

# **Memories and Reflections**

# My Years With The Allard Motor Company

By

**David Hooper** 

1932 - 2022

Part 4

Places & People

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# **Foreward**

For many years up until his death, David had been writing his 'Memoirs'. When he passed away I was fortunate to be left in his Will all his Allard related documents.

This included his 'Memoirs'. Unfortunately there were multiple printed versions as well as about 30 digital copies - none of which appeared to be duplicated, each having various additions or amendments, plus numerous pages of notes.

We have therefore cross checked every copy, paragraph by paragraph, to try to ensure we have one complete version. Whilst it was necessary to make some slight adjustments we have tried to avoid duplication and retain David's wording throughout.

#### Darell Allard

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Drawings and Photographs have been taken from David's own collection.

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# Part 4—Places & People

## **Allard Motor Company - Workshop Locations**

24/28 Clapham High Street - Head Office: Allard Motor Company, Adlards Motors,

S1 Experimental Workshop.

Allard Chassis manufacturing workshop over 1700 cars.

Hilton Brothers - Coach Builders. Encon Motors - Coach Builders.

Allard Workshop and Adlards Showroom. Allard Machine Shop and Service Section.

Allard Service & Spares and Adlards Showroom.

Adlards Main showroom.

Wartime Workshop for Ford Military Vehicles.

# The Park Hill Factory - Clapham

126/128 New Kings Road, Chelsea:

51 Upper Richmond Road, Putney:

South Side, Clapham Common:

Park Hill, Clapham:

9 Estcourt Road, Fulham:

3 Keswick Road, Putney:

49 Acre Lane, Brixton:

Hugon Road, Fulham:

The Company moved to the Park Hill premises in early 1946 a few months before the Clapham High Street, Head Office and showroom were occupied. One disadvantage at Park Hill was that it was sited in a residential area and had limitations on the inherent noise a small scale vehicle production factory would make. The workshop occupied nearly 35,000 square feet and consisted of both a forecourt and a workshop divided into several sections. The major element of the chassis construction being supported by all the various sub assemblies such as front and rear axles, the De Dion axle, arc welding, drilling and fabrication of brackets, pipe bending and the operation of what was at the time, a state of the art profile metal cutter. The 'myth' (in my view) that some of the chassis cross tubes were made from 'sewer tube' is a little far from the mark.



The tube was originally a 3" diameter 10 SWG cold drawn seamless mild steel tube. As a substitute, it could well be that due to a shortage of the 3" diameter tube, high pressure steam tube might have been used. The difference being that this tube is based on inside diameter and it is unlikely, depending on the wall thickness, the outside diameter would be exactly 3". Also it must be said that the quality was better than the normal mild steel tube. All the exhaust system pipes, along with the bulkhead roll tubes were made in house using a manually operated pipe bender. The final assembly of the chassis frames, for all models, was carried out in a jig, not chalk marks on the floor, as some would believe! A small area was essentially for the assembly of what was known as 'chassis runners'. The chassis runners, so they could be delivered by road to the Coach Builders who were sited some 5/6 miles away at Hilton Brothers, New Kings Road, Chelsea or Encon Motors at Fulham, were equipped with both front and rear plywood wings and a wooden drivers seat.

For it's time these workshops were well equipped, employing some 20 plus tradesmen. The stores areas were split into two sections, one for vehicle production and the other for spares for the Service Section at Keswick Road. Within the workshop was an inspection section to monitor sub-contracted components, including parts machined by the company's own machine shop at Upper Richmond Road, Putney. Along with the drawing office the site included the administrative offices including Reg Canham's office. He was the Works Manger and later became the Managing Director.

The factory closed in 1954 with chassis construction being carried out at the New Kings Road, Chelsea. The site was turned over to housing. However the name Allard still exists as the name for this group of properties.



<u>Allard Manufactured Parts</u> - Not a complete list but gives an idea of the content of the original cars.

