

ALLARD

The Allard Register

No. 27

FALL, 1999

Free

The 26th Monterey Historics - Audis, Auto Unions, and Allards

The 1999 Monterey Historics was again a premier event. Great weather, fantastic cars, and wonderful people combined to make this event the best in recent years. This year's program included a series of LeMans-type pit displays, each focusing on the featured marques or personalities of past years. Centerpiece for the 1990 display was Bill

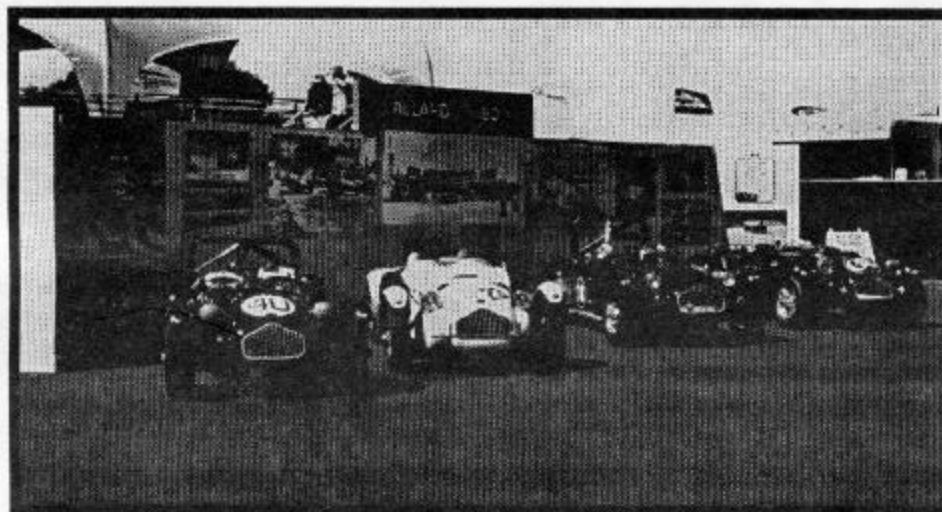
Stott (6th), Peter Booth (12th), and Bob Lytle (13th), the J2's of Glenn Shaffer (7th), and David Cammarano (18th), and Jim Degnan's K2 in 22nd place.

This race group also included four other Allard owners—with daring Duncan Emmons with his black Kurtis, Steve Schuler aboard his Chrysler Hagemann Special, Jimmy Dobbs III in his Aston Martin, and Bruce McCaw driving his Ferrari 375MM.

While our J2 ran well in practice, an ominous 'clunking' sound from the rear end seemed to be getting worse. After further investigation, it was decided that the only prudent option was to scratch the main event rather than risk serious mechanical failure and the ensuing risks to the other drivers. The race itself was very well driven and exciting. All five Allards finished, and did a more than respectable job of holding their positions among a very competitive field.

This was the quickest set of cars yet seen at the MHAR in the '55 and older group. A C-Type Jag won the event with an average speed of 70 MPH—compared with a 63 MPH average speed for the winner of this group just nine years earlier. It seems these old cars just keep getting faster and faster.

- By Glen Shaffer



Allards of Glen Shaffer, Bill Harlan, Mike Stott,, and Bob Lytle at the "LeMans" pit.

Harlan's unrestored J2X—winner of the 1978 Monterey Cup. We also enjoyed meeting Dick BeGuhn, who brought his immaculate J2 out from Indiana to participate in Sunday's Pebble Beach Concours.

No less than six Allards were entered to race in Group3A, with the Saturday grid showing the J2X's of Mike

Allard Team at Road America Brian for Redmond International Challenge

The extended Allard team/friends made the trip back to Elkhart Lake, Wisconsin, the weekend of 24 and 25 July for the largest vintage racing event in the United States. There were over 440 cars entered plus Lord knows how many for the various Concours events held in town.

