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We recently received the following letter from Member Jan Bellander of Gustavberg, Sweden:

"1982-83 finished my 7 years restoring my Allard J2 (J 1690) to almost mint racing condition. After tests at some club races I tried to beat the famous English GF-cars at a big race 1982 at Ring Knutstorp. But I couldn't. But in 1983 at the big Cannon-Race Karlskoga I had the luck to be the winner of Class B. This first place meant a lot and I got 4 new Dunlop Racing tires from London. It was really a Big Race, as you can read in the Swedish WHEELS.

After that race I had no ideas for selling my J2. I am proud of my Allard much because it is an ALLARD and not a Hot Rod if you understand what I mean - no disc brakes, etc. But perhaps some time in the future I can change my mind.

This year 1984 I have raced the Allard twice and finished at the 2nd place. There is a little Lotus I can't beat. It seems to me that he does not need to use his brakes. But some time Goliath will beat that little David.

Your Allard Racing Driver since 1962,
JAN BELLANDER"

Many thanks for your letter, Jan, and congratulations on winning your class at Karlskoga. Thanks also for getting permission for us to reproduce the photos from Swedish 'Wheels'.

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Member John Fesquet of Leicester, England writes us:--

"Thanks for the Bulletin - a good read as usual... At Prescott Speed Hill Climbs during the 1984 season I was placed second in class on three occasions driving the TR Special, and Roger Murray-Swan's (Allard Kl) and Sue Halliard (Allard L type) were placed 1st and 2nd in class in the Classic Car category at the July 13th meeting. These two have given me encouragement to press on with my own Kl, which as you can see from the enclosed photo is at least in one reasonable looking piece now. Note how the body behind the seats is cut-away to form the only Kl occasional 4-seater I know of.

The enthusiasm of the American members is obviously terrific and an inspiration to everybody to get their Allard on the road, or better still, the track.

That's about it... once again thanks for the Bulletin, it does keep us all together and encourage blokes like me to get cracking!"

Many thanks for your letter, John, and for the result sheets of classic car events at Prescott speed hill climbs.

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Our Eastern States Rep. Ed Reed II writes as follows:--

"The photo of my Allard in the enclosed Christmas card was taken by my son Alen from another sports car as we were on our way to a Worcester Area Sports Car Club Anniversary party. As I approached the location of the party, I saw many people smiling and waving. I was directed to drive up on the lawn and around to the back of the house where the Allard was parked between a swimming pool and a tennis court. Much to my amazement the Allard was used as the centerpiece for the Sports Car party, which took place all around the car.

The big Allard event for me this year was driving my Allard to Lime Rock, taking part in the Allard North-East Gathering, and driving the Allard back to Worcester. That weekend I drove the K2 Allard 273 miles and enjoyed every minute of it. The weekend September 21-23 was perfect weather for driving an open sports car. I left Worcester at 10:30 a.m. Friday morning and headed west on the Mass. Turnpike. I stopped for gasoline at the last gas station on the turnpike since I would soon turn off and take the country roads to Lime Rock, Conn.. While filling the tank with gas, I heard a voice say 'Are you going to Lime Rock?' As I looked at the person making

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the question I saw a red J2 Allard on a trailer in the background. Rev. Holtsapple had been parked at the gas station when I drove in. We drove together to Lime Rock. The
scenery is beautiful in this part of the country, and when I leaned back and looked over
the top of the windshield I could see the many-coloured leaves of the fall foliage
stretching way up on the sides of the surrounding mountains.
At Lime Rock that weekend I saw more Allards in one place than I had ever seen
before and met more Allard drivers than I had ever met before. The first question
every Allard Register member asked me when they looked at my car was 'where did you
get the Allard Register badge?' I told them that I had followed your instructions in
making the badge.
During the weekend many pictures were taken of my car by people who were restoring
Allards. Many details such as the seat adjustments, interior door trim, and the
master brake cylinder interested the Allard restorers. One detail of major interest
was the way the gas line ran from the electric fuel pump on the firewall to the two
carburettors. The original set-up did not use a fuel block which you see on many
restorations. If any Allard Register members restoring an Allard would like photos
of any part of my car, I would be glad to send them a picture if it would help in
their restorations.'
Many thanks for your letter, Edgar, and your kind offer to fellow members who are
restoring their cars.

ED.

1954, in retrospect - by our Hon. Secretary.

During 1954, I received many interesting photos from members who had completed restor-
ation jobs on their cars.

Member Bob Rohfeld of Walnut Creek, California, U.S.A. sent me a fine set of photos
of his car which was the famous road-racing J2 of member Tom Carstens. This was the
same car in which driver Bill Pollock gained so many successes in the early 150's.

Member F. Morton of Oxted Hulme, Cheshire, England sent a photo of his P type
saloon resplendent in white cellulose and red wheels, and with all metal parts re-
chromed.