The machined items were largely made in house and only when quantities got too large was work subcontracted. The Machine Shop was at 51 Upper Richmond Road, Putney (the site is now a Wine Store) and was quite large having at least six lathes of varying sizes, two capstans, millers, slot and circular grinders. Apart from the Allard parts, contract work was carried out for Vickers Aircraft at Weybridge. At it's peak at least 10 machinists were employed.

Axle beams - modified Ford beams were used when there were supply difficulties.

Axle beam pivot bolts, including radius rods and perch bolts.

Radius rod yoke and ball end.

Stub axle.

Telescopic shock absorber pivot stud.

Front and rear hubs, including wire wheel type.

Wheel studs.

Brake and clutch pedals.

Throttle petal and linkages.

Steering arms, including centre idler.

Leaf spring hanger bracket, including U bolts.

Engine tie rods.

Panhard rods.

Quick change axle casings, including gears and counter shafts.

Fuel tanks, except when larger quantities were required.

Fly off handbrake and remote gear change linkage.

De Dion axle inner and outer companion flanges.

De Dion and inner and outer aluminium bearing housings.

Twin carburettor aluminium manifolds.

Aluminium cylinder heads for both 21 and 24 stud engines.

Dynamo bracket for twin carburettor manifolds.

Fan mounting bracket, aluminium pulley and mounting /adjusting shaft.

Track rod tubes.

Chromed cooling system top pipes.

Grills of all types (parts).

Adaptor plates and housings for Cadillac and Chrysler engines.

#### **Standard Ford Parts (Modified)**

Rear axles, including axle shafts.

Torque tubes and propeller shafts.

Radius rods for De Dion axles.

Bored and stroked Mercury engines.

King pins used with telescopic shock absorbers.

Gear change linkages.

#### **Standard Ford Parts**

30 HP Ford V8 assemblies including gear boxs.

Wheel bearings and oil seals.

King pins and bushes.

Front ball joints.

Engine and gear box mountings.

Rear axle, crown wheel and pinion (3.78 and

4.11:1 ratios.)

Shackel bushes and plates.

#### Purchased items to Allard Specification or manufacturers standard parts

Brake assemblies - Lockheed.

Break master cylinders - Lockheed.

Marles steering boxes including drop arm - Adamant Engineering.

Steering wheels.

Radiators - Serck.

Leaf springs.

Coil springs -Jonas Woodhead.

Telescopic shock absorbers - Armstrongs or Jonas Woodhead.

Lever type shock absorbers.

Hand brake cables - Thomas Richfield.

Rubber bushes - Silentbloc.

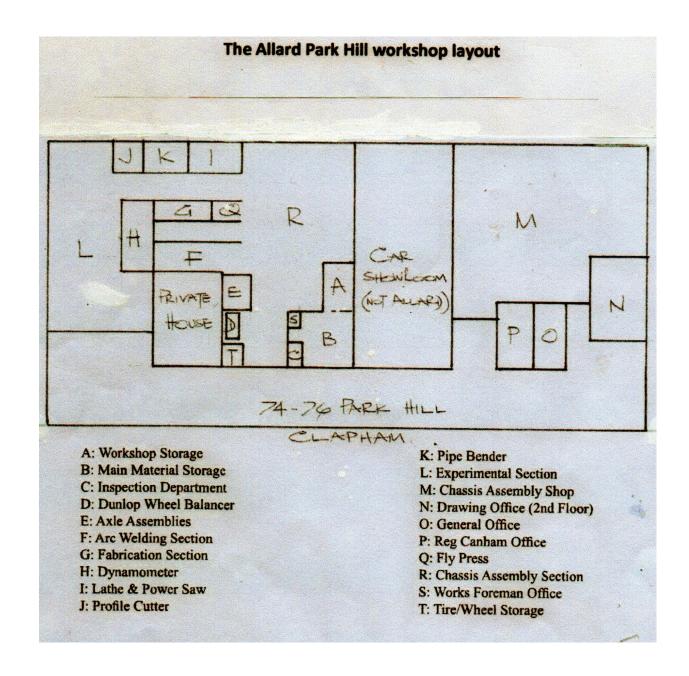
Road wheels - Rubery Owen.

