In a letter from member Paul Lindhe, of Rydeholm, Sweden, he writes as follows:

"...I would also like you and all the members of the Register to have a merry Christmas and a happy New Year..."

Your good wishes are much appreciated, Paul, and are warmly reciprocated. ED.

Our Hon. Secretary writes:

"In wishing all members a happy and prosperous New Year, I take this opportunity of thanking all those members who have sent or written items of interest and articles for The Bulletin during 1981.

First of all, I mention member Mr. M. A. Stein of the newly formed Allard Motor Co. of Toronto, Canada. He has provided literature on the new J2X2 and also, very kindly, had produced the excellent colour photo of the new car for the Register Christmas card.

I wish to thank very much member Dr. Stephen Jewell-Thomas, who has done an excellent job in securing many Allard drivers and enthusiasts together for a meeting on the West Coast U.S.A., and has kindly consented to set in the capacity of Los Angeles area correspondent for us.

Much appreciated is the help given to our members by Don Hudgins, who is attending to members' queries and requirements in the State of Missouri, and other mid-western states.

Many thanks to Dean Butler, for sending recently a copy of Auto Sportman, issue August, 1983, which contains an interesting article on the famous John Carsens racing J2 which will make great reading in The Bulletin.

Thanks to Dr. Richard McCoe of Fort Worth, Texas for sending excellent colour photos of his J2X alongside another J2X in the paddock of a vintage racing car event held in conjunction with the Sebring 12-hour endurance race.

A most enthusiastic letter of a 3-year restoration job on a J2X from Roger Morello, together with five colour slides showing the various stages to final completion.

Thanks also for the technical data sent by Andy Piccirillo of Needham Heights, Mass. on the use of silicone fluid in the braking system of his J2, and the assistance afforded to the Register by member John A. Howard of Westminster, Mass.

Two members very kindly sent me Christmas cards showing a colour photo of their Allards; they were Ed Reed (U.S.A.) and Colin Daniel (U.K.).

Thanks again to John Patterson for his service in providing members with spare parts, and our President Tom Lush for his assistance and help with technical queries from fellow members. In this connection, I must mention one case in particular. It concerned a Palm Beach Mk.I owned by member Alan S. Harvey of Los Angeles, California. Alan wrote me with a request for further information on his car, but the chassis plate was missing. He did, however, provide me with an engine number which showed that it was an English Ford motor. I advised him that if the motor was the original one fitted at the time of manufacture at the Allard Motor Co. factory, our President may be able to locate the chassis number, and then any history. I did warn Alan that if this engine number was a replacement unit, then it would be doubtful whether it would be possible to tell him the chassis number.

Tom Lush spent a considerable time searching his records and found that the engine number supplied by Alan Harvey was the engine fitted originally, and that the chassis number was 212 S025. Further investigation showed that this car was purchased new by Major H. G. Fisher of the U.S. Air Force and he was adjutant to Lt. Col. 'Butch' Griswold, U.S. Air Force, who was a personal friend of the late Sydney Allard when 'Butch' was in command at North Weald Airbase, Essex, England.

This car was used in a comedy film some 20 years ago, entitled 'Knock on Wood' which starred the famous movie actor Danny Kaye. For this fine effort, I say many thanks, Tom.

Finally, I had an extremely pleasant surprise on Christmas Day when presents were being exchanged. One parcel I opened, which had been initially addressed to my wife with instructions to give it to me on Christmas Day, was from member Frank Bursinger of Seal Beach, California. It contained a Christmas sock full of candies, and amongst /continued on Page 2.
them was a plastic model of a J2 Allard. This really was a great surprise.
To sum up, I say to all members, very many thanks for your continued support, and
I look forward to receiving many communications in 1982.

In a letter from member Ed Reed of Worcester, Mass. U.S.A. we extract the following:—

"...I received the October-December 1981 Bulletin and the Christmas card showing the new
red and yellow Allard J2XE's. They look great. I was also interested in reading about the
activities of other members of the Allard Register. I am glad to see that more and
more Allards are being put back into running condition...
...I recently received a telephone call, and when I answered a voice said: "I own an
Allard!" It was member John A. Howard from Westminster, Mass. who is restoring a K type.
...In April last I had the Allard's (K2) mudguards (wings) repainted. This work was
done in a shop in Westboro, Mass. which specialises in restoring old cars. Whilst the
car was there, it received a compliment. When the paint had been removed from the mud-
guards I was told that "an expert job of hammer welding was performed in the construction
of the front mudguards". With the paint removed, I counted 8 pieces of metal which were
hammer welded in forming each mudguard...

