

THE ALLARD REGISTER
&
SPORTS CAR ASSOCIATION

THE BULLETIN.

September/October, 1971.

Page 1.

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RESTORING AN ALLARD J2. (Conclusion) By Ian McDonald.

Now some hints on body restoration:-

(a) Make sure the headlight mounting washers mate perfectly with the body shell; this is a very popular place for body cracking.

(b) Provide extra bracing for the forward section of the bonnet opening.

(c) Don't use the spare wheel opening; use a forward-hinged seat instead. It will save money. Zeus fastener dents.

(d) Use polished stainless steel stone-guards for the rear mud-guards, not aluminium. It rarely marks or chips.

(e) Re-engine-turn the face of the dashboard - it's a real highlight of the J2 cockpit, and with a careful coat of clear lacquer, it will retain its good looks. But make sure you pencil mark the dash before you start the engine-turning job, as accuracy is needed.

I hope these few brief suggestions will be of some assistance to fellow members.

Many thanks for this most interesting article, Ian, which I'm sure will help several members. ED.

SPORTS CAR DESIGN NO. 24.

The Allard Dodge - Car that never was.

Every sports car has a characteristic that separates it from the more docile family auto; in some it is "neck-snapping" acceleration, in others positive, responsive steering marks the thoroughbred, or possibly it may be superior suspension, permitting high speed cornering, that makes a car an experience to drive. Whatever the case it is a rare thrill to drive a car in which all these things - suspension, steering, and power-plant - have been skilfully combined by the manufacturer until a balance is achieved wherein none stands out but rather each helps to make the car an exceptional performer on the highway or in competition. To produce such a car at a reasonable price is a Herculean task fraught with difficulties that most designers and manufacturers are not able to overcome.

Spurred on by visions of increased sales and the possibility of more wins in competition in the United States and elsewhere, the Allard Motor Company, Ltd., in conjunction with their American distributors and an American designer, Robert Forsyth, set themselves the task of designing and building the perfect sports car in the late fall of 1953.

The basic design, a three-passenger sports roadster, was to have been powered by the Dodge (thus the name Allard/Dodge) V8 engine, developing 140 horsepower at 4400 rpm, which everyone felt would provide excellent acceleration when coupled with a car weighing in the neighbourhood of 2600 pounds. The engine, clutch, and transmission were to have been installed at the Allard plant in England, almost as received from the United States, the only major change being a modification to permit the installation of a center floor shifting lever. However, it was planned to offer the car with an engine modified for competition if there was sufficient demand to justify the added manufacturing cost.

With an eye to competition, much attention was lavished on the steering and suspension. Steering was to be accomplished with the Adamant Marles worm-and-roller unit. With only 2 $\frac{1}{4}$ turns lock to lock it was felt that this arrangement would be positive enough to satisfy even the most demanding driver. Suspension-wise the lay-out of the Allard/Dodge was generally to have followed earlier Allard practice. Although various front suspension arrangements were considered, including Thompson ball-joint units, it was finally decided that the standard Allard divided axle used in conjunction with coil springs and telescoping, hydraulic shock absorbers would be most efficient.

(continued from Page 1)

The conventional rear axle was to be located by twin, parallel radius arms attached to each side of the frame, and a Panhard rod pivoting on the left chassis side member, connected to the axle by means of a bracket welded to the top of the differential housing. The upper radius arms were to be fabricated from steel tubing, and the lower arms were to be built up from twin, channel steel stampings, joined by flat steel plates.

Lockheed hydraulic brakes were to be used in conjunction with the suspension system outlined above. To insure against excessive brake fade in competition 156 square inches of friction area were specified, and cutouts were made in the front of the body to provide a steady stream of cooling air to the front brakes.

