



# The Tailwagger



## Allard Owners Club Monthly Bulletin No 3 January 2010

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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.

### Announcements.

When writing to the Committee please address your letter to The Hon. Secretary, David Moseley , 19 Bramham Gardens, London.SW5, OJE . U.K

The Committee next meets on 15 Feb. Any comments, motions, proposals.etc to David by then please.

**Social Secretary:** James Smith has volunteered join the Committee and serve as Social Secretary. He will be co-opted and offer himself for election at next A.G.M. If you have any ideas for social events, outings etc or are willing to volunteer to help at a social event please contact James.

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

Robert Hartson ( USA.) Palm Beach MK II probably the last MK II built..

**Reminder : Membership Renewals due 1 January 2010.** Have you checked your Standing Order status and/or returned your membership renewal forms to Darell yet? If not be warned that you will have him on your tail. Darell Allard , Membership Secretary AOC. "Tanglefoot" Horney Common, Nutley E Sussex TN22 3ED , U.K.



## **Annual Dinner & Prizegiving 10th April at The Chateau, Croydon**

**Reservation Forms will be sent out with your February Tailwagger**

### **The Dragster restoration project**



Almost 50 members of the Allard Chrysler Action Group ( ACAG) gathered at Beaulieu for an update on the project on Wednesday the 25th November. Thanks to the efforts of Brian Taylor, the Chairman of the ACAG, considerable progress has been made towards getting funding which resulted in November of an order being placed with Booth Arons Racing Enterprises USA to start the build of a 354 Chrysler Hemi. Alan Allard made the presentation of the SEMA Trophy to the National Motor Museum, Beaulieu - this Trophy had been won by Sydney back in 1963. The Group now has Nick Mason, the Pink Floyd drummer, and Traci Hrudka as Patrons along with support from Performance Direct ( one of the UK's leading independent insurance brokers) who have generously launched a match funding scheme for the project. For every pound donated Direct One will make a matching donation.  
Report & photo courtesy of Dave Hooper

**Be aware** It is coming – **Continous Insurance**. If you car has not been SORN;d or not registered since 1995 it will be a legal requirement for it to be insured no matter where the car is stored or used. If it is not insured it could be impounded and may be destroyed.

### **Keeping up the tradition**

*Motor Sport December 1951. “ The Allard Owners Club was pleased to see so many members at the very successful cocktail parties held at Clapham High Street during the week of the Motor Show and announced that regular monthly meetings have been arranged from now on, probably at a different location each month. These will be notified to members in advance and will take place on the second Tuesday of every month, from 7.30 p.m.”*

The Motor Show may be a dim and distant memory and nowadays we try not to move venues too frequently. and meet regularly on the first Tuesday of the month at The Marquis of Granby, Portsmouth Road, Esher. On 1<sup>st</sup> of December eighteen members enjoyed a convivial evening of conversation and banter enlivened by assorted light refreshments. As per tradition a wide variety of raffle prizes were donated and ticket sales were sufficient to covered the expenses of the evening and provide a modest surplus for club funds. The new management at The Marquis kindly allowed us the exclusive use of our usual side room aka The Chatterbox.

**Cost of Competition Licences frozen** The MSA has confirmed that all competition licence fees will be held at their current level for another year. Full details of applicable licence fees can be found online or in the MSA Competitors' and Officials' Yearbook.

### **Race Clobber - Crash Helmets.**

A final reminder that from 1 Jan 2010 crash helmets to must be to **BS 6658-85 Type A/FR** or a SNELL or a FIA standard. See the Blue Book. ( More expense! .)

### **Autosport Intl. Racing Car Show, NEC Birmingham 15<sup>th</sup> 16th & 17th January.**

Ticket price discounts for this event have been notified to direct to MSA licence holders. During Saturday & Sunday only the MSA Club Lounge will welcome any member of a MSA registered Club ( which the A.O.C. is) who wants to sit, chat and have a coffee. The Lounge will also be used during the Show for free forums for MSA Club members on topics such as “ How to get started in Motor Sport”. The 14<sup>th</sup> & 15<sup>th</sup> are trade only day

### **The Federation Of British Historical Vehicle Clubs ( FHBVC)**

“The FBHVC exists to uphold the freedom to use old vehicles on the road. It does this by representing the interest of owners of such vehicles to politicians, government officials and legislators both in the UK and ( through FIVA) in Europe.” On your behalf the AOC subscribes to the FBHVC based on a very modest amount of no more than 40p a head. If you would like to support the FBHVC on a personal basis that is possible at a cost of about £10 per annum. Contact their Secretary, Rosy Pugh on 01865 400845. email [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk).

