Lindley Bothwell Sr. picked up as a package deal back in the early '40's. This is a private collection, *not* open to the general public, and the list of pre-WWI gladiators is just too vast for this space. As you visit the collection housed in various out-buildings, you can vividly sense being part of a real-life setting for a Peter Helck masterpiece.

- Chuck Warnes



Sterling Dietz' J2X in 1987

## Mount Equinox Hill Climb *(continued from Page 5)*

The Allard folks got down to the job quickly. The first set of runs saw Bob Girvin turn in a blistering 4'59.88", breaking the magic five minute barrier on his FIRST RUN! John Harden turned a 5'13", Donick a 5'31, Schieffelin a 5'32, Syd Silverman did a 5'56" and Stott suffered some sort of problem and didn't make the top.

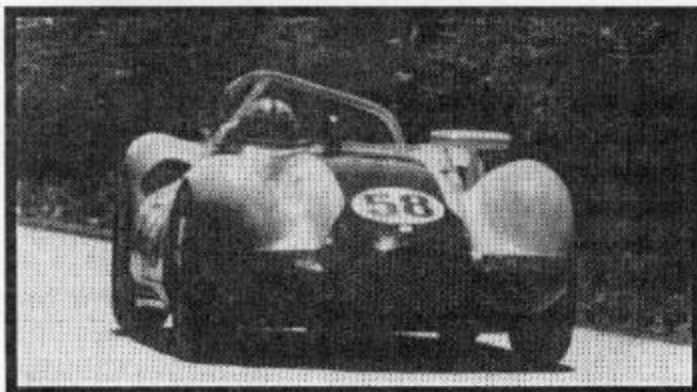
The second run saw Girvin down to 4'54", Harden approaching the magic five minutes with a 5'02", Schieffelin at 5'26", Donick at 5'30", Lucurell at 5'55" and Silverman at 5'54". Michael Stott was getting a bit frustrated at still not being able to finish a run. He made up for it on the third run of the day with a hard charging 5'02.35" which certainly put him among the leaders. Harden answered that bit of impertinence by BREAKING FIVE MINUTES with a 4'59.65". Thus ended



*The editor eyeing the photographer prior to standing on the loud pedal. (mcginnis)*

a personal best for the weekend. Bob's all time best is somewhere in the 4'42" range but this year the duties of event chairman seem to have precluded his giving the mountain an all out attack.

The first Mt. Equinox Hillclimb took place in May of 1950. Being more of a writer than a mathematician, we aren't actually sure if 1999 marked the forty-ninth or fiftieth anniversary. We didn't celebrate it this year so we might as well conclude that it should be viewed as the former rather than the latter. What the heck? If it actually counted as the fiftieth then we missed a great opportunity for a party. On the other hand, next year can certainly be viewed as the "millennium running" of the event and we will undoubtedly mark fifty years on the mountain then. Besides that, this is a course made for an Allard. jpd



*John Harden slowing down after passing the finish line. The Lister-Corvette was a spectacular sight on the mountain this year. (jpd)*

Day One with two Allards under the five minute marque and the entire team under six minutes. Not at all shabby.

At the end of the weekend we had Girvin's, Stott's, and Donick's Allards in the top six, Harden half a second faster than Girvin with the Lister, and the others all with respectable times under six minutes.

Best times for the Allards were:

Bob Girvin	4'54.91"
Mike Stott	4'59.50"
Jim Donick	5'18.27"
John Schieffelin	5'23'37"
Bob Lucurell	5'27.47"

The Non-Allard times:

John Harden	4'54.41"
Syd Silverman	5'52.73"

With the exception of Bob Girvin, each driver managed

## The Allard Register

**Sponsor:**  
Syd Silverman  
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**Publisher/Advertising:**  
Chuck Warnes  
8345 N. DelMar  
Fresno, CA 93711  
Tel: (559)436-1588  
E-mail: warnes@qnis.net

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

**Committee:**  
Cyril Wick  
Yvonne Turner  
John Harden

**President:**  
Dudley Hume  
"Abbotsdene"  
Crook Hill  
Braishfield  
ROMSELY,  
Hampshire SO51 0GB  
United Kingdom

**Honorable Secretary:**  
R. W. May  
8 Paget Close  
Horsham West, Sussex  
RH13 6HD England

**Technical Advisor/Archivist:**  
Bob Lytle  
1679 Broken Rock Rd.  
Cottonwood, AZ 86326  
Tel: (520) 646-6606

## 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: ..... *Robt.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
- McCollough Supercharger for Ford Flathead,  
good condition, orig. fuel pressure gauge: .....
- ..... *Yvonne Turner* ..... (817) 926-2808
- Tech.questions (mechanic): *Dwayne Grammer* ..... (903) 425-3182