A steel tubular frame was selected for the car, since manufacturing experience had been gained on such frames, and more importantly because a tubular frame was known to be approximately four times as rigid as a conventional steel channel and box member frame of corresponding weight. As on a previous Allard chassis, side members were to be formed from two 1 3/4" diameter, 16 gauge, steel tubes, electrically welded to 14 gauge steel plates, the maximum frame depth being 6 1/4". Cross members were to be formed from steel tubing with the exception of a flat steel plate to be located over the front axle. A steel tube arch, to be carried on outriggers, was to provide support for the cowl. Additional box section outriggers were to support the body.

Body styling represented an attempt to blend simple modern lines with British tradition. Reference to the accompanying illustration will reveal that the designer was quite successful in avoiding the "slab-sided" look, often associated with small sports roadsters, by the clever use of smooth curved lines. The more or less unbroken sweep from the crown of the front fender to the very rear of the body creates an impression of fleetness and grace which is often sought but rarely achieved.

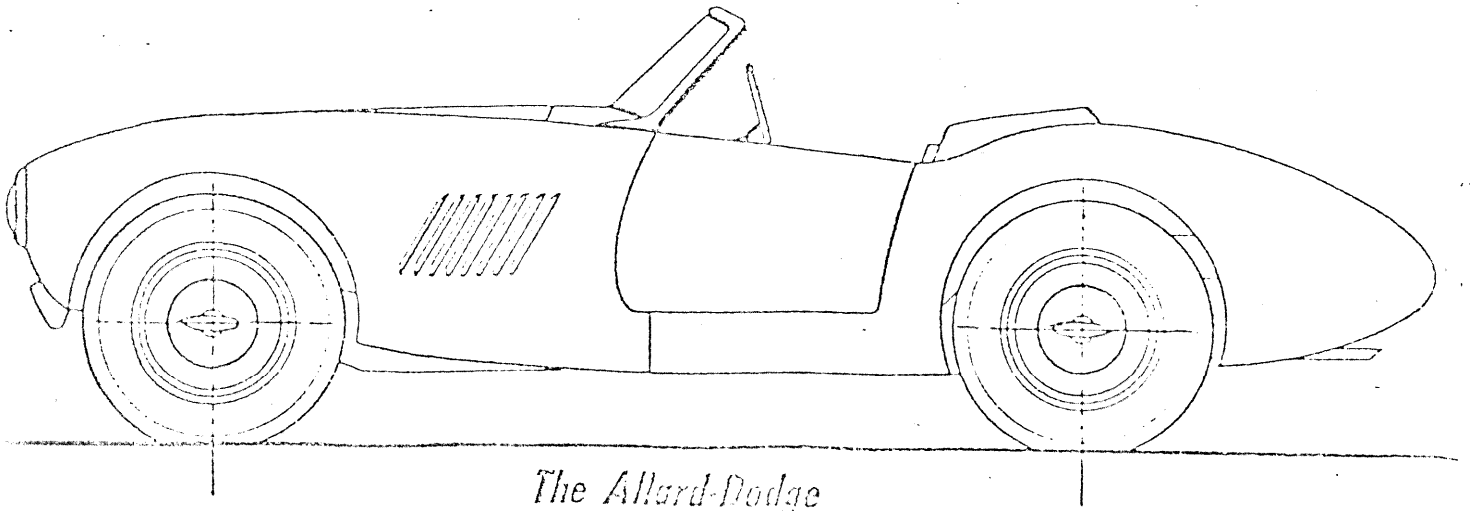
The body was to be formed entirely of steel sheet panels which would have represented a departure from tradition for Allard, since all previous cars had sported bodies fashioned entirely of aluminium sheet. Windshield construction on the standard model was to be of the curved, one-piece type, supported by a light frame built up from extruded aluminium sections.

The body was designed to accommodate a bench type seat providing ample room for three people sitting abreast. An optional arrangement was worked out providing for the installation of two bucket type seats. Standard equipment was to have included a Smith's tach, a speedometer with trip and total mileage indicators, oil pressure, fuel quantity, and temperature gauges, an ammeter, self-cancelling directional signals, and a hot water heater. Provisions were worked out for stowage of an easily erected top and fitted, one-piece side curtains behind the seat.

