



The Tailwagger



Allard Owners Club Monthly Bulletin No 5 March 2010

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 met on 10 February and next meeting is to be held on 31 March. Please let your Hon. Sec. have any items you wish to be considered for inclusion in the Agenda by 14 March latest

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

Howard Williams, Gilwern, South Wales, L Type
Roy Savage, Wellington, North Island New Zealand., Palm Beach
Stanley Bauer, Beverley Hills, California. J2X,
Philip S. Uhrich Buffalo Grove, Illinois, Hardy J2X,

Editorial

The patch of cold weather we in Europe and most of our cousins in the USA are experiencing of late has I suspect, not only allegedly slowed down the UK's mortgage market but it may (and dare I suggest - much more importantly) have also put on hold the preparation of some Allards for the coming season. Hopefully there will soon be a turn for the better in the meteorology department and Allard workshops throughout the land will again resound to the jangle of spanners and muttered curses. The already full and varied menu of events is becoming even longer so no reason for sitting at home saying there is nothing worth going to.

As this is being written news on the airwaves is that an original copy of Action Comic No 1, price 10 cents, has just sold at auction for USD 1.0M. One wonders what Allard Owners Club newsletters may be fetching seventy years from now. A sad thought though is that most are probably re-cycled after a couple of months.

Fascinating thought. Apparently all the radio waves generated by transmissions, analogue TV broadcasts etc that have passed through the ether since wireless telegraphy began are still travelling outwards into space and the first of them is now 60 light years away and still expanding. I wonder if one day they might bounce off a distant planet and return to Earth.

Sisyphus.

Forthcoming Events Updates. I.

The Brooklands Museum invites members of The Allard Owners Club with their Allards to take part **Brooklands Double 12 – Saturday and Sunday 5th-6th June & Brooklands Trust Members' Fête Champêtre – Saturday 26th June with option of Brooklands Society Reunion on the 27th**. These sound like a great deal of fun. For full details about them contact James Smith, Social Secretary.

Allards in the market place. The **K2** auctioned by RM at their January “The British are Coming” sale in Phoenix, AZ sold for USD 118,000 plus premiums. A nice looking 400 h.p. Cadillac powered car with a four speed gearbox and bucket seating. .

We hear the late **Bob Lytle’s J2X** is to be sold at auction in Arizona in August. This is a fine car which should fetch a good price

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

Our Guest of Honour this year is Hugh Braithwaite who navigated for both Sydney and Alan Allard, our President, and has enjoyed a full and exciting , occasionally inverted, career in motor sport both as a rally navigator and sports car driver. He promises to be an entertaining speaker. The opportunity to hear him should not be missed. Royal Mail, Croydon, has been alerted to expect a veritable tsunami of letters reserving places so please send yours in now. .

If you did not receive an order form with last Tailwagger please contact me .

Deliberate mistake. No one seems to have spotted it. Sydney’s father was in fact Arthur Allard not Albert. .

Keeping up the tradition: Membership of the Club is open to past and present owners of Allard cars and all interested in the marque. “The object of the Club shall be the furtherance of social and sporting activities in the interest of motoring in general and the Allard marque in particular. It caters for Drivers of Allard cars both competitively and socially.”

Introducing --- Andy Picariello, Vice President and Membership Secretary for the North Americas.

If you have had the privilege of meeting Massachusetts born and bred Andy Picariello even just the once a long time ago you would have great difficulty not remembering this human dynamo who is now the lynch-pin of the Allard Owners Club for the North Americas. Andy’s affection and dedication to the Allard marque has remained steady and true right from the time in the early 1950’s when he first viewed them in action at the Thompson, Connecticut sports-car races..