Tyes and inner tubes - Dunlop.

Brake and clutch pedal pads.

Chassis side members.

Front and rear cross member pressings.



### **Coach Builders by Chassis**

J1 These could have been built by a contractor. K1 Encon Motors plus Abbots of Farnham.

L Type Hilton Brothers.

M Type Hilton Brothers plus components wings and cowl. P Type Hilton Brothers plus components wings and cowl.

J2 Encon Motors. K2 Encon Motors.

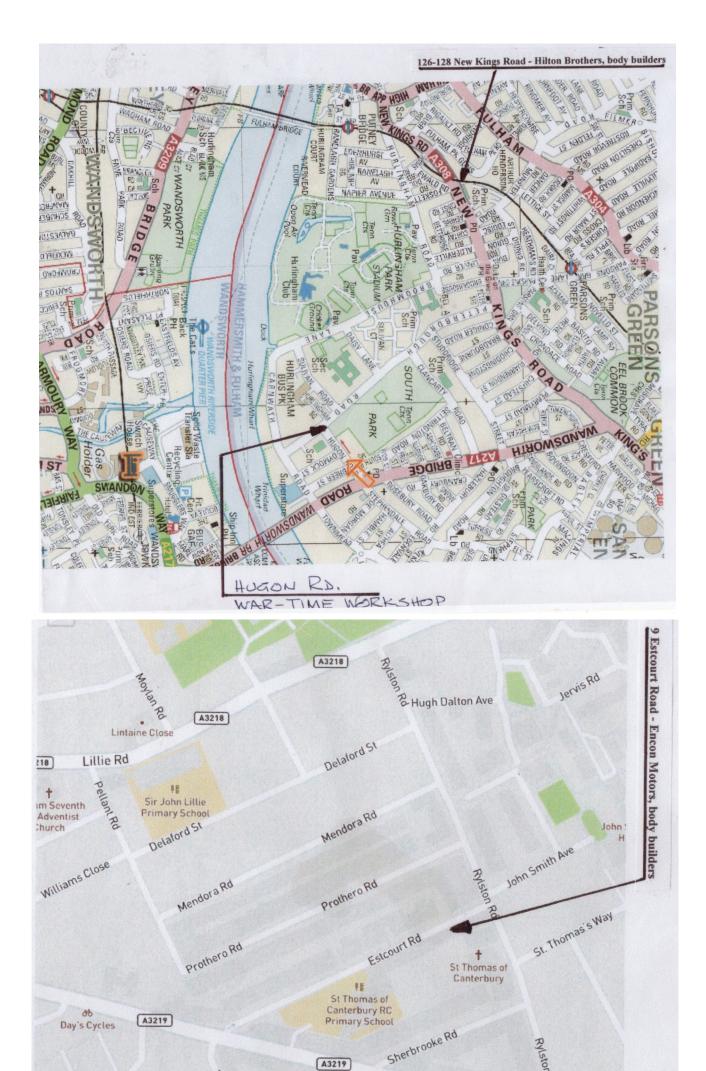
K3 Possibly Encon Motors or Hilton Brothers.

J2X Encon Motors.
M2X Hilton Brothers.
P2 Monte Carlo Saloon
P2 Safari Estate Hilton Brothers.
21C/21Z Mk1 Palm Beach Unknown.