With the running of the first road races on the public highway around the lake in the mid fifties, Elkhart Lake became a mecca for sportscar enthusiasts. I think my friend

John Fitch won that first one. The actual racing on the highway was short-lived - two years, one seems to recall. After that came the construction of a purpose-built racing circuit that very quickly took on a reputation as being the finest closed course in the United States. Four miles around with dramatic elevation changes, long fast straights, and technically demanding corners - it is what we call a "horse

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No. 15 - A Much-Modified Allard *by Dave Fogg*

The loss of Tom Carsten's No. 14 was a big letdown for the crew, but I still retained some ideas on improvements that could be made to Allard J2s. My wife and I had many discussions about the car, and we finally decided to go racing with the much modified AFRDDEEEEEEE--]---Eellard in a sort of partnership with Tom, who would do the driving.

So out came the front and rear suspension to start the

mounted inside the tail and the cool air directed to the brakes through the backing plates. Twin master cylinders, one for front and one for rear, were mounted side by side. The thrust was equalized by a balance bar mounted in front of the cylinders. The rear stub axles were replaced by a flange type. These were held together by bolts long enough to serve as wheel lugs. These axles were made from those

of Ford F100 trucks. Due to the larger diameter, some of the existing parts had to be bored out to a larger diameter. There was a key at the inner end, but due to the larger size no problems occurred.

We replaced the transmission with one from a '37 Cad, which required making a special adapter to use the rear motor mounts, torque tube, and U-joint. We continued to use the remote shifter from the Ford box, but had to move the engine 2 3/4 inches forward. A larger radiator was built and also moved forward, and a small fan was installed which eliminated boiling during delayed starts.

The '49 Cad engine was bored to four inches and a Chet Herbert roller cam was installed. The Detroit Racing dual manifold and carbs were retained, and I made new tops for the carbs with the vents outside the air horns. A dual-point distributor point plate went into the stock distributor. Larger '52 Cad exhaust valves were installed and the ports were enlarged. The valve springs were beefed up by installing Buick straight eight innersprings inside the stock springs. That allowed about 5500 rpm without valve float. The pan was enlarged to seven quarts.

We built an oil cooler out of finned copper hot water baseboard heater tubing.

I decided to do something different with the exhaust. I bought two '52 Cad left side exhaust manifolds. Dyno tests had shown that headers were no advantage over the stock Cadillac manifolds. The left bank was piped over to the right side of the car. The manifold on the right bank was installed upside down, which required adapter plates as this reversed the bolt holes. A hole was cut in the side of the body for two exhaust pipes that were mounted along the outside of the

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Tom Carstens in No 15 at Shelton WA in '56. Dave Fogg at the rear.

1954 project.

Andy Thompson, a Seattle builder of custom chassis and bodies, raced a car that he built from scratch, with a front suspension similar to that of a 1936 Mercedes Type 320. Andy agreed to install one on my Allard. It consisted of double transverse leaf springs bolted to a subframe. Radius rods, two on each side, made from Ford tie rods, attached to the ends of the springs and extended back to brackets on the frame. The front wheel assembly was 1954 Lincoln ball joints, spindles, hubs and brakes, as at the time the Lincoln brakes were the largest available. The backing plates were drilled for ventilation with air scoops added.

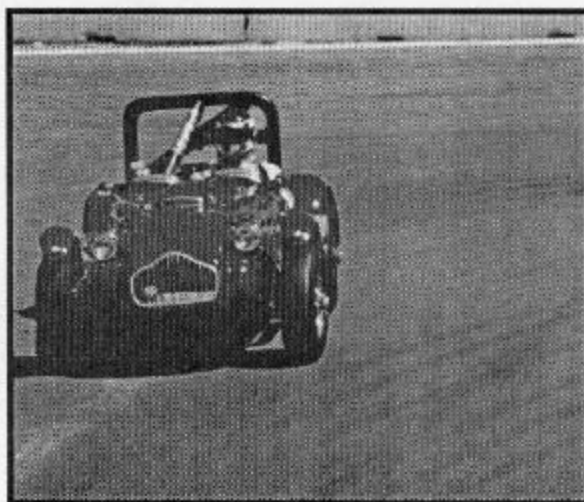
The rear Ford-style wishbone was replaced by twin parallel bars (made from Ford truck tie rods) on each side. They were mounted at the top and bottom of the rear wheel bearing housing, and extended to brackets on the frame located forward of the rear fenders.