The yearning for a fire-breathing Allard was hard to bear and notwithstanding the heavy responsibility of setting up family life with Judy, his new wife, something just had to be done . In 1963 the “ J2 wanted” ad in Road and Track brought forth a Chrysler Hemi powered example from far away St. Louis, Missouri, for the princely sum of USD 500. A very reasonable price but do not dare to ask Andy what the car might have cost him in the subsequent years. The first three years of ownership were spent in fully rebuilding the car. Its striking appearance was recorded for posterity as one of the first of the coloured Christmas Cards the Club produced. From that point on though it was all downhill with hillclimbs and races and vintage car shows taking their toll on the bodywork and especially its oft-complaining gearbox.. As the 21st century got into gear Andy not only restored his by now weary J2 and having completed it then went on to restored a basket case K2. A typical case of “Allard-itis”. Both cars now have award winning show potential.

Don’t dare either to ask Andy how many thousands upon thousands of miles he has hauled his cars, criss-crossing the States from East to West and North to South and back to participate in Allard Gatherings. It is probably true that in the last ten years Andy has been instrumental in getting in place most if not all of the major Allard “Gatherings” in the USA such as , Watkins Glen, Texas Speedway , The North West Tour, and this year Glen again in Ten. Not forgetting his and wife Judy’s logistic support of Capt (rtd) Jim and Sheila Tiller’s expedition to Bonneville Salt Flats in year 2000. Andy’s early years selling scientific equipment for Corning Glass obviously created an insatiable appetite for long- distance travel.

In relatively recent times when he might deservedly have been looking to put his feet up Andy, for the benefit of all the members of the Club, has taken on for the North American members, the printing and distribution of the "Colonial Edition" of the Newsletter. To minimise costs (i.e. keep subs low) the body of the UK edition is transmitted to Andy electronically. He then adds his local content and a cover, prints, collates and posts, and that involves 100 plus copies per issue.

When not beavering away on the Club's behalf Andy finds time to take his J2 and K2 to car shows as far a field as Amelia Island, Florida, (two days towing either way), Michigan and others in his home state of Massachusetts and nearby States. And he still finds time to travel extensively to visit daughters and their families in Chicago and Sydney, Australia. A veritable human dynamo indeed and when its time to hang up his brushes how big will the contingent need to be to take on all the work he unstintingly does for us.

We look forward to meeting Andy and Judy again at the Annual Dinner in April. Why not come and meet him too?

Congratulations to...

Andy Picariello, both of whose Allards, the J2 and K2 have been awarded Grand National First Prizes by the Antique Automobile Club of America (AACAA). As far as Andy knows these are the only Allards to achieve this ultimate status. Additionally, the AACAA has classified the J2 as a historic competition car. Bill Wilmer's J2X has also been granted this classification.

Mark Wilkinson, Club member and M Type owner, on the award of the O.B.E. in the 2010 New Years Honours List for services to the furniture industry and Charity. The OBE is one of several honours bestowed on Mark in the last two years for furniture making, design creativity and support for the specialist teaching charity Dyslexia Action.



James Smith on his achieving Third in Class on the recent Clee Hill Trial that took place in Shropshire. James has taken Sydney's advice "that one should use the most suitable article for that particular event." and whilst Sydney doubted if a modern Trials car could be driven to an event, trialled and then driven home again (something which he did regularly if not frequently), James does just that.

The Captain's Blog.

Delivering animal feed to farms all over Wales and the South of England has demonstrated the enormous achievement of Sydney Allard by winning the 1952 Monte Carlo Rally in absolutely horrendous conditions. This was a remarkable feat of driving and a tribute to his car. Members who have driven in recent snow will appreciate this. Sadly the Exeter Trial was cancelled because of snow and ice. James Smith has entered several trials finishing with the Lands End in April. I am looking forward to 2010 and many A O C. Social events. I shall also enter as many competitions as I can. Happy 2010 everyone. Dave.

DRIVE IT DAY The Federation Of British Historical Vehicle Clubs (FHBVC) **DRIVE IT DAY** is **23 April**. Get the pride & joy out, take it to a show or drive it around your neighbourhood.