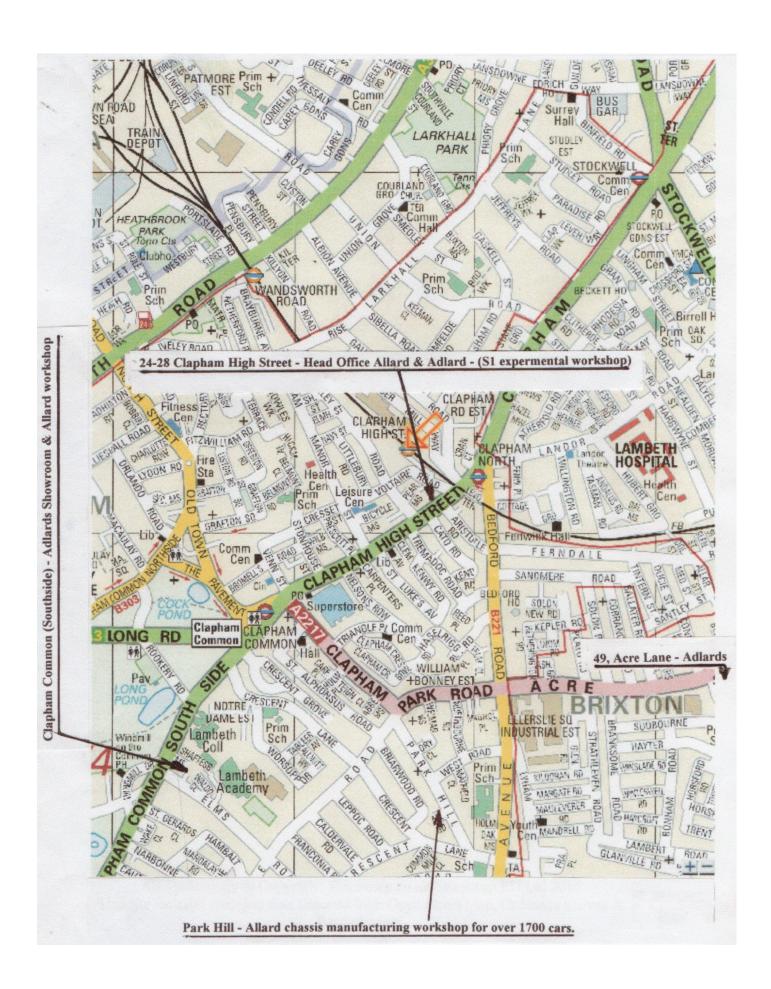
JR Possibly Hiltons.

72-Mk2 Palm Beach South Side Workshop or contractor.

Clipper Encon Motors.
Atom Encon Motors.
All grilles Encon Motors.



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## **Allard Motor Company Employees up to 1965**

Sydney Allard 'The Guv'nor'.

Alan Allard Sydney's Son - Head Office. Eleanor Allard Sydney's Wife - Director. Leslie Allard Sydney's Brother - Director.

Dennis Allard Sydney's Brother - Leslie's Twin Brother.
Marion Allard Sydney's Daughter - Clerical/Sydney's typist.

Mary McDowell/May Sydney's Sister - Director (Married Eddie McDowell & Alan May).

Eddie McDowell Head of Purchasing.

Bobby Arthur S1 Workshop - prepared Sydney's cars.

Malcom Arthur Apprentice.

Gerry Belton Allard Motor Company/Adlards - Publicity.

Colin Campbell Drawing Office - Produced Parts Books/Workshop Manuals.

Reg Canham Workshop Manager, Managing Director.

John Cunliffe Apprentice.
Ted Cutting Draughtsman.
David Davis Export Manager.

Day Manager of Sales Team - 51 Upper Richmond Road.

Dodswell Compiled Factory Records.

Zora Duntov 1950 - Worked on Development of Arden conversion.

John Farthing Inspector/Works photographer.

George the Trimmer Worked at Encon and South Side - Seats & Head linings.

Jean Goulding Sydney's Secretary/Typist.

Bill Hilton Director of Hilton Brothers (Coachbuilders).
Sidney Hilton Director of Hilton Brothers (Coachbuilders).
David R. Hooper Apprentice/Draughtsman/Chief Engineer.

Charles Horsfield Company Secretary.

Dudley R. Hume Chief Draughtsman/Chassis Designer.

John Hume S1 Workshop/Dragster.

James Ingram Body Designer/P2 Monte Carlo Saloon & Safari.

P.J. Jackman Various Posts - Encon Motors/Manager South Side/Director 1958.

Gil Jepson S1 Workshop/Numerous experimental Allard projects.

Tom Lush Long time employee.
Roberts Mackie Worked with Alan Allard.

Jim McCallan S1 Workshop. Tommy McLaughlin S1 Workshop.