The Alfin rear brake drums were wider than the original shoes. 1949 Cadillac front backing plates were modified to bolt up to the Allard center section. We gained about 1/4 inch of width of brake lining with this setup. A defroster fan was



Gentleman Jim Degnan on pre-grid - Laguna Seca (colin warnes)

Mike Stott demonstrating some "Allard English" as he sets up to enter Laguna Seca's Corkscrew. (colin warnes)



Allards at Road America

(continued from Page 1)

power track," meaning it puts more of a premium on power than on handling. Thus, it is generally a place that Allards and other large-engined fire trucks can be driven to their best advantage. The only caveat being that brakes are nearly as important as horsepower here and Allards are not known for their stopping power.

Allards present and competing included Jimmy Dobbs' flathead powered K1, Mike Stott's Cadillac-powered J2-X, and the editor in Syd Silverman's magnificent Cadillac-powered JR.

Jimmy Dobbs was running in Group 2 with the post war production cars and may have been the oldest car on the track with them. The group was about seventy strong and traffic a bit much, but Jimmy was doing great out there. Unfortunately the flathead wasn't enamored with the ambient air temperature and Jimmy parked it late in the weekend. The car looked as immaculate as ever, with the most nicely detailed flathead engine the editor has ever seen.

In Group 3, The Sportsracers, we found the Allards were the oldest - but not necessarily the slowest - cars out there. V8 power has its advantages at a place like Elkhart Lake.

This weekend was planned as the editor's introduction to the JR and its awesome horsepower. As introductions go, it approached love at first sight (or was that first fright?). The JR has a reputation as being more than a

handful than the J2X, most likely due to its prodigious horsepower. Mr. Stott could hustle his J2X through the corners a bit better than we could with the JR.

On the balance, though, we found it to be relatively benign and predictable. The brakes are better than those of the J2X, while the shorter wheelbase makes it a bit less stable. Under and over-steer are controlled by the left foot - up is understeer, down is oversteer. Given a certain degree of familiarity, we found it possible to toss it a bit sideways to line up the exit, and get the power down earlier for the upcoming straight. This was great fun, and inspired confidence. We soon found that we and the JR were achieving lap times that were about eleven seconds faster than we were getting in May with the J2X.

One JR anecdote worth relating had to do with coming on to the main straight a little ahead of a modern-ish Ferrari. Expecting him to blow by quickly, the editor kept the Allard to the left. That particular courtesy was surprisingly unnecessary. The Ferrari couldn't even get close until the JR's power had been shut down and the binders employed at the end of the straight. Imagine the conversation that driver had with his mechanic at the end of the session. . . "It's a 1953 WHAT?"

On the concours field the team did us proud as well. Mike Stott took first in his class Friday evening with the Allard, and it was named best race car overall. Syd's Kurtis was issued a special invitation on Saturday to represent the best of the competing racing cars and to participate in the Saturday evening concours in town.

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Much Modified Allard *(continued from Page 2)*

body and turned outward at the rear fender. Sounded great, but loud. The right side door was inoperative.

We bought wider steel wheels and had them reinforced with steel plates welded to the inside. A new one piece floor panel was fitted that was held in place by Dzus fasteners. A small roll bar was installed back of the driver's seat.

The first race (we requested and were assigned number 15), disclosed numerous "teething problems", including inner stub axles twisting and the generator-waterpump belt jumping off. The latter, I believe, had something to do with the way Tom downshifted, as the setup was the same as No. 14, which never lost a belt. We finally corrected the problem by using double belts directly from the crank pulley to the water pump.

The second race was the Seattle Seafair 1955 Race held at a nearby airport course where we were still having problems balancing the front/rear brake effort. Our method was to try various wheel cylinder sizes, and I ended up with a bucket full of them.

No. 15 was on the grid in the front row alongside Carroll Shelby in Tony Paravano's 4.9L. Ferrari 410 Sport. Tom gave the Ferrari a good run for the first turn, but had to back off sooner due to brakes. Shelby won and we DNF'ed due to the belt problem. There was also more trouble with the inner stub axles. This was solved for good by installing a Thornton Ratchet Limited-Slip differential, which fit the Ford case. We had special axles made for the Thornton that were larger and splined rather than tapered with a keyway.