On the last day of June 1981 I started the engine and made a cross-country trip to
Boothbay Harbor, Maine which is about 200 miles from Worcester. It was a beautiful
summer day with a temperature of 68° and everything went fine. People in other cars
kept asking me what the car was. I was very all the way trying to yell the word 'ALLARD'
over the wind and exhaust noise. Then when I stopped for fuel, a large crowd of people
gathered around the car. When this happens I always lift the hood to show all those
interested the Geidlin engine with its Detroit Racing equipment. I drove the car to
Maine to enter the 'Wind Jammer Day Parade' in Boothbay Harbor on July 5th at 1 p.m.
This was a large parade with entrants from all the New England States plus Canada.....
...While my Allard was in Maine I enjoyed many early morning drives along the ocean front
on the various roads around the Boothbay Harbor area. The Allard attracted many people
everywhere I went. All ages were interested, and when they looked at the car I noticed
there was an air of excitement. The Allard looks great painted black with its black
belt holding down the hood and the contrasting chrome and aluminum trim. The red seats
and red wheels really make it stand out. There were many comments. Some people
thought it was artistic the way the mudguard design flowed into the body design. One
question I was asked many times was: "How did you get the car to Maine?" I answered:
it was easy. I started the engine, put it in gear, aimed it toward Maine and here it is. The
last Sunday in August I drove it back to Worcester, and the ride was so enjoyable I
wished it could have lasted for ever....
...I am going to drive my Allard to Boothbay Harbor for the Wind Jammer Day Parade again
in the summer of 1982. The date of the parade is Wednesday, July 14th, 1982 at 1 p.m.
I should like to meet all Allard enthusiasts and Register members with or without their
Allards in Boothbay Harbor, Maine. All those interested can contact me at my home
address: 24, Butternut Hill Road, 'Worcester, Mass. 01609 (phone 1-617-7557212)..."
Many thanks for your letter, Ed, and from the photo, your car looks fabulous. I hope
that many members meet up with you next July and thank you for arranging this meeting.
I shall put another note of this in the next issue of The Bulletin as a reminder.

Member Brian Gelder owns the late Sydney Allard's original dragster, which is on loan
to the Montagu Motor Museum at Beaulieu, Hants., England. Sydney developed this machine
in the early 1960's, which was, incidentally, the first dragster manufactured in the U.K.
and which started the drag racing scene in Europe. In a recent letter from Brian, he
writes:
"...This classic Allard was in a shocking state when I bought it but it has now been
restored to its former glory, and a credit to the marque Allard. Due to the rush to
have it ready for exhibition the restoration was restricted to a 'rolling chassis and
bodywork' job only, although it is my intention to eventually fit a rebuilt engine,
blower and drive train. In the Future, give a few exhibition runs on the track again.
Obviouslly with the original engine/blower set-up, and running an ET of 10 seconds for the
quarter mile, the current dragsters would make the Allard look sick. I think I, person-
ally would prefer it in its near original trim as possible, but what do you think of the
idea of tuning with all the latest in engines and blowers, etc. to give the best possible
performance, which due to the heavy weight of the Allard still would not compete realism-
ically against the current machines. Perhaps you'll be so kind as to open a forum of
discussion in the Bulletin:—

VERSUS

B MOSEL AND NON-COMPETITIVE
and see what other members think...."
Many thanks for your letter, Brian, and here's hoping that members will write to us so
we can reproduce their ideas.

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We have been informed by Mr. Alan Allard, that the new J2X2 Allard car was developed over the last couple of years in co-operation with Allard Manufacturing Co. Ltd. of Mississauga, Toronto, Canada, and became a reality during the summer of 1981 with the building of the first two cars. He advises us that he went to Canada for the Press announcement and launch of the new model and demonstrated it at the Shannonville race circuit.

A new Allard Motor Co. has been formed in Mississauga, and he is director of European sales. It is intended to build up to 250 J2X2's over the next two years.

His letter continues as follows:-

"...It should be pointed out that this is a new Allard, not a replica of the original J2X and should in no way detract anything from the original examples which have a character all of their own. I should imagine that the value of the original J2X's will appreciate considerably as a result of the rebirth of the Allard car.

This should be good news to Allard enthusiasts world-wide and you never know, there might be a new JR, JS, etc.

If anyone requires further information, please let me know...."

Many thanks for your letter, Alan.

ED.

Editor's afterthought - would a future JR or JS model sport a 'birdcage' chassis frame?

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In a letter from member Jim Donick of Pleasant Valley, New York we extract the following:-

"...I took my K2 over to Lime Rock, Connecticut for the Vintage Car races. I drove over at day-break along Route 44 into a rising sun. It was cold (29°F) but absolutely spectacular. The sun was bright and the colourful autumn foliage at its peak. Truly a day to be alive and motoring in an open Allard. I parked in the Paddock next to a lovely J2X belonging to member Syd Silverman. I enclose some photos....."

Many thanks for letter, Jim, and for the delightful photos of your K type and Syd's J2X.

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ED.

NATIONAL MOTOR MUSEUM. On Saturday 6th February, the National Motor Museum is holding an Archive Special at the National Film Theatre. The Archive Special will be a unique chance to see Donald Campbell's "How Long a Mile", made following his successful Jumbo Land and Water Speed record in 1964 and not before shown publicly. From the Ford Collection there is "Nine Days in Summer", on Jim Clark, the Lotus 49 and the first year of the Ford DFV engine in Grand Prix racing in 1967. Some rare footage of early tracked vehicle experiments, featured as a 'short' in the West End in 1908 is another archive treasure in the programme.

Other items to be included are a delightful Ford film magazine from the 1930's, a cinema white "Rhythm of the Road" on the Ford V8, some apt newsreel on Scotland's great white hope the Hillman Imp at Llanwood and some 'home movie' of the 1939 RAC Rally.

Two different programmes will be shown, at 6.30 p.m. and at 8.45 p.m. Tickets are £1.80p for each part, and are available directly from:- The Box Office, National Film Theatre, South Bank, Waterloo, London, SE1 8XT, enclosing a stamped addressed envelope. Please indicate clearly whether you require tickets for Part One (6.30 p.m.) or Part Two (8.45), or a combined ticket (at £3.60p) for both. Programme ends at approx. 10.20 p.m.


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SUBSCRIPTIONS FOR 1982 ARE NOW DUE

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