The newly elected Chairman of FHBVC is Chris Cunningham . Chris has accumulated many years of classic car experience at all levels in the TR Register and has a wealth of experience dealing with big companies and in local government. The Allard Owners Club wish him well.

## **A Missed Opportunity**

I was intending to give a plug to **Cae Dae 50's Motor Museum** located at Lawnt, Denbigh but sadly Kelsley Publishing's just launched Classic Car Buyer magazine carries the sad news of the complete destruction of the total collection by fire on 1st December. The museum exhibits were based on the lifetime personal collection of museum owner Sparrow Harrison and included a 1953 Cadillac Eldorado and several other 1950's cars, many with celebrity associations. **Classic Car Buyer is published every Thursday priced £2.60 and private advertising is free.**

## **Bo'ness HillClimb Revival.**

The Bo'ness Hill Climb Revival club ran its second meeting in September and unlike the first running, last year, it was blessed by sunshine and blue skies and not a drop of rain. Considered by all to be a great success. In the intervening twelve months the club has been able to extend the track and improve the paddock spectator area

Bo'ness is important venue in the history of Scottish Motors Sport and in the history of the Allard. Situated in the Kinneil Estate on the southern bank of the Firth of Forth it was Scotland's first purpose built motor racing venue and came into being in 1934. The last meeting taking place 1966. In the immediate post-war period Allards were frequently campaigned there by Sydney and Leslie Allard, Goff Imhof and surprisingly many others. Great names of motor sport who have competed at Bo'ness include Jim Clarke, Sir Jackie Stewart, Ninian Sanderson, Sir Stirling Moss, Peter Collins, Joe Fry, Tony Marsh, Ken Warton, Dennis Poore, Reg Parnell, Bob Gerard, John Bolster, Kay Petrie and David Boshier-Jones to name but a few.

Those desiring to know more would do well to avail themselves a thoroughly well researched book "Bo'ness Speed Hill Climb" in paperback by Kenny Barird priced about £9.00. Contact Kenny, a member of the BNHCR organizing team, on 01324 559629. The first print run in 2007 was limited to 500 so usual proviso that supplies subject to availability.

The third Bo'ness Revival meeting, to be an annual event, will be on 11 and 12<sup>th</sup> September 2010.

## **Sisyphus**

### **THE EXETER TRIAL 2009**

Having recently thrown in my lot with one Roger Ugalde (hitherto known as- Rog, You silly old sod or stupid old fool) he decided to initiate me into the joys of trialling. Our first outing was to be The 2009 MCC Exeter Trial. All night and all day in freezing conditions in an open top Allard J1, Oh joy I can't imagine why I've never thought of doing this before. Ok, I'm ready for this, I donned two coats, gloves, woolly hat, waterproof trousers, thick socks and comfy boots. I can only move in a sort of roly-poly waddle but never mind I'll be warm.

Rog has to wriggle into the car first as the steering wheel, hand brake and gear stick make it an impossible feat from the off side. I clamber in next in my Michelin Man way, scrape all the flesh from my shins and go blind, Oh no, the coats are pushed so far up my back that my hat is pushed over my eyes, thank goodness I'm not blind after all. It's very snug!



Quite an uneventful drive to the start (but why are we driving miles west only to have to come back again?) Rog explains (he's very patient).

On the way to Haynes the silly old sod seems to be driving all over the road, I shout at him to keep the damn thing between the white line and the hedge (Caroline - bet you were glad there were only two choices. Ed). Rog explains again (he is still very patient) its because its crab tracked. "This thing in my hands (the steering wheel) is purely a request device." Haynes is a welcome respite, a nice hot cup of tea and a bit of breakfast, just what the doctor ordered.

We spend the obligatory time there and wander back to the car only to find we have a flat. Bugger! that's why we seemed to be wandering a bit, apologies to Rog (he can drive after all).