The next race was a 3 1/2 mile hill climb, with 27 sharp turns and 1000 feet of climb. Tom set fast time in practice and was overall winner. We won it again in '56, '57, and '58. During those four years the car, with Tom driving, we won 27 events - mostly club races in Washington and Oregon. As times progressed we needed more performance. Tom acquired a new long block from Vic Edelbrock with the same displacement, and ported and polished '53 heads. We tried several cams. The best performance cam was an Iskenderian E2, with Isky tappets and springs. It was developed by Isky and Vic for Cad engines. Over 6,000 rpm was available. We put on Hallebrand mag wheels with Firestone 170 race tires. We also installed an Edelbrock tri-power manifold with Stromberg carbs modified by Bob Meeks at Edelbrock's.

We replaced the '37 Cad transmission with a four-speed unit from a Jag XK120. They were using a LeMans start the first time out with this transmission. Tom's pant leg went

over the shift lever when he jumped in. In his haste to get untangled, he forgot the shift pattern and stuffed it into reverse. Needless to say, he got away last, and had to go like hell to win that one.

Our third and last DNF in those four years came in 1957 when the clutch blew up. Broke the block, bent the steering column, cut all gas lines, smashed the coil and punched 27 holes in the body. Luckily, it all missed Tom. We then



Dave Cammarano coming down through Laguna Seca's Corkscrew. August 1999. (colin w)

installed a Scheiffer aluminum clutch and fly wheel. No more trouble there.

By the end of 1958 it was obvious that the car was no longer competitive. We sold it in the spring of 1959 for \$2700 - including trailer. Some Allard enthusiasts might be outraged at what I did to my J2. It must be remembered that this was in 1954, and J2s were obsolete as race cars. They could be bought, depending on condition and equipment, for as little as \$2,000.

In about '84 Tom received a call from a lawyer in Arizona who owned the car and wanted to sell. A deal was made. The car was complete the way we left it mechanically, but well worn. The body was a mess, with many parts missing or cut away, including the floor panel, dashboard, firewall, and seat bottom. The outside exhaust pipes were gone.

It took a couple of years to do all the mechanical work, and the body man did a great job. Then in 1988 Tom was a spectator at the Monterey Historic Races. That did it. The car was prepared to race with a roll bar and an onboard fire suppression system added. A proportioning valve and duplex master cylinder greatly simplified brake balancing. Other than these items, the car was identical to the car of 1958. Tom drove it every year at Laguna Seca from 1989 until 1993 - when he was eighty.

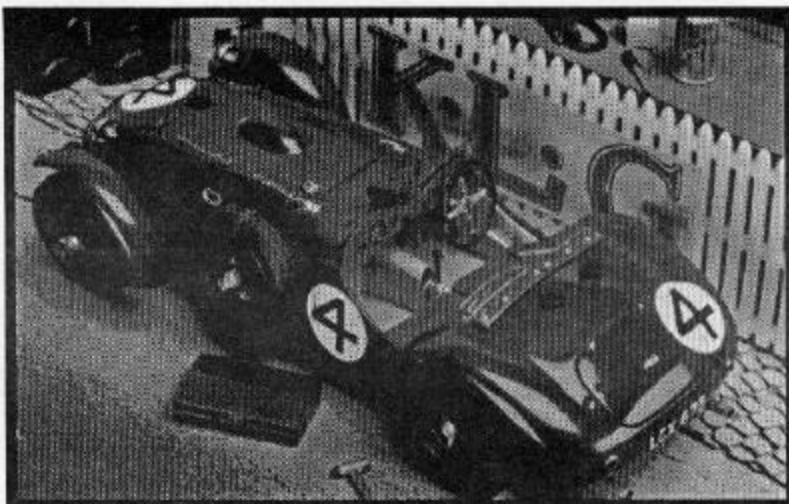
The car now belongs to Dave Cammarano of Olympia, WA, who continues to race it in vintage events.

