

The Tailwagger



Allard Owners Club Monthly Bulletin No 6 , April, 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

Editorial

Big smiles all round this month! April has arrived at last, Spring is in the air (not that Chris & Val Lyons or Quintin Gray in snow-enveloped Scotland could tell) and the classic car season gets into its stride. A full menu of social and competitive events can be found herein. The “ Season” nowadays never actually seems to end. The Slimestormers are out having their fun all winter and so crowded has the classic calendar become that the organisers of the recent and successful Race Retro Show (27,000 visitors all told) have decided to bring the timing next years event forward to February. Thoughts have been expressed that traders selling thermal clothing should do well there.

At this time of year competitively minded folk are used to getting their entries in for events as far ahead as July. Whilst the Silverstone Classic and our Concourse event at the end of July may still seem a far way off in fact anybody planning to bring their Allard(s) to the Concours who has not already done so, should book their tickets without delay. See below. Although the Early Bird BOGOF offer has now expired there is still an advantageous Two for One offer available. However take heed. Reductions in show space could mean that to avoid over-booking this offer will be ended well before the published expiry date of 30 June.

Sisyphus

Secretarial Matters Incorporation

For a number of years now the Committee has been considering whether the Club should become a club Limited by Guarantee without coming to a final decision. Much work has been done on this matter by both past and present members of the committee and at the last meeting it was felt that a final decision should be made

The reason for any organisation to seek the protection of Limited Liability is to protect the members from a financial liability in the event of the club becoming insolvent. However the Allard Owners Club is not a trading concern (apart from the sale of regalia): expenditure is covered by subscription income and it has a healthy amount of cash reserves in the bank. In the unlikely event of the club being sued it has third party liability cover through both membership of the Motor Sports Association and also the AXA Motor Club’s Insurance Policy which covers all of its current activities in the United Kingdom up to £5,000,000.

In view of the above it was decided that members whilst in the United Kingdom are adequately protected under its current constitution and incorporation would put additional responsibilities on the committee for no perceived benefit.

David Moseley. Hon. Secretary

The Captains Blog

As reported last month I am pursuing the idea of getting stronger gears made for my K1's gearbox. Meanwhile I have bought a reconditioned box from Alan Brock and am very impressed with his work. Dave Tuck has been helping me to sort out the front of the car while the engine and gearbox are out. I have welded in the odd repair patch into the nose cone and nearside wing and Dave has now re-sprayed these, achieving an excellent result. The aim is to have the K1 reassembled and ready in time for the Berwick Classic Rally.

James Smith and I completed the March Hare trial recently in his 'RELLARD'. The car went very well and shows much promise for the future. James, David Moseley and I also went to the Race-Retro show where John Peskett and Gerry Thurston were showing their Allards. Dean Butler's car was on their stand as well making an excellent spectacle. Thank you John and Gerry for your efforts. Thanks also to Dean Butler for the loan of this special car. The Allard dragster was also there. This was a first-class show and I am glad I went.

Social Secretary's Monthly Report

The monthly social get together was held as usual on the first Tuesday of the month at the Marquis of Granby, Portsmouth Road, Esher and 12 Club member's enjoyed a pleasant evening over a pint swapping social and technical information.

This monthly event is always well attended and as the evenings get longer it is a good opportunity to bring your Allard or other interesting car for us to admire. New members are always welcome so please come along. Please make contact if you want more details.

Last Sunday Dave Loveys and I enjoyed the March Hare Classic Trial, run by the Falcon Motor Club, in my new Rellard. Despite not doing particularly well as we were in Class 8 with the most capable Trials Cars we used the event as a shake down for the car. Better results are hoped for next time out.

Classic Car Trialling and Production Car Trials are tremendous fun and you can enter an event with virtually any car so long as it has a bit of ground clearance and you do not mind getting it muddy. Please call or E mail if you want more information.

As the recently re-joined Social Secretary on the Committee I want to encourage more members to get out and enjoy their cars. To this end we will regularly publish organised events in the Tailwagger and we want to promote dialogue between Members. There are many times when we wish to take out our cars and it would be more fun to run or meet with other Allardists. The most effective way to do this is by E Mail, and if you have not already done so please can you let me or the Membership Secretary have your current E Mail address. (james@keswickevents.com)

The Dinner Dance will be on the 10th April so please order your tickets from Mike Knapman without delay.