Jimmy Minnion Fabricator - Park Hill Workshop.

Paddy Murphy A gifted fitter. Mike Perry Apprentice.

John Pitney Worked for Encon Motors - Built J2 Bodies.

Jack Pullen Sales.

Dick Read Managed experimental section - Park Hill Workshop.

Larry Richard Director of US Allard Inc.
Jim Saunders Works Foreman - Park Hill.

Noel Shorrock
George Silcock
Skatula
Stan the Welder
Sales Rep for Allard Tuning Equipment.
Head of car production/Electrical Section.
Shortened axle shafts and torque tubes.
Gifted Welder - ardent Fulham supporter.

L.H. Steele UK Sales Manager.

Peter Thoroughgood Apprentice.

Allan Tiley Apprentice/worked at S1 on SHA Rally cars etc.

Bill Tylee Managed Service Section - Upper Richmond Road & Keswick Road.

Sam Whitingham Owned Encon Motors.

#### **David Rowland Hooper**

I was born in Catford in 1932 and educated in Caterham, Surrey. Later I studied at Wandsworth Technical College obtaining a first class pass in City and Guilds M.V. Technology, Higher National Certificate in The Theory of Machines, Strength of Materials and Metallurgy. Accepted S.M.I Engineer in 1958. Served a 5 years apprenticeship with the Allard Motor Company and then 2 years in the Royal Airforce before rejoining the Allard Motor Company in 1957 to work in the drawing office, the Technical Department and then as Chief Engineer. I Joined the Greater London Council in 1965 being head of Automotive Engineering Group and held the position of Senior Fleet Engineer for the Inner London Education Authority until taking early retirement in 1991.

#### Achievements:

In 1955 designed experimental McPherson type front suspension which was fitted to the works P2 Safari. Some of the thinking which went into this, was used on the Mk2 Palm Beach.

The Atom dirt track car.

The development of the David Gottlieb prototype Clipper – not sure this was an achievement but a job to be done.

Modified a Ford Pilot rear axle to a fully floating axle for large engine stockcar racing in the UK. Red Ram.

Mk1 Palm Beach car's component parts. For this model every item had detailed drawings which were costed with the hope that the 'small' Allard would be the company's saviour – it was not to be!

Design changes for the last three JR's.

Disc brake installation for the Mk2 Palm Beach/GT.

Ford 105E disc brake conversion.

Shorrock supercharger installations.

BMC Ambulance suspension system.

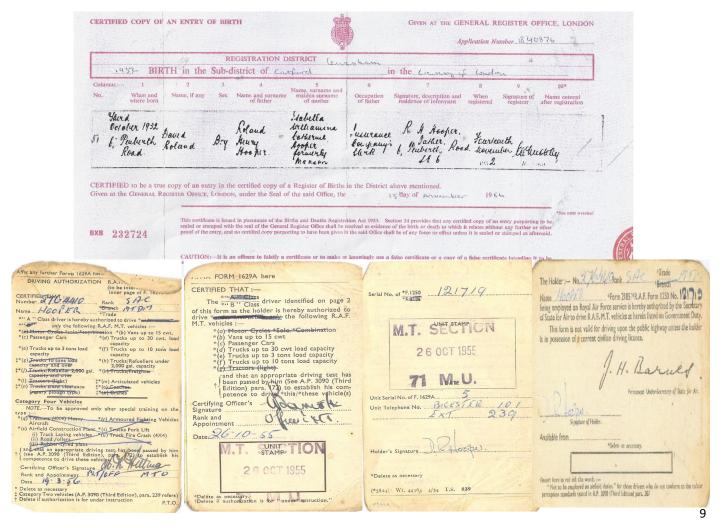
Sydney's Steyr 'Sports Car'.

Sydney's twin engined Steyr Four-wheel Drive 'Sprint Car'.

Chrysler dragster.

Front wheel drive ambulance chassis.

Wire wheel conversion kits for Ford Zephyr.