1950 LeMans J2 ... In Miniature

We recently received an intriguing note from Tim Dyke of MPH Models of Shropshire UK. He specializes in finishing 1/43 scale models of LeMans veterans, and his letter announces the soon to be released edition of the J2 that Sydney Allard and Tom Cole drove to a third place finish 1950. Those of you who were at Monterey in '90 may recall this car's charred remains on display in the paddock area.

Steve Schuler, the car's current owner, lives and works in Malasia, maintains his racing stable in California, is having a new body fabricated in Australia, and hopes to have it ready to take to LeMans in June 2000. We hope to update you more in the next edition.

- caw



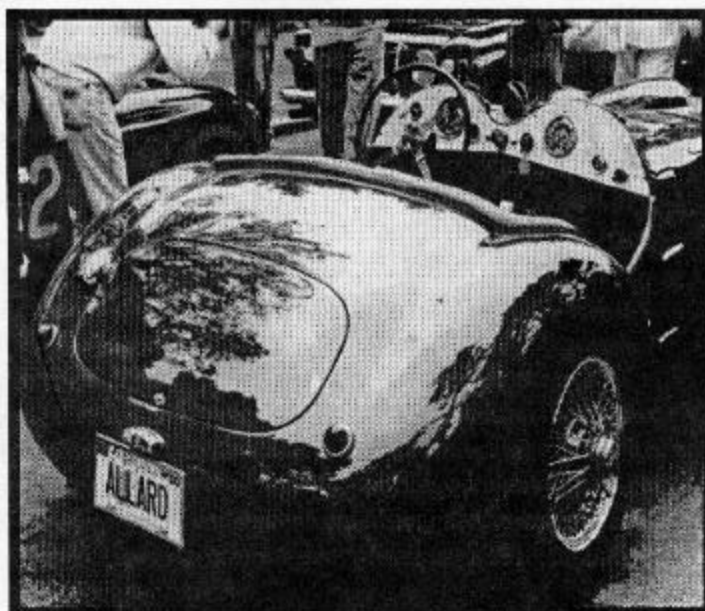
Allards at Road America (continued from Page 3)

Syd reported great pleasure in driving back to the track late in the evening. It had been a while since he had driven the Kurtis after dark. We're not sure he'd like to race it that way, though.

All in all, it was a good weekend filled with wonderful memories: wandering through the town of Elkhart Lake on a warm summer evening - seeing the road lined with some of the most wonderful cars imaginable - racing a few laps with Stott's red J2X filling the mirror - enjoying the beauty of a D-Type Jag in the mirror during the race on Sunday - and lastly, the pleasure of settling back into an air conditioned airplane and savoring a great weekend with wonderful people.

Let's do it again.

- jpd



Dick BeGuhn's J2 in downtown Carmel, during the lunch break in Friday's Tour of Champions.

A Letter From Our President 7 Sept, 1999

Fellow Allard Enthusiasts:

Please allow me to set the record straight as to my design office duties while at the Allard Motor Car Company, and perhaps give you some insight as to how your car came about. Firstly, I was with Aston Martin for three and a half years *before* joining Allard. I worked for Claude Hill and carried out the front suspension and steering geometry design for the early David Brown sports models.

The jobs I carried out at Allard in chronological order were as follows:

A. Stiffened the P1 saloon chassis which was just going into production and also redesigned the front wing steady arms to increase stiffness and reduce cost. Added a Panhard rod to the rear suspension.

B. Introduced the Panhard rod to the rear suspension of the J2 in place of the sliding block arrangement, and revised the coil springs and dampers.

C. Revised K2 front springs and dampers.

D. At this stage I proposed what became the J2X. We accomplished this by moving the power unit forward seven inches and designing the radius rods to run forward instead of rearward as in the J2. Thus the J2X (extended) came into existence.

E. The body people, Hilton brothers, proposed a convertible on the P1 chassis which became the M2X. My job was to design a hydraulic lifting system for the rather heavy glassfibre one-piece wings and bonnet.

Up to this point these were all models 'conceived' by the body people and Reg Canham, the general manager, by a system best described as 'shouting each other down.' Make no mistake though, but for Reg Canham's Herculean efforts against lethargy and downright wrong headedness, very few Allards would have been made and the business could have been closed down before 1950.