Forthcoming Events Updates. II

The Sevenoaks & District Motor Club have after a hard fought and tenuous struggle have achieved success and motor sport is to return to South London's historic motor racing circuit in **Crystal Palace Park** on 30 and 31st May in the form of a **Sprint and Car Display**. The Club has been invited to participate in the Show and it is possible some members may be competing. We need five members who are willing to exhibit their cars one or both days. Those interested please contact James Smith. Social Secretary.

I Spy.....

A while ago the eagle eye of Dave Hooper spotted in Octane magazine a picture of a solitary Allard J2 surrounded by a gaggle of Jaguar XK 's. Just visible was its number OUG 601. As the date and place of the event were given it was a fairly simple job to look up the programme entry and establish that the driver was an A.A. "Buster" Baring". A Google search revealed presumably the same "Buster" Baring competing at Brooklands in 1928. The 1951 Goodwood race may have been his swansong. Was he a member of the Barings Bank family? The car is now believed to be in the USA. **And**

Only this week "Sleuth" Tim Baker has spotted in the current issue of Automobile a picture of Dan Margulies on a borrowed Ford V8 based Jensen competing against a K1 at a Speed Trial held in 1950. Unfortunately the K1's registered number is not clear and the event not identified. . Further investigations are in hand.

If any one has any additional information relating to these two sightings please contact The Editor.

Also spotted a mention of a Peter Woosley Ltd in January's Classic Motor Monthly informing that the company was one of the three main contractors responsible for the construction of the first stage of the M1 Motorway. Peter Woosley was a keen Allard owner and competition driver. More about him next month.

Straight and narrow Dave Loveys reveals a darker side.

Since my last outing at Prescott I have been competing at an entirely different form of driving. As some A O C members know in my younger days I was a tractor driver and one of my favourite jobs in those days was ploughing. One of my customers persuaded me to buy a plough and have a try at the traditional agricultural sport of match ploughing..

As everyone can imagine match ploughing is so different from competition driving I wondered how I would fare. In order to do well the driver must drive very straight when starting and be inch perfect when coming back the other way to the start. Once started straight it is easy to keep the work straight and all that is required then is measure accurately and then drive to that measurement for a good finish. Although I did not manage to win anything it was an enjoyable experience. Now, having sometime ago bought an old tractor (International 444) for work on my daughter's pony paddock I am tempted to use it for some competitive ploughing matches in the coming year.

My K1 will be rested for a while as the gearbox is coming out to be prepared for next season. It is hoped to find someone to make new stronger gears for it which are much needed to cope with the power of the now extensively up-rated engine.

I look forward to seeing competitors and supporters out and about at the many events we have lined up for 2010.

Dave Loveys



Editorial musing (I am entitled to one now and again) .



Len Knapman (yes my father) at work with an eight horse team somewhere on the Canadian Prairies c 1928. Keeping all eight horses pulling their weight equally may not be that different I suppose to trying to keep the committee of a motor club on track.



Leicester Winter Wonderland Week-end



Once more Peter and Pat Wright pulled the “Rabbit out of the Hat” and arranged a super evening for those of us who attended their Ninth Leicester Winter Weekend.

The Regency Hotel was well up to its usual high standards, with excellent food and service at a very reasonable price. During and after dinner The Hiss & Boo Jazz Band kept our feet tapping with their very danceable numbers. Few people could resist rocking and rolling to the songs that we “oldies” know so well.



The traditional Sunday outing was to The National Motorcycle Museum just a short dash away near Birmingham. It claims to house the largest collection of motorcycles in the world. For us to see so many splendid machines under one roof was quite mind boggling.



Altogether a wonderful conversation with friends do hope that Peter and Pat

week-end and a chance to catch up on news and from all points of the Allard compass we seldom see. We enjoyed their well earned holiday in the Far East.

Diana Knapman.

