



# The Tailwagger



## Allard Owners Club Monthly Bulletin No 2 December 2009

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Please Note that the views expressed in this publication are not necessarily those of the Committee or the Members and that products and services advertised in these pages are not necessarily endorsed by the Allard Owners Club or the Members.

**The President, Vice Presidents and members of the Committee wish all the membership of The Allard Owners Club a Happy Christmas and a jolly New Year.**

Issue 2 here already and despite alleged alarms and excursions out in the sticks and premature lemming like thoughts of black holes all actually seems to rather well in the Allard owning world. The Midland and Northern lunch was a success and your Committee now enhanced by the presence of David Moseley in the role of Hon. Sec are going forward with dedication and determination to address various important issues. There is a veritable feast of social and competitive events to tempt you out in 2010 and the Club looks forward to celebrating its 60<sup>th</sup> Anniversary in 2011.

### Announcements.

**Henceforth please address all correspondence for the Committee's attention to The Hon. Secretary, Mr. David Moseley , 19 Bramham Gardens, London.SW5, OJE . U.K**

**Membership Renewals Due 1 January 2010.** Members not paying by Standing Order will with this Bulletin receive renewal forms. Members who pay by Standing Orders will receive a form seeking confirmation that their membership is to continue. All Members please return forms to Darell Allard, Membership Secretary AOC. "Tanglefoot" Horney Common, Nutley E Sussex TN22 3ED , U.K. at your earliest opportunity. **If you do not intend to renew please let us know why.**

**New Members:** The President, Vice Presidents and Members of the Committee welcome the following new members.

Stewart Couch, Stockbridge, Hants. and Geoff Allard,. Northampton

**Allards in the Press.** At least three mentions this month Classic Motor Monthly ( CMM ) November edition has two articles in which Allards are mentioned. On Page 2 Bognor Regis MC report on the success of 2009 running of their Regis Rally- in which Sheila and her L Type participated - in raising over £30,000 for charity to bring the twelve year total to £254.000. The regulations for 2010's Regis Rally are now available. **See Forthcoming Event Update for more.**

The second entry (two in fact )on Page 3 relate to the reunification at a ceremony at Bealieu first week of December of Sydney's Dragster and the Speed Equipment Manufacturers' of America (SEMA) Trophy awarded by SEMA to Sydney in 1964. Our President Allan Allard and Gavin Allard will be attending the event.

In the prime spot though is Classic & Sports Cars December Edition coverage of the Bugatti Owners Club Autumn Classic Meeting at Prescott Hill on 26/27 September. Allards not only mentioned but a mugshot too of all four Allard Silver Wolves. Thanks to long-time Allard aficionado Mick Walsh of C&SC whose smart Lea Francis 14 hp shared our parking spaces beneath the apple trees.

## **Race Clobber.**

Sadly, almost inevitably the time is arriving when those of us who are obliged to enjoy our motoring fun clad in sexy flame retardant safety wear have to upgrade our driving suits and if not already wearing them get kitted up with flame retardant gloves. The budget C.C Racewear suits I had produced and sold in the 1990's and still serviceable must from 1st January 2012 in the interest of EU harmonization be consigned to the workshop. The MSA Blue Book Section [C(C)] Competitors: Safety now amongst other things will state that from 1.1. 2012 "Overalls, homologated to either FIA 8856-2000, or FIA 1986 standard will be mandatory". The wearing of flame retardant gloves will also be mandatory.

## **Woodcote Trophy Race , Spa 6 Hour meeting 26/27 September 2009 .**

Tom Walker was one of the two AOC members competing in the Woodcote Trophy race at Spa in September. Tom and his co-driver Jonathan Cobb ferrying Tom's Le Mans bodied J2X to and from the event from Tom's Leicestershire home. Race duration was one hour.

### ***Tom records***

Spa was terrific as usual. The sun shone and we had a great time. The Spa Historic 6 Hours meeting is reckoned to be one of the best in Europe for old car racers. There is a great spread of cars entered and the circuit is acknowledged to be the best fun to drive on.

We packed the camping stuff into the car, and motored down on Thursday via the Channel Tunnel, and got caught in rush-hour traffic at Brussels. That was when my electric fan switch decided to pack up, but we unfortunately boiled before I realised. The next service station was down a blocked slip-road, so we soldiered on, only to run out of petrol 1 km before the next stop !! Co-driver Jonathan manfully pushed the Allard down the gentle slope (so I called it), and was not best pleased when I reminded him it was his turn to fill her up !! That was a mere 145 euros !! We also slurped 6 litres of water into the rad.



Arriving at the circuit at about 7.30pm, the boys had the steaks on, and we demolished some vin rouge before lights out. Fridays qualifying, and as I pulled out onto the track, there was a terminal miss-fire and she would only go on full throttle. We coughed and spluttered round to the pits, one full lap, pulled in and lifted the bonnet. Nothing had dropped off or was visibly wrong, so we decided to do the minimum 3 laps each (Jonathan was double driving) at a crawl, just to get on the grid.