Member Bob Lytle of L.A., California, U.S.A. has done a great job on his J2X over
the past 2 years. He took it to the second Allard Reunion at Road Atlanta last
November and it was driven by English member Cyril Wick. A most interesting detailed
account of his restoration job is to appear in the next issue of the Bulletin.

Several members sent Christmas cards which had photos of their Allard cars, and
amongst these were Ed Reed and Peter McMamua's K types, and Cyril Wick and Jim Tiller's
J types.

I take this opportunity of thanking member Jim Donick and his assistants for organ-
izing the Allard North-East Gathering at Lime Rock, Conn., which was a most successful
event run in ideal weather conditions. Also many thanks to Syd Silverman and his
team of helpers for again running a very successful Second Allard Reunion at Road
Atlanta.

Thanks again to member John Patterson for his service in providing members with
spare parts, and our President Tom Lush for his help and assistance with technical
queries received from fellow members.

To conclude, I thank all the Register officials, area representatives and all
members for their support in 1954, and look forward to receiving many communica-
tions in 1955.

Member Syd Silverman of White Plains, N.Y., U.S.A. very kindly sent us a full
report of the Second Allard Reunion held at Road Atlanta in November last, which was
over 4 pages in length, and of great interest.

First of all, we wish to congratulate member Ron Marsh on his outstanding perform-
ance. He won the Group 4 race with ease, came back in the Group 6 (racing cars
through 1959) and when the flag dropped, he made a lightning start and went on to win
this race in a decisive fashion. In the process he beat theoretically faster cars
such as a Lister Chev., a Lister Jag., a D-Jag. and numerous Fossches.

U.K. members attending this event were our President, Tom Lush, and members Cyril
Wick and Ian Brent. On their return to England I had dinner with them, and it was
agreed that Don had driven a great race, and if he were given a drive in a Formula 1
Grand Prix car, would be right up there on the leader board, without any doubt.

Cyril Wick, however, had his own personal reunion in Atlanta. First he found his
original J2 in the paddock. It is now owned by Howard Eckert, and is beautifully
turned out in dark blue. Cyril also wound up driving Bob Lytle's Buick-powered J2X
for most of the weekend, and after not having turned a wheel in anger for 29 years,
went out and finished fifth overall in the Allard race and second in Division 8.

Tony Dron drove Syd's J2X in the parade, and as Syd says, 'I don't think anyone who

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Member Jan Bellander in his red Allard J2 winning the Cannon Race at Karlskoga, SWEDEN, in 1983.
Reproduced by kind permission of Mr. Sture Throngren, of "WHEELS".


saw all 19 Allards go by in formation behind a camera car will soon forget that thrill. Watch the February and March issues of Thoroughbred & Classic Cars for the Reunion story.

Syd also writes us as follows:-

"...Although we are just entering the winter season here, there is a lot of enthusiasm and interest looking forward to the 1965 racing season, and I think the level of Allard activity will continue to increase. I think the most interesting event of '65 will be the SVRA vintage weekend at Watkins Glen in September. Jim Donle is helping with the organization on this event, and we have already reserved a block of rooms in a motel, and had a number of people call making reservations almost a year in advance, if you can believe such a thing...." Many thanks for your letter, Syd.  

ED.

Completing the 1964 list of members, we extend a very warm welcome to the following:-

Dr. W. J. Glosson of Wanganui, NEW ZEALAND.  
Ms. Judy Farkes of Pompano Beach, Florida, U.S.A.  
Vernon Russell of Wehi, NEW ZEALAND.  
Charles A. Warras of Fresno, California, U.S.A.  
Frederic L. Alger of Montville, New Jersey, U.S.A.  
James M. Deegman of Glendale, California, U.S.A.  
Dr. Roger J. Bagshaw of Gladwyne, Pennsylvania, U.S.A.  

Bob Lytle, 6378 West 79th Street, Los Angeles, U.S.A. has agreed to be our L.A. Correspondent in place of Dr. J. Jewell-Thomas. He writes:-

WEST COAST NEWS. On the first weekend in December the Vintage Auto Racing Association held its last race of the season at Riverside Raceway. A total of over 100 cars showed up along with three Allards. Fellow Register members were Jim Begeman K2, Duncan Gonzales J2X and Bob Lytle, J2X.

The Saturday race, which included the Allards, was comprised of 22 cars from a Grand Prix type. A J-type Jag. and everything in between. All the Allards made a good showing and finished their race, which makes each a winner - right?

Duncan couldn't be with us on Sunday, something about an old 1936 Peckard which he flew to San Jose to purchase. Jim's K2 was suffering from excessive asthma in one cylinder. The 1953 Cadillac still had seven cylinders left which we all thought was enough, but the race stewards wouldn't put up with the smoke screen. Lytle's clutch packed in during practice, so the entire Allard contingent sneaked away at lunch time. All had a great time, and look forward to the next meeting.