#### Tom Lush

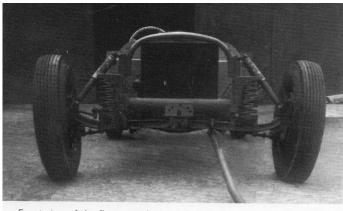
I did not come across Tom Lush until 1950 when the S1 workshop staff (Sydney's workshop!) took over the build of the Cadillac powered J2 which Sydney and Tom Cole finished 3rd at that year's Le Mans. S1 is the name given to this workshop which was in the basement of the AMC Head Office. As an apprentice who had help build the car I was not over impressed to see it being taken apart for it's preparation for the race. The connection between the works and S1 was fairly distant, as it needed to be. Tom joined the Company at it's inception in 1945 and was Sydney's right hand man in the early days of the company. He was instrumental in setting up the Park Hill workshop/ factory. In today's jargon he was Sydney's competition manger, which was almost a full time job. Tom was responsible for answering Allard technical queries along with AOC matters and kept what was the Allard archives - a large number of photographs of any Allard related subject. Tom was part of the Monte Carlo winning crew in 1952, and was navigator/second driver with Sydney in the 1950 Tour of Sicily, 1951 Mille Miglia, plus numerous other International and National events. Tom was unfortunate to damage, beyond repair, a brand new light weight Cadillac J2 while being delivered to Scotland – I suspect if it had not been for Sydney's loyalty to Tom he would have been sacked! As the years went by Tom had a reduced work load, until he was part of the mobile sales team for Shorrock Superchargers conversions, Webasto roofs and the Ford tuning equipment produced by the company – this he did not enjoy! Towards the end of my time with the company (1965) Tom was very disgruntled and missed his close involvement with Sydney. After Sydney's death and the subsequent demise of the Company, Tom retired. However he retained his Allard links and wrote 'Allard - The Inside Story' which was first published in 1977 and has been very much the 'Allard Bible'. Tom continued to act as historian for the company well into the 90's. He visited America on numerous occasions, meeting Allard owners and providing them with an insight into the Company.

### **Ted Cutting**

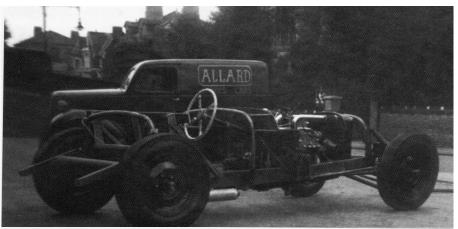
Early in his career he had been employed by KLG and in 1942 developed a new type of plug for the American Air Force. He then joined the Royal Navy. On leaving the Navy he worked on refrigeration plants and in 1947 secured an interview with The Allard Motor Company to take on the role of a draughtsman. It was not until I saw the obituary for a Ted Cutting in 2012 that I realized my brief talk with one of the Allard draughtsmen, back in 1949, was actually with Ted. The obituary listed his time with Allard as a draughtsman before he joined Aston Martin. Our discussion over some drawings were of the Allard angled pivot axle beam, plus other front suspension parts. I was shortly due to spend my six months doing my draughtsman training and looked forward to the experience. However, by the time I started the nameless draughtsman had left to work, supposedly for a refrigerating design company. It was Ted's obituary in March 2012 that listed his Allard connections. I had already read Tom Lush's 1977 book, 'Allard - the Inside Story' however there was no reference to Ted.

The Lush book is very accurate in detail and is accepted as the 'Allard Bible', but of Ted's employment 1948/9 - nothing. By chance published in 2012, was an autobiography called 'Cutting Edge Conversations', which provides details of Ted's time with Allards.

He worked on many different designs for Sydney and later produced the car shown. I believe this was the first J2, 888 and was built in a garage at the rear of S1 workshop. Ted left The Allard Motor Company in the early Spring of 1949 to go to Aston Martin, because the salary had an increase of 10 Shillings a week (50 pence for you younger members). He went on to design the famous Aston Martin DBR 1.



Front view of the first complete car Ted designed at Allard Motors.



Side view of the first complete car Ted designed at Allard Motors.