James Smith

Fancy a day out?

Anyone interested in joining Tim Baker on Monday 19 April for a day of leisurely and genteel tyre kicking at Bonham's Classic Car Auction being held at The Royal Air Force Museum, Hendon please contact Tim on 0208 8449 5044. It is an interesting venue, and there is no charge for entrance to the museum. Tim says the lunches are reasonable too.

A message from afar

I am sure I am not alone when leafing through Tom Lush's "Allard the inside story" to refresh the little grey cells about this or that detail of chassis number I wonder why it is this work so rich in detail beloved of Allard aficionados does not have an Index. Access to the section I need to find would be so much simpler. All is now revealed as soon after publication of the book the purchaser of one copy wrote to Tom to express his admiration for it and thanks to Tom for his work. This copy of the book came my way just recently and there nestling inside the front cover was Tom's reply.

" Dear Len, Thank you for being so nice about the book – I am glad you found it readable and not just a list of technical details as so many "one make" books are.

*Regrettably, the publisher cut out a lot of incidentals which I thought would be of human interest, and most important in my mind, the Index, on the grounds that production cost were so high that the selling price would be prohibitive. As it is, I think the price too high and cannot foresee any great volume of sales. With kindest regards to you both
Yours sincerely, Tom.*

Tom in some respect had his way later. Vintage Motor Sport 4/1990 (July/August) has no less than nine articles about Allards generously spread over thirty-six pages. Three of the articles were penned afresh by Tom in his own inimitable style and they do seem to include more of the human interest. If you can find a copy of this Vintage Motor Sport is well worth buying. It is a quality product and the Allard content can stand as an equal alongside other books of reference about the marque Allard. As a bonus the centrefold is the montage created by artist Dennis Simon celebrating Allard's racing history.

I wonder if anyone out there has the time and energy to sit down and compile the Index for Tom's book?

Gadgets & Gizmos.

Oil Spy—The Private Eye in the oil Supply — "A tale of many moving parts."

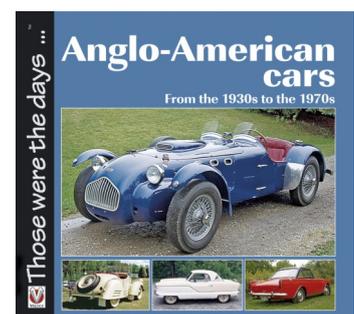
Claimed to be a unique way to safeguard one's engine from failure. The suppliers say the engine oil has all the clues and early warnings as to what is going on inside. Head gaskets starting to fail, fuel running down the bores, poor combustion, coolant in the oil, oil oxidised? All of these and more will affect the performance of your oil and your engines vital components, possibly causing complete failure without warning.

"Oil Spy" is a 15 minute test with a drip of warm oil from the dipstick onto a specially prepared pad that will identify problems. Done periodically it becomes a history of engine condition and proof positive that a problem has been correctly remedied. There is no earlier warning device. Oil Spy costs 50 p per test, comes in a handy tin with instructions and 26 tests. All for only £12.95. (Price may have varied). Contact Oil Spy at Lymington, Hants. U.K.Tel 01590 689777.

Ed's comments. This seems a useful and an affordable back-up to the MK 1 ear, nose and eyeball. Unfortunately it does not do away with the need to overhaul the long-suffering item..

Colin Warnes of the Allard Register reviews for us
Anglo-American Cars, From the 1930's to the 1970's"
By Norm Mort. Veloce Publishing, 2009, 96 Pages.

"**Anglo-American Cars, From the 1930s to 1970s**" is the latest book from Norm Mort from the "Those were the days..." book series by Veloce Publishing. The book is broken down by decade, and then alphabetically by manufacturer. "**Anglo-American Cars ...**" presents a summary of each manufacturer, their principals, the cars they made, and the reason for their demise. the cars they made, and



Colin Warnes of the Allard Register reviews for us
Anglo-American Cars, From the 1930's to the 1970's" Continued

The book is printed on heavy weight paper and features many interesting photos, most of which are in colour.