F. At this point the manufacturer of the chassis side rails (a pre-War Wolesley design) informed us that they could not continue to supply for more than a few weeks as the tools were worn out. As nobody else used them and the cost of renewing the tools was to be about twice as much as the Allard Company was worth, the future was 'uncertain.'



As I had already proposed to Reg Canham that we needed a stiff chassis and I had already done some work (calculations and layouts) on a twin tube side rail arrangement, he asked me to explain it to Sydney. Sydney liked it and we went ahead and produced the first P2 chassis in a matter of weeks. The picture on the front of the Summer issue of *The Register* shows the prototype P2 with the fellows who put it together, myself at the wheel. The frame was 100 pounds lighter than the P1 chassis frame, 5 times stiffer, 5 inches lower, and the power unit was 9 inches further forward. We made the whole thing in our own workshop with our own tools, which resulted in a savings of approximately 30%.

The original thought was that we would use the P1 body with a shorter bonnet which would give a more balanced appearance than the P1, but someone got carried away and an entirely new body was commissioned. It was designed by an independent designer, Jimmy Ingram.

G. Meantime I designed the K3 chassis which was similar to the P2, but with twelve inches shorter wheelbase.

H. At this time Sydney asked me to design a much lighter chassis using the Ford Consul and Zephyr power trains, brakes, etc. Thus the Palm Beach came about. Ingram did an outline body sketch for the Palm Beach and then Sydney paid him off. He then asked me to modify the headlamp arrangement which he wasn't keen on. It was a bug eyed design and I felt afterwards we should have left it as it was.

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A Letter from our President

(continued from Page 6)

I. Sydney then asked me to design a body for the K3 which I did. The prototype was built in the 'J' body shop in Estcourt Road. Fulham and the manager Sam Whittingham altered the rear lower body line. He lowered it in a pre-War style. I made a fuss to Sydney about this, but he said he had to "try to keep the old buzzard happy." Otherwise he might blow a fuse. However, eventually it was lifted, but only slightly.

J. The last vehicle I designed for Sydney was the JR, *not J2R*. Someone introduced this notation to give the impression that the JR was a development of the J2 which was not the case in any way. The JR was entirely new in all respects.

My challenge from Sydney was to design a car which was similar size to the Palm Beach but able to handle a seriously hopped up Caddy V8, and hopefully have a top speed of around 150/160 MPH. So, although the profile of the side rails was the same as the Palm Beach, the tube wall thickness was 50% greater. The front suspension cross members were also of heavier gauge, but the remaining cross members were unique to the JR.

The track is the same as the Palm Beach - 4'4 1/2", and although the axle beams were as Palm Beach, the brakes and steering geometry were quite different. The deDion rear suspension is unique to the JR in all details compared to previous Allard deDion systems. It was considered that we needed a much stronger hub arrangement and also a more compact arrangement to permit longer universal joint half shafts, which would not have to work through such large angles on bump and rebound, thus reducing power loss and increasing the life of the U-joints. Initially I arranged a Panhard rod for lateral control on the rear suspension, but due to a lack of space it was not ideal so the double 'A' frame was adopted.

The requirement for the body was that it should have the smallest possible frontal area and be free of any protrusions which would increase drag. I designed the body at home in my spare time, producing full sized sections of all the necessary contours to enable a working jig to be built up egg crate fashion. I did this job at home because there was too much pressure in the office as I had five or six draughts men and apprentices to look after and a continuous stream of service queries, and providing sketches to help the service aspect, etc, etc, and also tool design.

The first real test of the speed capability of the JR was carried out by Sydney at Boreham airfield circuit and a speed of around 160 MPH was achieved. The engine used was taken out of a J2X which had a maximum speed of 125 MPH. The engine was put in the JR without any

modifications, proving that the much reduced drag and weight of the JR paid off.

I was keen to put a double lateral link, or wishbone, front suspension system on the JR, because of the reduced track which results in a greater camber angle with the divided axle system. But Sydney, after thinking about it for a few weeks, decided to stay with the divided axle arrangement.