A Missed Opportunity re-visited..... It now appears that the **Cae Dae 50's Motor Museum** did not lose absolutely everything in that fire (Tailwagger No 2) and with massive help from its supporters it is still able to operate so why not make a visit there this year and cheer them up..

Readers' letters.

Dear Editor,

Congratulations on getting your first issue to the newsstands. I know how much effort goes into putting these things together so a big thank you is due. Very interested to read the piece about Sydney Allard's centenary: his date of birth and where he lived. Not only do I share the 19th of June birthday, but also, during my time as an art student in the late 1970's, I spent some time living at The Uplands Halls of Residence in Leigham Court Road – a modern building which must have been built in the grounds of the Allard's house. Research suggests it is also part of the nursing home now. Is it any wonder I now own a J2 and have a daughter named Eleanor?!

Incidentally, after my short stay at Uplands, I moved to 'The Bus', Turnham Green, London W6 – a double decker London bus of 1940's vintage (an RT for the aficionados) converted into living accommodation for three budding designers, complete with drawing boards, and hooked up to a nearby stand pipe for water, and a street lamp for electricity. Our nearest neighbour lived in a Vega Major coach. They were both parked adjacent to a bomb site where no one could be bothered to paint a yellow line. Happy days. In these enlightened times, with CCTV, congestion charging and zero tolerance, I am pleased to say no other art students are likely to suffer such privation! Although, at the time, we had no idea how much we needed protecting from ourselves.

Best wishes, Chris Pring (Chris is making good progress restoring the Desmond Titterington J2 retrieved from the upper floors of a flat in Calcutta)

Dear Editor

Following on from our phone conversation a few days ago please find attached a couple of pictures of the Allard M type I have recently bought. I have always had an interest in Allards since a young boy when my late Uncle Charles had an L type in Birmingham and it has been my wish to one day own one myself.

About five years ago I came across an Allard Palm Beach at a show in Bishops Lydeard. I had never seen one before and was intrigued that it had a Jaguar engine and not a Ford engine. The owner, Keith Baker put me right, the Jaguar engine is correct and he very kindly sent me many pictures of all the Allards there are. Every Christmas he would send us an Allard card and he also let us know about the event at Bridgewater a few years ago (Feb 2006) which we attended and we were impressed. I still wanted one!!

Prompted by this years Christmas card and a TV programme called American Hot Rod because of the V8's, I had another browse on the internet and came across an ad for an M type which apparently has not turned a wheel since 1968 and has been sat in a barn since then. A friend and I went to have a look as it was not a million miles away and were not put off by its sorry looking state. I spoke to Tony Eaton and he offered some really helpful advice. So a phone call was made and the deal was done and collection arranged and I was finally the proud owner of my very own Allard.

The pictures show the car barn where it a sat for all registered on the 25th March red interior. The chassis and is the 3.6ltr flathead phase II type with twin smaller curved top The last tax disc was May 67 and as far as I know was always a Southampton based car



being taken out of storage, this was not the those years. For your records the car was 1949, its original colour was cream with a number is M 1015 B engine number 862568 ford. The brakes I believe are the leading shoes. The front grill is the type.

Lastly, following your advice, I have finally got the stuck brake drum off the hub (Ed. Remove hub with drum attached then with drum on a firm flat surface knock hub out of drum.). I will be checking out the brake cylinders tomorrow Thanks for taking the time to talk to me and hope to hear from you in due course.
Charles Gough

Ed. Thank you Charles for sharing your news with us. There are two unusual features about your car that have come to light. The first is that it has the air vents in the engine side panels. The concensus is that these were not a standard feature on M Types but probably fitted to some M's and K1's at customer's request to after they had been introduced on the K2 and J2 models to reduce engine bay temperatures. Also the shock absorbing has been made adjustable by the addition of Andre-Hartford Telecontrol shock absorbers in addition to the standard Girling lever arm types. Interesting!

Grist from Marstons Mills..... heads-up from the U.S.A.