Although the Allard/Dodge promised great things for the manufacturer, and more importantly for those of us who welcome a new car because it very often leads to keener competition both in racing and between rival firms, production and distribution difficulties prevented even the completion of a prototype.

SPECIFICATIONS - ALLARD/DODGE

Wheelbase.....	96"	Steering, from lock to lock.....	2.25
Track, front & rear.....	54"	<u>Transmission</u>	
Height, with top in place.....	53"	Synchromesh.....	3 speed
Overall length.....	157.5"	Ratios: First.....	2.57
Overall width.....	62"	Second.....	1.83
Curb weight.....	2,603 lbs.	Third.....	1.00
Ground clearance.....	7"	Overdrive.....	.700
Turning circle.....	32'	Reverse.....	3.48
Tire size.....	6.00 x 16	Rear Axle ratio.....	3.73
<u>Electrical system</u>		Brakes.....	Lockheed
Lucas or Dodge.....	12 volt	<u>Body</u>	
<u>Engine</u>		Type.....	sports convertible
No. of cylinders.....	8	No. of doors.....	2
Bore.....	3.44	Construction.....	steel
Stroke.....	3.25	Seating capacity.....	2 - 3
Piston displacement (cu.in.).....	241.40	<u>Performance (Estimated)</u>	
Compression ratio.....	7.1-1	Acceleration... (0-60 mph).....	8.2 secs.
Taxable horsepower(AMA).....	37.80	Maximum speed.....	123 mph
Horsepower.....	140 @ 4400 RPM	Braking.....(from 30 mph).....	51 ft.
<u>Chassis</u>		Fuel consumption.....	20 mpg
Steel tubular..1.75" dia. side members		Price delivered United States:	\$2,995.00
Suspension(front)..independent coil			
(rear)..Coil springs with parallel trailing links			



We thank 'Road and Track' for permission to reproduce this very interesting article from their issue of February, 1956. We are very pleased to say that Mr. Robert W. Forsyth is a member of our Association.

Actually, Bob, the body lines of the 1957/60 Palm Beach Mark II are those of your original outstanding design, which was years ahead of its time. ED.

Castrol News by E. S. Young.

Peter Revson, the American driver who finished second at Indianapolis this year earning over \$100,000, remembers the first money he ever earned in racing. It was a cheque for \$11.67 paid as "tow money" for taking his Formula Junior Cooper to Lime Rock in 1962. "I'd like to say I still have it at home, framed, but I needed the money so I cashed the cheque!" The following year Revson was racing an FJ Cooper in Europe hauling the car around the Continent in the back of a diesel Ford van that had been pensioned-off from a baker's delivery service. The race car rode on ramps in the top of the van and the off-duty van driver slept beneath it on the long hauls between the bread-and-butter races in those days. Now Revson is number two driver in the McLaren CanAm and Indy team, and has just won the 200 mile CanAm race at Elkhart, Wisconsin.

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Jackie Stewart is never at a loss for words to the press. One Canadian reporter summed up his interview with Jackie thus: "That Stewart is something else. Ask him the time and he'll tell you how to build a watch!"

FOR SALE

Allard M2X D/H coupe, completely rebuilt, and in concours condition. Price on application to: P. Fisher, 99, Oakdale, Worsborough Dale, Nr. Barnsley, Yorkshire.

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Pollard rear axle caged roller bearings for P, L, K & M type Allards with solid rear axles. Further particulars, contact our Hon. Secretary.

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WANTED

Allard J2X in reasonable condition. Contact Dr. Cordell H. Bahn, 1022, Anderson Way, San Gabriel, California 91776, U.S.A.

QUICK QUOTES

Middle age is when you want to see how long your car will last instead of how fast it will go.

Even an experienced driver may fold up on a long trip, but the road map won't.

There may be something to horse sense. After all, how often do you see horses collide?