Back at the paddock, a carb strip revealed a large chunk of muck blocking an intermediate jet...a great relief to find a curable fault. So, we were on the back row of the grid again !! Race day Saturday, and we had got an early (-ish) night for once, so felt ready to tackle the awesome Spa bends, dives and climbs.

The start at Spa is "rolling", and there were 40 cars in our race. The rule is that although the leaders go over the line and race on the green light, those behind can't overtake till they have crossed the start line. Well, being at the back, I had some right old slow-coaches in front of me, and I could not stop the old itchy right foot...so I had five of them before the start line !! Yee-haa!! Fifteen cars on the first lap...I was having great fun. Then of course it starts to get harder, and by the end of my half-hour stint, I was having a great dice with Adrian Van De Croft in his nimble little Bristol-engined Cooper. We pulled into change drivers on the same lap, and Jonathan carried on the "David and Goliath" tussle for his whole half-hour stint. Only this time Goliath triumphed

The rest of the day was spent re-hydrating on best Belgian beer, watching the marvellous spectacle that is the 6 hour Race, and eating more steak and chips ! What a terrible life ! Roger Murray-Evans and his mate Roger Portman motored down to join us and declared it was one of the best week-ends they could remember. **Hear-hear**

## Woodcote Trophy – Spa - Placings

Place	Car No	Class	Driver/Co-Driver	Country	Car .
1	1	E	PHILLIPS C/BOURNE R	GB/GB	ALLARD J2X
2	23	E	WOOD B/CANNELL B	GB/GB	RGS Atalanta
3	4	E	WALKER T/COBB J	GB/GB	ALLARD J2X Le Mans
4	15	E	BUXTON R/STEELE M	GB/GB	HMW JAGUAR Sports
5	9	E	CASE-GARDENER P/ALLEN D	GB/GB	JAGUAR XK140 SE
6	143	E	JOHNS P/KEITH-LUCAS C	GB/GB	JAGUAR XK140
7	56	E	SINGER A/SINGER J	GB/GB	KURTIS 500S
8	53	E	HUBNER H/WINDSOR-PRICE M D/GB	GB/GB	HWM Jaguar
9	59	E	VEREY M	GB	ALLARD J2

### First in class and Fastest Lap

Car 1 PHILLIPS C/BOURNE R ALLARD J2X best lap time 3 minutes 11.05 secs 131.97 Km/H

**Race winner** Car No 26 a Maserati. Best lap 134.045. **Allard placings** Chris Phillips 5<sup>th</sup>. Tom Walker 13<sup>th</sup>. Malcom Verey Allard J2 retired

### *The Midland Lunch - John Peskett reports:*

This year we changed venue, and a record turnout of forty four enjoyed a really fun day at The Falcon Hotel, Uppingham. Held so late in the year it was not surprising that the weather was pretty awful, and so we only had three Allards present, my red K1, Dave Loveys black P1 and Steve Taylor's much admired, fresh on the scene Palm Beach MK 1. Those of us not staying over Saturday night left during late afternoon, but I gather that the overnighters enjoyed a lively evening in The Vaults across the market square and some then visited Rutland Water on Sunday morning. As usual, thanks to everyone who attended, especially the long-distance folk, and thanks also to Peter and Pat Wright for the excellent organisation.

### *and by Sisyphus*

Due to diversions on the A1 we arrived at The Falcon rather later than hoped for to find what had been the old courtyard, where ostlers once ostled changing teams of steaming coach horses, abuzz with the cheerful chatter of Allardists and friends catching up with the latest news and views of recent events, restorations, ailments and family developments.

The Falcon's private parking area, had we spotted its entrance during our several circuits, was full anyway so we jumped into an adjacent long stay car park and happily coughed up the £1.50 for five hours which would see us into the weekend free-zone. Croydon Council and like minded money grabbing authorities please, please note!

Very soon we were summoned to our private dining room and seated eight or so to each of the round tables. The staff worked hard to get the grub onto the table piping hot. As the coffees and mints were consumed a cake with fizzing adornment was brought forth to celebrate the Dudley Hume's commencement of employment at "the works" in 1949, John Patterson's 50 years of AOC membership and "Farmer" John Tinsley's 50 plus years of owning his Ardun engined J2. A very nice touch indeed. Hearty applause all round for Peter & Pat Wright and John Peskett. There were in fact six Allards at the lunch counting Darell and Jenny Allard and son Geoff

What an excellent choice The Falcon was for this year M&N event, set as it is in the Dickensian ambience of the small market town of Uppingham. The original buildings of East Street still very much unspoilt for the last three centuries. A real jewel in the row is a double bow fronted shop with bottle glass window panes. An absolutely ideal setting for a "bonnet drama". Fancy dress next year anyone?

PS John Patterson thanks everyone who was at The Falcon for making it such a pleasant day for Sheila and him

## Allard trip to Brittany. Picture caption competition.



### Photo caption competition.

Complete Diana's exclamation.

A Bottle of wine for the winner as decided by Darell Allard to be presented at the Dinner in April

### Website developments. [www.allardownersclub.org](http://www.allardownersclub.org).

The website is now being updated on a regular basis. Further developments are being actively investigated. It may take some months of voluntary effort before the site is fully up and running. Keep clicking on to it. .