Work is progressing on the J2X found in the proverbial barn by Dennis Aase. Dennis reports the roll cage cadillac is back in the chassis and attention is being given to the body. Someone had replaced the two engine side panels and had never replaced the port holes. This is being remedied with the invaluable help of Alan Tiley who supplied the six porthole bezels. We all look forward to seeing "Hotshoe" Aase out on the course with his new prize.

Steve McQueen's J2X sold at auction for $30,000. No doubt the price was bid to this figure by the appearance of no less than 12 Allards of various types. This 'Allard Reunion' was the result of an intensive publicity campaign by Syd Silverman, Dean Butler and Tom Turner, aided by Bob Lytle in Los Angeles, and was so successful that the event was repeated last November, 1964.

During our visit, Pat and I were able to spend a few days in New York before flying down to Atlanta for the meeting, then going by road to Fort Worth with Tom Turner, where we stayed for a few days. Then we flew to California, where we were met by Bob Lytle, subsequently staying overnight with several different Allard owners in the area, finally flying home from Los Angeles, after three wonderful weeks.

At the time, there was talk of repeating the Reunion in 1964 but I was completely

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satisfied with my previous visit and had no thought of being invited again. Imagine my surprise and delight therefore when I heard that through the generosity of an American enthusiast, together with the American contributions, I was again invited to attend Road Atlanta, and subsequently to spend a total of six weeks, staying with Allard owners and seeing so great a deal of the country.

I flew out from Heathrow on November 1st, together with Cyril Wick, Alan Tiley and Ian Grant, to New York JFK. Then we flew on to Atlanta, eventually collecting two 'Hartsmobiles', and navigating through the late night traffic of the city, finally reaching our booked accommodation at the Holiday Inn, Gwinnsville around midnight.

At breakfast next morning many people met for the first time since 1982, and it was mid-morning before we got away to the circuit. The day was devoted to scrutineering and other formalities (the entry totalled 70). All pre-war cars qualifying as Vintage under the American rules. Practice was on Saturday and the racing on Sunday. A notable guest of the Allard owners was Tony Dron, editor of our Classic and Thoroughbred Car Magazine, and at his request for press coverage, all the nineteen Allards present, including an L type tourer and a Jaguar Palm Beach did two laps, behind a camera car truck. A marvellous sight to see so many all at once. Even in the works days, one rarely saw so many together, and never more than three or four at a race meeting.

As this article has been requested as a personal account of my experiences in America, and the results of the meeting are being fully covered elsewhere, I need only say that the high-light of the event for me, and I'm sure of all the others, was the sight of Don Marsh in his Cadillac/2X leading the field in the big race, ahead of a Lister-Goyette, A type Jaguar and other potentially faster cars. He also won the 'Allards only' race, which fielded 32 cars - six 2X, two 32, two 42, one R, and the M.T. coupé, still Chrysler engined.

Bob Lytle had trailed his 2X from Californie, but after several practice laps made a slight contact with Tom Turner's O/3 rear, and was therefore excluded from running, under the very strict S.E.V.R.A. rules. Nothing daunted, he promptly offered the car to Cyril Wick, who greatly enjoyed the unexpected chance to drive again after so many years.

Following the meeting I joined Bob on the Monday morning for the 2,000 mile journey back to Los Angeles, and in conversation he said that although disappointed at not racing, he had achieved his set programme of the complete rebuild of the car, over two years to be ready for Atlanta 1984, and was therefore quite happy about the whole affair. His towing vehicle was a big Ford V8 pick-up truck, fitted with a camper body, and we spent two comfortable nights aboard, the first in Jackson, Miss. On Tuesday we stayed with the Turners in Fort Worth, and our final night in El Paso, reaching home at 11.45 on Thursday night.

On Saturday we collected Alan Tiley from his friends' house in the suburbs, and after staying overnight took him to the airport early on Sunday morning for his homeward flight.

"Custom Car" magazine, December, 1984, had an article and good photographs of member Peter McManus's racing R1.

Members are invited to the John Harrison/Peugeot/Talbot Veteran Vehicle Rally on the 4th May, 1985 at the Newark and Nottinghamshire Agricultural Showground, Newark, Notts., England. Entry forms obtainable from our Hon. Secretary.

SUBSCRIPTIONS FOR 1985 ARE NOW DUE

THE ALLARD REGISTER

I enclose herewith £2. or $3. (If air mail required, please £1 or $2.)

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NOTE: If currency notes are sent it is suggested that a piece of carbon paper be placed in the envelope.

N.B. In an endeavour to eliminate bank charges, it is requested that prompt payment is made of annual dues. Thank you.