#### Motor, Suspension, Race Parts:

- Catalog: ..... *Speedway Motors* ..... (402) 474-4411
- (1" lug nuts & lots of other good stuff)

#### 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 Spinner:  
..... *British Wire Wheel & Wheel Service* ..... (408) 479-4495)

#### Engines for Sale:

- Ardun-Ford ..... *Robert Whitehead* ..... (501) 855-0471)
- Chrysler Hemi 331 & Ford gear box ..... *Lorna Altemus* ..... (315) 858-2389

#### • NOS Hydraulic Tappets for '53 - 55 Buick V8. \$50 + 5 S&H

- ..... *Pete McManus* ..... (610) 459-8918

#### Dash Instruments (Speedometer & Tachometer):

- Smith ..... *NISONGER*, Dash Instruments
- Smith ..... *NISONGER*, *Bob Castagnetta* ..... (914) 381-1952

#### 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*  
(Ask for catalogs) ..... *Tel: (800) 235-6954*

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#### MISCELLANEOUS:

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

- Bonnet badge (front) ..... £19 + postage
- Scroll badge (rear) ..... £16 + postage
- ..... (£2 to US)

##### AOC Membership ..... £25

- Contact: ..... *Michelle Wilson*  
..... *Secretary and Press Rep., AOC*  
..... *10 Brooklyn Ct., Brooklyn Rd.,*  
..... *Woking GU22 7TQ*  
..... *Tel and Fax 0181 874 1306*

##### Allard Goodies! :

- T-Shirts, Clocks, Caps ..... *Gary Peacock* ..... (602) 829-9499
- Embroidery & T-Shirts: Allard logo embroidered on ANYTHING;  
Underwear a specialty! ..... *Janet Kinzinger* ..... (810) 684-5675)

##### Photos (Race):

- Bob Dunsmore (CA-HMSA) ..... (415) 484-4747)
- Gordon Jolley (SVRA) ..... (404) 368-1503)
- Alfred Manley (CA) ..... (415) 455-1168)
- Bob Harrington Photography, 1270 DeQuincy Crescent  
..... *Burlington, Ontario L7P 1E4 Canada*

## CARS & TRAILERS FOR SALE

J1	Roger Hayes (U.K.)	0280-847-182	L	Jim Donick	(914) 635-2373
				Frank Savage	(404) 929-3715
J2	Ashton Marshall	(619) 299-3224	M	John Bungay	1137 43rd St., Sacramento, CA 95819
	H. Wheeler	(801) 775-0162		Larry Johansen*	(909) 793-0513
J2X-LeMans	Robert J. Boyer	(315) 457-0280		Ross Marshal	(704) 526-5666
	Charles G. Love	B:(408) 459-2862		Rick Percell	(819) 481-707
		R:(408) 476-2053		John Reeves	(918) 663-2030
Repro J2X	Doug Berstein	(415) 777-9739	M-Project	Yvonne Turner	(817) 926-2808
Repro J2X	John Torrey	(415) 488-0534	Technical ques:	Dwayne Grammer	(903) 425-3182
K1	C. C. Lipscomb	(301) 479-1314	P	John Bungay	1137 43rd St., Sacramento, CA 95819
K1	Pete McManus	(610) 459-8918		Jerry Conti	(813) 447-2221
K1-Ardun	Alain Bels (France)	20-46-66-66		Larry Johansen*	(909) 793-0513
				Andrew Leonard	(213) 454-0096
K2	Jonathan Bien	(201) 886-2710	PB	L. O'Meara	16 Oakridge Dr. Granby, CT 06035
	Gene Forrette	(209) 667-5578			
	C. C. Lipscomb	(301) 479-1314			
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	Jack Wheeler	(619) 454-7210			
	David Williams	P.O. Box 1572, Clemons, NC 27012	PB Mark II	Ted Jones	(401) 245-3300
			Open Trailer	Loading ramps, elect. brakes, tool box. Sadie Carstens	(206) 588-2431
K3	J. S. Blaine	(810) 684-6444	*Note:	Will sell only one of my two cars.	
	Mark Christofferson	(818) 763-5495			

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- Red roadster, RHD
- Tire size, front & rear: 600-16
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- 102" wide body, 10,000 GVW
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