Norm Mort was raised in Toronto Canada where his life was focused on cars from age 10. Norm has been accumulating photos & literature on Anglo-American manufacturers for almost 50 years, and much of that content was used in the creation of this book. Norm is also an Allard enthusiast, having restored a 1949 M type (chassis #M-1051). Several excellent photos by Norm's son Andrew are also featured in this book

Not surprisingly, Allards feature prominently in over 25% of this book, but many other interesting manufacturers are outlined. They include Jensen, AC, Bristol, Jensen, Sunbeam, and TVR...along with lesser known companies like Atalanta, Batten, JBM, De Bruyne, and Trident. This book likely could have been much longer if it weren't for the outset of WWII, which shuttered most of the small auto makers permanently. After reading the technical details and seeing photos of a Brough-Superior 6 or Railton Terraplane, one can only speculate what they might have been capable of if they had continued.

The common thread binding most of the cars through the 30's to 50's is the use of Ford V8 power and chassis components. It's this feature, and close relationship with the Ford Motor Company that allowed Allard to be the only Anglo-American builder to make it through WWII. In the 50's however, engines from other American auto makers started to make their way across the Atlantic and under the hoods of Bristols, De Bruyne's, and Gordon-Keeble's.

The final portion of the book highlights British automotive technology that made its way to America. With the success of the Austin Seven in Europe, it was assumed that the same would be true in America, but sadly the small car never caught on with Americans' big car tastes. One well known American entrepreneur, Stanley Harold "Wacky" Arnolt II was impressed by the post-war British sports cars so much that he licensed the MG TD chassis & engine, and mated them with an Italian alloy-body. He did the same with a Bristol a few years later.

Overall, this book provides a very interesting read, and I suspect that it contains at least a few companies or cars that you never seen or heard of. The photography is first rate, and the brochures combine to give a helpful insight into each manufacturer. If you are an Allard enthusiast, you should pick this book up...not just for the Allard content. It helps one appreciate how lucky it was for the Allard Motor Company was to make it past WWII, and also helps us to speculate about what Allard could have been if they had not ceased vehicle production in 1959.
Colin Warnes

THE RACE RETRO STONLEIGH PARK



The Allard marque was very well represented at the recent Race Retro Show held at Stonleigh Park Showground from Friday 12th to Sunday 14th March.

John Peskett and Jeremy Thurston put a magnificent display of four cars on their stand in hall 2. On the day they were allocated a larger pitch which allowed them to show off their cars in regal way.



John had brought along his red Allard GT which was Sydney Allard's own car and also Sydney's J2 which looked well in British Racing Green. Dean Butlers blue JR which was raced extensively last year looked brutally fast as I indeed believe it is.

THE RACE RETRO STONLEIGH PARK Continued

It was also pleasing to see Jeremy Thurston's J2X which I understand used to wear the Essex Aero body. You can see your face in its beautifully polished aluminium body. Sadly we were not able to hear these cars run with the Jaguar engine in the GT and the big V8's in the other three.

On a nearby stand was the Sydney Allard's dragster which generally is to be found at the National Motor Museum at Beaulieu. The dragster is being restored by the Allard Chrysler Action Group Allard (ACAG) and they hope to have it running before too long so it can be demonstrated at Beaulieu and other places. We wish them well with the project.

Dave Lovey's and I attended the show on Saturday and we were welcomed on the stand by John and Jeremy who I understand had much interest in the cars over the weekend. In the three main display halls there were many classic car displays and as the name of the show would suggest many racing cars and related trade stands. In an outdoor covered area we enjoyed rummaging around the auto jumble and both went home with more than we expected.

Between hall 1 and 2 we enjoyed the old fashioned wall of death where the brave display team defied gravity and rode their motor cycles around the wall. Outside Westfield were taking punters around a small display area making plenty of noise and tyre smoke.

On the way out to the car park a rally stage had been set up and rally cars were doing fast demonstration runs and the interesting cars included, Mk 1 and 2 Escorts, an Audi Quattro, a racing Aston Martin DB9, a Triumph 2.5PI, various fast Vauxhalls, a drop snoot Vauxhall and more modern machinery. A treat indeed.

Many thanks to John and Jeremy for showing their cars so well and promoting so much interest in Allard's.