North Carolina's Jack Holcomb 's 1947 K1 is in the process of being completely restored. Jack's K1 still has the original Ford flathead engine complete with Allard heads and inlet manifold.

Dr Stephen Morris, Kansas City, who last month told us about his cure for 2nd gear wander has completely rebuilt the Ford flathead engine in his 1949 M Type. New sexy internals include a billet crank, 8.5:1 pistons, Offenhauser heads and intake manifold with twin Stromberg 97's. No wonder that 2nd gear wanted to leave home.

Emil Loffler, Michigan, has almost completed the restoration of his 1950 J2. The last job is to re-new the wiring harness.

Meanwhile British Columbian's John Carlson's 1950 J2 was the winner of the 1950 Pebble Beach unlimited capacity race. This was the first Pebble Beach Race and the first win for an Allard there. It was driven by Michael Graham and owned by Alan Moss, the Allard West Coast dealer at the time. John told Andy Picariello that the J2 is still in its original running condition

Vibration free and smoothly does it Mark Brett recommends a sound investment (and he does know a thing or two about them).

I can highly recommend them. For Allard Owners who want their V8s to rev smoothly like a modern car, I have found the answer. For years my Ballamy and my L-type, both with 24-stud flatheads, tended to get rough beyond about 3500rpm. That made motorway driving tiring and for the Ballamy, it was OK for quick bursts hillclimbing but held it back when VSCC racing. A long time ago I broke two pistons in half below the gudgeon pin, over-revving across the line at Prescott. They were the old style pistons with steel inserts and I replaced them with some nicely-made Ross forged ones. But it still did not like to rev.

So, asking around a VSCC paddock I was recommended to try "Vibration Free" "www.vibrationfree.co.uk" of Unit 18, Green Farm, Fritwell, Bicester. Oxfordshire. OX27 7QU.

They specialise in making almost anything unbalanced balanced, except Allard Owners of course who cannot be cured. But they specialise in modern racing V8s. They do the usual thing of weighing and equalising all the pistons and rods, or you can sort that out yourself. The special bit is the machine where they assemble the block, with flywheel, clutch, crank, main bearings, rods, pistons, big ends, but no piston rings. Weights are glued to piston crowns that correspond to the weight of the missing rings. Then the whole assembly is spun and a computer tells them where to add/subtract weights - a bit like a monster wheel balancer. No surprise, they had to add and subtract big lumps from an old Ford crank. But the result is amazing - it now revs cleanly to 5000. Motorways at 3500rpm and 80mph are as smooth as a modern car.

I also got my L-types drive-shaft balanced, which was of course miles out. And they have a contraption for balancing your wheels while on the car, so compensating for big iron drums.

Vibration free are extremely diligent and precise engineers as you would expect, so will not bother unless all the parts are spot on to begin with and will not do half measures. There is no point trying to balance a crank with worn bearings and odd rods.

Mark Brett

Forthcoming Event Updates. III

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

Mount St. Helens ... a place for you to blow your top...

If there is something bugging your relating to the Club, this is the place to get it off your chest and relieve the pressure. Don't go all broody and walk away. The answer you get might not be what you like or hope for but is not that life. But no personal vituperation please. The Guvnor would not like it.

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.

Offers Contact John Turnbull Tel 01325 467592

For Sale Hub Caps 4 in number Allard hub caps of with the inscribed Allard badge. Cost £60 each, offers invited and 1 in number Allard hub cap badly corroded but restorable and rechromeable. .

Contact: David Wixon email david@gwixon2.freeserve.co.uk

Exchanges I would like to swap three really nice easyclean wheels for a pair of 'Pie-crust' type wheels. **Any takers?**

Jerry Thurston 01780 755418 or Jerry@jerrythurston.co.uk

Wanted: Pair Allard 21 stud aluminium cylinder heads and inlet manifold. Must be in good condition.

Contact: **Edward Janz.** Mobile 07732707093 email Raefeljanz@hotmail.com

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