**Christmas Cards.** The initial print run has been sold however if you would like to order and have not yet done so if you contact Mike Knapman Tel 0208 680 3445 right away it may be possible to organize an additional call off. If anyone who ordered cards has not received them contact Mike asap.

### Forthcoming Event Updates.

The Bognor Regis Rally will take place from 19 to 21<sup>st</sup> March 2010 in East Anglia. The objective is via sponsorships to raise money for two charities, *Against Breast Cancer* and *Orchid – Fighting Male Cancer*. The entrance fee which includes hotel and meals is £260 per person and the deal is that for every £125 of sponsorship the entrant raises £25 may be deducted from the entry fee. The location is East Anglia on the doorstep of several Allard Owners so perhaps more will be able to join Sheila in her support these worthy causes. To enter either log on to [www.theregisclassictour.co.uk](http://www.theregisclassictour.co.uk) or telephone Ali Green 01243 542674



This photo of Sheila with her L Type on Long Mynd during the 2009 Regis Rally courtesy of edpphoto.com

### **Lets get it right! A Helpful Hint:**

For those who have difficulty in remembering the correct spelling of our founder's first name Roger Murray-Evans offers this ditty:

**2Y's UR 2Y's UB ICUR 2Y's in sYdneY!**

### **Readers' Letters.**

**From John Peskett . J888** Thanks to everyone who has helped with parts and advice and general assistance in restoring J2 888 ( the first production J2 Ed.). The car is now on the road and running well. Thank you all.

Although we have its history from new in 1949 to 1965 and from 1975 to date, so far there has been no response to several requests for the history whilst in the U.S.A. from 1965 to 1974 ( most probably in Pennsylvania and New York State.). There is a 1974 Pennsylvania annual technical inspection sticker on the windscreen and also a Watkins Glen sticker on the left side of the screen, By the time the car returned to England there was a non-original dashboard made with knee cutouts for the driver, Borrani wire wheels on 42 mm hubs made by adapting original Allard hubs and it was still right hand drive. Someone in the USA must remember a J2 with these details . Please reply to J. Peskett, 22 Wakerley Road, Evington, Leicester LE5 6AQ, United Kingdom.

**Lost and found. Found** on the Club site at Classic Silverstone in July. One pair mens' size 9 Sports Gaudi blue trainers, Velcro fastenings. Sorry I am not going to do a Prince Charming job to identify the owner of these. It is upto the owner to contact me and if nothing heard by end of December they will be donated to a charity shop. Tel 0208 680 3445.

**Lost** Club tools. a) Spring Spreader for transverse leaf springs. b) King Pin Reamer. These items were purchased with Club funds for the benefit of all owners. They have been borrowed and not returned. If it might have been you who used them last please shake up the grey matter and have a look in the shed. If found please return ASAP to James Smith Tel 0208764 1306

### **Committee Meeting:**

Your Committee met on 17 November 2009 at the Barley Mow, Tandridge, Kent . The meeting convened at 8.00 pm and closed at 11.00 pm. David Moseley was welcomed onto the Committee he being co-opted to serve as Hon Sec until formal election at the next AGM. Darell Allard would take over Membership Sec. responsibilities when Sue Halkyard stood down at end of the year. The Committee were grateful for Sue's filling this post for the last sometimes difficult two years. Other items of business discussed included data protection, incorporation, changes in various activities necessitated by new newsletter format, regalia, the award of trophies for 2009, and purchase of a laser printer for club use The longest distance travelled to the meeting by a committee member being 130 miles. Each way!



**For Sale 359 XUJ.** 1947 "Gould of Regent Street" coachbuilt Allard M Type coupe. Re-built Ford V8 engine. New wiring harness . Interior re-trimmed with best Connolly ( TM) leather. Repainted Ford Baltic Blue. One of only three known world-wide.

**O.I.R.O. £30,000 Contact John Turnbull Tel 01325 467592**

**For Sale** Allard L Type for continued restoration, body tub and all rotten timbers professionally repaired with re-skinned door. Excellent front and side grills. All brakes overhauled but will require looking at again due to the passage of time. No interior trim. Engine and gearbox available but not fitted. **Offers around £8,750 Contact : Roger Murray-Evans Tel 01732 870465**

### **Wanted**

**Pressed steel fan hub** for flattie. 1 ¼" long. These hubs come in a variety of lengths and I need the very shortest. Also pair of track rods and center-steering idler arm ]

**Contact: John Peskett. Tel 0116 273 7902**

### **Wanted**

**Fly-off Type Handbrake** assembly complete or parts for one. **Spare wheel cover** for K1 or L Type **Contact; Mike Knapman Tel: 0208 680 3445**

**Wanted** P Type chassis frame with front suspension if possible for saloon body project.

**Contact : Roger Murray-Evans Tel 01732 870465**

**In the next Issue. Bo' ness Revival Hillclimb and . Rallying with Sydney Allard.**

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