James Smith

Silverstone Classic Meeting 23 to 25 July. A.O.C. Concourse A Reminder,

Before calling the ticket office (Tel 0871 231 0849) or going on line (www.silverstoneclassic.com) to book you must first of all call Peter Wright on 0116 239 2152 to obtain the special classic car club code , and make a note of the registration number of the Allard you will be taking

Techno-Classica Essen 8 to 11 April a Continental Opportunity.

Billed as the biggest classic car show in Europe held under one roof, Techno-Classica takes place this year from April 8 to 11th . As a result of the enthusiasm, organisational skills and endeavours of Hans-Albert Oppenborn and members of the Continental Allard Group Allards will be on display in Hall 3 , (Stand No 3.0-105) keeping company with Porsche, Alfa Romeo, Maserati, Ferrari, Aston Martin, Ford, Volvo , Harley Davidson and Ducati. . Hans-Albert is organising a meeting and lunch on the Saturday. Meet him at the Allard stand at 12.15. If you have any questions before the show Hans-Albert can be contacted on (49) (o) 50790383, Mobile (49) (0) 1774441015 or h.a.oppenborn@onlinehome.de

Techno-Essen is expected to have 1,000 exhibitors, 21 multi-faceted exhibition sections, 250 classic car clubs and 2,500 classic cars for sale. We wish Hans-Albert and the Continental Allard group a successful show and are sorry that Hans-Albert will not be able to join us at the Annual Dinner .

ANTIFREEZE Words of warning ... check before you buy.

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Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages but in these cases it has led to catastrophic engine problems.

Traditional blue **ethylene glycol** is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic-cars' on their company websites. **Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may NOT be suitable for all engines.**

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing "bittering" agents to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT).

Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (**OAT**). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured Red, Pink or Orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are NOT recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

FOOTNOTE. FHBVC Newsletter No 2 2010 included more on this topic, summarized as:

It is the traditional blue coloured ethylene glycol based Bluecol and Blue Star products which are considered suitable for classic cars. Its Topping Up fluid Bluecol U is suitable for classic cars but only for as it is described "topping up".

Whilst Halfords market a blue coloured "Advanced" antifreeze which has a label which includes a statement "Older vehicles can further benefit" it does in fact include OAT and cannot therefore be recommended for historic engines.

The article reminds us that ethylene glycol is poisonous in nature and is dangerous to small animals such as cats.. Propylene glycol is a much safer product and AAASolutions is about to launch a propylene glycol based product specifically aimed at historic vehicles.

As the situation is so confusing it is recommended when buying antifreeze for your historic engine you read the labels very carefully. Only buy IAT based products and take care when handling ethylene glycol.

I Spy follow-up. **OUG 601.** (J 2020 , 13 July 1951)-Score :Not quite a bulls-eye but possibly an inner.

Although he was driving a J2 Allard which was numbered 44 at Goodwood the driver in the featured photograph has turned out not to be A A “Buster” Baring” as postulated in last months Tailwagger but an R.(Dick)W. Petty. The confusion arose as “Buster” Baring was down to drive an Allard Cadillac in the September 1951 meeting and did practice on the Saturday but something occurred to prevent him driving in the actual race on the Sunday. A “ non-starter” in both senses he nevertheless is an interesting character. Apparently born in the Philippines in 1916 to a well off land owning family he was obviously a keen driver. From 1946 he features in the entry lists of many major events with a 1.5 litre six cylinder supercharged Maserati. Frustratingly there is a picture in Motor Sport of the back of his head taken whilst in conversation with Reg Parnell at a BRDC function. The question remains which J2 and whose was it that he drove at Goodwood in September 1951. It is possible the Maserati had by then been sold or laid up as in a previous event he entered an Alta GP car.

So what of R.W.Petty?. The driver of the Allard J2 numbered 44 in the August 1951 Goodwood meeting?

It is not clear when OUG 601 was exported to the USA but its present owner long standing club member Cordell Bahn of Washington State emailed the Editorial Office to say that he had owned the car since 1969 when he bought it fully restored from a John Richards of Santa Paula, California. Apart from a brief parting from 1972 to 1974 Cordell has owned the J2 continuously since then.

