

## 1951: Allard J2



Sydney Allard and the J2 after the Mille Miglia accident



Make & Model:	Allard J2
Car Number:	435
Driver:	Sydney Allard
Co-Driver:	Tom Lush
Overall placing:	DNF – accident
Class and placing:	DNF
Capacity:	4400cc
Time:	n/a
Average Speed:	n/a
Model details:	Bizarre Models # BZ564



The Allard J2 was a limited production racing car developed from the earlier J1, K and L road cars. It retained the J1's 100-inch wheelbase and the split front axle used in all post-war Allards, but had coil springs instead of transverse leaf springs front and rear, plus a De Dion rear axle with quick-change centre section and inboard 12-inch Alfin aluminium drum brakes. J2s were produced using a variety of V8 engines including Ford, Mercury, Chrysler and Cadillac. Dry weight was from 2000lbs up to 2600lbs with the bigger V8 engines. Altogether, some 200 J2s were produced.

This particular car was taken from the assembly line and modified by way of a 40 gallon fuel tank with racing filler, and a dual master cylinder. The car was fitted with engine mounts to take either an Ardun or a Cadillac engine so that the car could meet the requirements of both the Giro di Sicilia and the Mille Miglia regulations.

The Giro di Sicilia was run on 1<sup>st</sup> April. The Mercury Arden engine in Allard's J2 blew up and the car failed to finish. The car was put on a truck to Brescia, from where it was towed – using Sydney Allard's own Allard Coupe – some 1,300 miles back to London where it was fitted with the Cadillac engine for the Mille Miglia. It was then driven back to Brescia in time to compete in the Mille Miglia on 29<sup>th</sup> April. Sterling stuff indeed, worthy of a Boy's Own tale of derring-do!!!

The Ardun engine was the brainchild of brothers Zora and Yura **Arkus-Duntov** (hence Ardun) who originally developed an aluminium ohv cylinder head to cure overheating in Ford V8 engines. The new heads also allowed for a huge power increase. After Ardun went out of business in America, Zora moved to England to join Allard to work on developing the J2.

Zora also co-drove with Allard in the 1952 and 1953 Le Mans.

In 1953 Zora joined General Motors where his work earned him the nickname 'Father of the Corvette'



Sydney Allard's J2 under tow back to London after the Giro di Sicilia to have the Cadillac engine fitted in time for the Mille Miglia

**Sydney Allard** was a first class engineer and a successful racing driver. He built his first car in 1936 on a Ford chassis. It had the tail section and scuttle from a GP Bugatti Type 51, Bugatti steering assembly, and a 3622cc Ford side-valve V8 engine. The car scored a large number of wins in trials and other races. Allard's success led to orders, and by the outbreak of war Allard had built and sold 11 cars.

Allards generally featured large American V8 engines in small light sports car bodies, giving a high power to weight ratio.

Carroll Shelby raced an Allard in the 1950s.... before going on to develop the AC Cobra

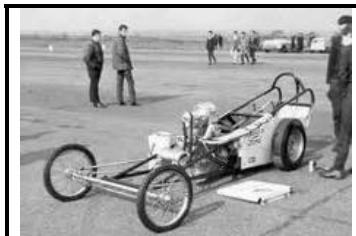
The first true Allards were made after the establishment of the Allard Motor Company in 1946. In all, some 1900 Allards had been produced by the time the company ceased production in 1959.

As well as developing and manufacturing Allard cars, Sydney Allard was a racing driver of some note. In 1949 he won the RAC Hillclimb Championship. Between 1949 and 1965 he competed in 14 editions of the Monte Carlo rally, which he won in 1952 driving an Allard P1, thus becoming the only driver/ constructor ever to win the Monte Carlo rally.

Although 1951 was his only Mille Miglia entry, Allard raced at Le Mans four times, 1950 to 1953, finishing third overall in 1950 in a Cadillac engined J2. Allard also raced J2s in the 1950 Targa Florio, the 1951 Giro di Sicilia, and the 1950 and 1951 Dundrod Tourist Trophy (TT), as well as in many circuit races, especially Silverstone where he often appeared in the entry lists simply as Sid Allard.

**Tom Lush**, Allard's co-driver in the 1951 Mille Miglia, met Allard in the 1930s as a fellow competitor. He went on to become Allard's personal assistant, and was central to the development of the Allard Motor Company, and Allard's racing career.

Lush has described how he and Allard set off from the start of the 1951 Mille Miglia through dark crowded streets: "We covered 78 miles in the first hour, and 43 in the next 30 minutes, but just after dawn misjudged a corner on a stretch of road running on top of a steep embankment and plunged nose-first over the edge. We discovered that as the car had spun it had hit a kilometre stone which had bent the offside axle-beam and steering column. Loosening the bolts clamping the steering box to the chassis allowed the steering wheel to turn, but with an up and down movement, so after stretching wire across the top of the bolts to prevent loose nuts



In 1960 Allard brought drag racing to Britain with the construction of the first British dragster. This was followed in 1964 by the blown 1500cc Ford engined 'Dragon'

from vibrating off, we resumed a fairly high-speed drive! Soon it became apparent that the car could not be controlled at a speed necessary to reach the next control before it closed, so reluctantly we retired when we reached it."

### The Model

The model is a standard factory diecast, catalogue # BZ564, by Bizarre models. It is an extremely accurate representation of the car as it exists today rather than as it raced in the Mille Miglia, when it had race numbers on the front of the bonnet, side exiting exhausts, and no chrome on the bonnet bulge.