I lost my glasses! How do I read the instructions? I retrace my steps into the café, the signing on desk and the toilets no, cant find them but thankfully Terry Flay lends me his, thanks Terry, I can see a little better with them than without but I am afraid much will be guess work.

I am expecting great things! Rog has thousands of trophies (well it seems like thousands when I'm polishing them) and the Allard has been doing this sort of thing for over 60 years so imagine my dismay when we take a wrong turn across a field (I thought he'd know the way - hell he's done it so many times before) I'm only reading the route card, how should I know where we are supposed to go?

Drama at Streetes, we waited at the bottom for about a dozen cars to have a go at a foot thick slab of ice about half a mile long, I'm amazed to see some drive up it with ease while others slip and slide all over the place, mainly downwards! It comes to our turn (the engine has been left ticking over for some technical reason, Rog muttering something about dynamo verses headlights) we start off, Yes!! Drove up easy-peasy Oh no spoke too soon, carb. iced up and we came to a juddering halt just before the start line. The helpful marshals hooked us up and dragged us to the top of the hill. That's a fail then!

After a very long wait at Fingle Bridge it was nice to clean it with ease.

Slippery Sam was our next escapade, on the restart we sat and made a lot of smoke but no progress, had to stop trying then just took off up around a sharp right-hander then low and behold our cloud of smoke had risen to obscure the next bend, as the gentle breeze gently cleared the way we discovered in the nick of time that it was a sharp left.

At some stage, I can't remember where, I was woken with a bit of a jolt as we were man-handled off a tree that Rog had somehow managed to reverse up! The rest was fairly straight forward (thankfully). A very pleasant evening followed with great company and much needed alcohol.

Next morning Rog thought it would be a good idea if I drove home. I can only agree with those immortal words of Allard's Design Engineer Dudley Hume (he didn't work on the J1) '*The straight line stability of the J1 on a scale of one to ten is nought!*' As to my initiation, well I equate it to giving birth, the further away the memory gets the less painful it seems.

See you next year. Caroline Egalton. Ed. Now you all know while the Tailwaggers were so called.

**Gentlemen of The Allard Owners Club. Please drink a toast to "The Ladies". Often bored, wet, frozen or alarmed in varying degrees who support us so loyally in our motoring endeavours.**

### **RALLYING WITH SYDNEY ALLARD. Part I \*\*\*\*\*By Hugh Braithwaite**

Passing outside his office I first saw the car that I had agreed to navigate in for Sydney Allard and my attention was immediately drawn to two unusual features. Firstly there was a long piece of angle iron sticking up out of the floor beside the driving seat, topped off with a rubber bicycle handlebar grip. It was fitted so that the top was close to the gear change lever on the steering column. Secondly there was an enormous thick magnifying glass fitted on the steering column between the dash board and the centre of the steering wheel. I was used to all the usual fittings of flexi light for map reading, horn button on the navigators side to save the driver having to take a hand off the wheel and also for helping to steady the navigator's nerves, though I never admitted to this. There would also be the moveable spotlight stuck on the windscreen and powerful spot fitted on the roof with the control handle close to your head and also 3 or 4 other switches whose purposes were not for publication. If I was with David Dixon I would also expect there to be some labels stuck on the dash board under other switches marked as "Overdrive", "Turbo charger" or whatever else he thought would be of interest to the boy racers who might peer in.

## **RALLYING WITH SYDNEY ALLARD Cont'd**

But just what was the angle iron and magnifying glass in Sydney's car all about? I was to find out and be even more amazed by the experience than I had been when navigating for a Swedish driver, (Sam Nordell), and finding that the reason he was able to corner so fast on ice and snow in rear wheel drive cars was that he did not attempt to slow down much or drive on power through a corner, but just put the clutch out and turn. Phew!

My first drive on a rally was 10th May 1952 and the 28th Monte Carlo rally in 1959 was my second Monte, being with Horace Appleby in the first of the Austin A40s. A good little car but the bars stuck to the windows so that you could slide them up or down had both come off and the windscreen wiper motor had not been able to cope with the volume of snow coming down and had expired, so we had a piece of string rigged up to the wipers which looped through the car and you pulled it one way or tether to clear the screen and tried to ignore the icy draught. It was my 70th event having competed in rallies, driving tests, hill climbs, sprints and races when I had of course seen Sydney competing in many events and always sworn that he was the only person I knew that I would definitely NEVER navigate for, though of course I would never be asked to !