When Cordell bought the J2 it was fitted with a 283 c.i Chevrolet motor and Muncie 4 speed gearbox. Cordell soon had them out and replaced by a 331 c.i, Cadillac and Lincoln Zephy geared flathead three speed (Cue- enthusiastic applause and multi-Hoorahs !! from Leicester direction). A further restoration was carried out by Duncan Eamons in 1991. The heartening news is that the old warhorse is still being exercised competitively and more than once has been at Watkins Glen and Monterey plus local hillclimbs. The Glen again in Ten anyone?



Cordell mentioned as a result of asking “ the works” about the origins of his car he had, in 1961 received a letter from the said R.W. Petty and in a trice obliged with a copy of same. Apparently Mr Petty with his eye on the silverware having owned the car from new for six months invested almost as much as again as the car had cost him in adorning its flathead Mercury engine with eight Amal carburetors, an improved exhaust system designed by himself and a Scintilla magneto. He then competed in the J2 at Gameston Lodge and Croft (the latter two events probably 1952) . Sadly for him despite the expensive modifications, without any startling success as his firmament was also occupied by the likes of S,H,Allard and a Peter Collins. He, tongue in cheek, suggested that not only were their cars Cadillac powered but they might also have been slightly better drivers” than he.

More follows. As the address Petty’s letter had been sent from was a village near Bingley in Yorkshire who better to ask about his background than long-time Bingley resident and Allard enthusiast, Tony Lockey. In another trice Tony was on the telephone. Yes he remembered seeing Dick Petty compete at Gameston when he (Tony) was sixteen.. The car was always run on Castrol R vegetable oil and as Allard J2’s often were, used as for the daily commute so his presence in the village was always evidenced by its distinctive odour. The Amals never did run all that well (it is believed they were intended primarily for Wide Open Throttle work and had no idle circuits). An ex-Royal Air Force type Dick Petty was on the flamboyant side with tastes to match.

I Spy follow-up - continued

When an aunt’s textile business where he was providing a helping hand closed down Dick Petty ventured into the haulage business and later took up a design or engineering post at Butterfield Tanks. Tony remembers him as a capable engineer but a front steering articulated trailer he designed was not a success and the family then relocated to South Africa. In 1970 he is thought to have returned to the UK and in 1972 died of cancer. His two sons may still be living in South Africa.

I Spy follow-up Continued

Tony Lockey recalled one particular example of the flamboyant and daredevil attitude. Whilst enjoying a dice with one of Tony's chums on a public highway Dick Petty was seen to be driving standing on the seat and waving his arm in encouragement for greater effort to be made by his pursuer! This was probably in an M Type that he also owned. So if any M Type owner has an R W Petty in the logbook and indentations of shoes in the driver's seating it could be the one.

The Editor is grateful to Dave Hooper for originally spotting the picture that began this thread and Cordell and Tony for their inputs for this article. Follow up on Peter Wozzley next issue. We are still hoping for information

Members For Sale and Wants.

FOR SALE : J2X Replica. One of the rare three, possibly four examples produced by Geoffrey Eke in 1990's. Chassis designed by Dennis Adams of Marcos and Probe renown. Based on Jaguar XJ6 running gear mounted on a strong custom designed ladder frame chassis. 4.2 litre engine. Moss type Jaguar four speed gearbox with overdrive. I.f.s and i.r.s. Disc brakes. J2X styled GRP bodywork.

The first owner of this car was Sir Michael Leighton of Loton Park, Shropshire and it was built and delivered to him in 1994. The mileage still under 10,000. Current MoT and all previous ones. Registration number is that of the 1974 donor car. Replacement body panels still available. Spare parts in plentiful supply.

Reliable, easy to maintain, rapid and fun to drive. Asking price £45,000

Contact : Pelham Reilly 01598 753632



For Sale: P1 Saloon for ground up restoration. Chassis seems all OK. This car first registered 1952. V5C Registration document. The car is located in Surrey. Viewing by appointment. Asking price £10,000. If this is achieved I will donate £1,000 to Prostate Charity. See picture of me at www.hiddencancer.org.uk.

Contact : Pelham Reilly 01598 753632



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

Offers invited Contact John Turnbull Tel 01325 467592

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

Contact: David Wixon email david@gwixon2.freemove.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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