Shortly after the test run I left the company to take a job with one of the supplier companies who had approached me previously. This time I decided to accept their offer. I had a young family to consider and the rewards in real terms were greater, although not the satisfaction.

PLEASE NOTE

1. Please direct any additions or changes to our Mailing List to Bob Lytle.

2. Allard-focused articles and photos are always welcomed. Please direct submissions to the Publisher, Chuck Warnes. MS Word submissions by disk or E-mail are appreciated. Due to space limitations, we may have to do some editing.

3. In the future, we may run our SOURCES and CARS FOR SALE listings only during the Spring and Fall issues to allow more space for editorial content.

4. We appreciate those who responded to our request for updates on ads. It allowed us to remove several obsolete items.

5. We invite you to check out THREE Allard oriented websites on the Internet:

-www.ptinet.com/~jallard/allard.html

-community.webtv.net/raydonggp/PeacockBlue/

-community.webtv.net/k3x/AllardAlley/

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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.ques (mechanic): .. Dewayne 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: *Jags* (614)294-5050

Wheels:

- Disk & Special (not wire): ... *Taylor Made Wheels* (213)567-3998
- Allard Wire Wheel Spinner: *British Wire Wheel & Wheel Service* (406-479-4495)

Engines for Sale:

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

- NOS Hydraulic Tappets for '53 - 55 Buick V8. \$50 + 5 S&H
-Pete McManus (610)459-8918

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

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)235-6664

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 speciality! ... Janet Kinzinger (248)685-1660)

Photos (Race):

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

CARS FOR SALE

J1	Roger Hayes (U.K.)	0280-847-182
J2	Ashton Marshall	(619) 299-3224
	H. Wheeler	(801) 775-0162
J2X-LeMans	Charles G. Love	B:(408) 459-2862
Repro J2X	Doug Berstein	(415) 777-9739
sK1	Pete McManus	(610) 459-8918
K1-Ardun	Alain Bels (France)	20-46-66-66
K2	Jonathan Bien	(201) 886-2710
	Gene Forrette	(209) 687-5578
	C. C. Lipscomb	(902) 538-1200
	Jack Stinson	(313) 363-3051
	C. S. Warner	(717) 295-1540
	Jack Wheeler	(619) 454-7210
	David Williams	P.O. Box 1572, Clemons, NC 27012
M	Larry Johansen*	(909) 793-0513
	Ross Marshal	(704) 526-6666
K3	J. S. Blaine	(810) 684-6444
L	Jim Donick	(914) 635-2373
	Frank Savage	(404) 929-3715
	Rick Percell	(619) 481-707
	John Reaves	(918) 663-2030
M-Project	Yvonne Turner	(817) 926-2808
	[Tech ques: Dwayne Grammer(903) 425-3182]	
P	Jerry Conti	(813) 447-2221
	Larry Johansen*	(909) 793-0513
	Andrew Leonard	(213) 454-0096
PB	L. O'Meara	16 Oakridge Dr. Granby, CT 06035
PB Mark II	Ted Jones	(401) 245-3300

*Note: Will sell only one of my two cars.

Update on the Allard Dragster

I imagine most Allard enthusiasts are aware that Sydney Allard became enthralled with American dragsters in the post-production years. This enthusiasm grew to the point that in 1961, he built the first dragster in the UK. (pp 189 - 191 of Tom Lush's book, and Chapter 17 of David Kinsella's book). Power was from a Chrysler hemi, breathing through a GMC 6-71 blower sitting in front of the engine, and connected via a rather serpentine Potvin adapter. It's rumored that very few Potvin adapters remain in existence due to their propensity for violent explosions.

This dragster - along with "the other" Allard GT, and a number of other Allards - was last owned by Brian Golder, an avid Allard collector in England. Mr. Golder died a few years ago, and someone recently inquired about the current status of Brian's intriguing stable.

I recently had some correspondence from Michael E. Ware, Curator of the National Motor Museum at Beaulieu, who reports that Mr. Golder willed the dragster and one of his other Allards to the museum where they remain in storage. S'pose someone can interest him in the Nostalgia Drags that are held near Bakersfield CA each October? *caw*