I didn't know him but did know that his navigator was always the late Tom Fisk. Then just after Chambery on that Monte, climbing up a very slippery ice and snow covered D4 or 912 in the dark on our route to the Col'du **Grahier**, a frighteningly fast set of lights came up behind us and a large car rocketed past in a cloud of snow. It glanced off the snow wall on the left and bounced onto the flat snow platform on the right which had been created by a snow plough pushing the thick snow over the edge of the fairly steep slope. The platform gave way and down went a red and yellow Ford Zephyr sliding down for about 100 metres, Horace and I stopped and watched as the car's headlights silhouetted someone on their own getting out of the car and starting the slow climb back up the snow bank. They were obviously going to need a lift, or help to recover any others from the car. I climbed into the back as Sydney Allard took my seat, told us that Tom Fisk was fine and going to stay and guard the car and would we drop him off at the next control or whatever from where he could organise help. Sydney took over as windscreen wiper as if he had done it often before. We actually dropped him off after a long straight descent down the side of a valley to a sharp right over a bridge, after which the road climbed all the way back up the other side. There were quite a number of people at the bridge and someone there offered Sydney help after they had helped to rescue the crew of an Alfa Romeo which had failed on the ice to make the bridge and was perilously sitting in the boughs of a tree overhanging the river which looked a long way down! I remember thinking that by picking Sydney up we could possibly be disqualified and just how right I had been to decide that I would never navigate for him and how ridiculous to ever consider that he might ask!

(Ed. The windscreen wiper string fallback will be well know to anyone who has driven a car equipped with vacuum operated wipers such as the Ford V8. Yours truly included)

### **Forthcoming Event Updates.**

#### **\*\*Allard Owners Club Concourse. Saturday 24 July 2010 at Silverstone Classic. \*\***

**a Silverstone Classic** meeting 23 to 25 July 2010. As per last year Early Bird 2 for 1 best priced tickets bookable before 31 March. Not quite so good Advance 2 for 1 tickets available 1 April to 30 June. After July full price. The Offer is restricted to members bringing Allard cars. Have your car's registration number to hand. The more advance bookings the bigger the space we will be allotted. Before booking telephone Peter Wright 0116 239 for the special code number you will need. To book by telephone call 0871 231 0849 telephone To book on line go to [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

**b). Rally of the Midnight Sun.** 12 to 16<sup>th</sup> June. Royal Swedish Automobile Club. Starts at Stockholm and by good tarmac country roads arrives via Are at Kiruna inside the Arctic Circle. Cars return to Stockholm by train and crews by car. For information go to [www.kak.se/srtm](http://www.kak.se/srtm) or email [srtm@kak.se](mailto:srtm@kak.se)

**c) Isle of Man.** Manx Classic 22 to 24 April 2010

## Forthcoming Event Updates. – More

- d) **Watkins Glen**, New York, U.S.A. 9<sup>th</sup> to 12<sup>th</sup> September 2010. Sports car Vintage Racing Association. Allard Gathering, for details contact Andy Picariello [afpic@cape.com](mailto:afpic@cape.com)
- e) 52<sup>nd</sup> Rallye International des Alpes. (Allards have done well on this in past years 20- 26 June 2010 [www.rallyedesalpes.com](http://www.rallyedesalpes.com)
- f) . War and Peace Show, The Hop Farm Beltring, Kent . 21-25 July 2010. The largest military spectacular in the world. [www.warandpeaceshow.co.uk](http://www.warandpeaceshow.co.uk). A great place to search for those desirable ex-WD spares. But be warned it takes stamina. You will be amazed at what is available and who and what is there.

## For sale and Wants.



**For Sale 359 XUJ.** 1947 “ Gould of Regent Street” coachbuilt Allard M Type coupe. Re-built Ford V8 engine.Five speed overdrive box 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**

### *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 Pt II and much, much more . **If you have not paid your sub you will not get it!**

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