

THE ALLARD REGISTER

President

TOM LUSH  
U.K.

Vice-President

FRED G. WACKER, Jnr.  
U.S.A.

Hon. Secretary

R. W. MAY

8, Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND.

(Telephone: Horsham 61372)

Mid-West U.S. Correspondent: Don Hudgins, 130, E. Bodley, Kirkwood,  
Missouri, 63122, U.S.A.

THE BULLETIN

January/February, 1979.

Page 1.

We have received a colour catalogue from Lucas Automotive, 2850 Temple Avenue, Longbeach, California, 90806. They can supply tyres, wire wheels, steering wheels for vintage and post vintage cars. They have for sale exhaust horns and whistles, exhaust out-outs and cable kits for all whistles and cut-outs.

Referring to one type of explosion whistle it advises buyers that it can be heard for several miles if the whistle is operated to its full potential. This is a slow speed, high pressure whistle. Operate it that way. To get the best results accelerate with throttle wide open and engine turning at low RPM. Get into higher gears early before road speed builds up. Always open the whistle fully - never part way. It should become an automatic habit that, as the whistle valve is pulled open, the foot throttle is fully depressed.

Regarding the copper exhaust cut-out, it is installed without cutting the pipe in two. "Won't do a thing for performance but makes getting there a lot more fun!"

Lucas Automotive also have an Eastern Warehouse: 2141 West Main, Springfield, Ohio, 45504.

-----  
Seen at the Performance Car Show, organised by 'Car and Car Conversions' at Alexandra Palace, London recently, a TR7 V8 turbo on the Janspeed stand. It has a considerably strengthened TR7 chassis and twin turbo fuel injected V8 engine stretched to 4.5 litres. The power from this motor is estimated at between 550 and 600 b.h.p. and it is hoped to enter this car for the 1979 Le Mans 24 hours race.

-----  
In the November, 1978 edition of 'ROD ACTION', the magazine of street rodding, there appears on page 59 a fine photo of member Dean Butler's fuel-injected J2. The caption alongside reads:-

"Ardun/Merc powered Allard brings back days of 'Old Yeller'  
and the Mexican Road Races. Don't forget Pikes Peak."

You've done a great job on that car, Dean, and it looks stupendous. I'll bet you burn up the highways around Cincinnati! ED.

ALLARDS - 1936/1959

The first ALLARD SPECIAL was built by Sydney Allard in 1936, to be followed by a succession of 'one off' competition cars, each of which was soon busy collecting trophies in competitions in the U.K., up to the start of World War II in 1939.

The outstanding success of these specials led to the decision to commence production of more-or-less standard models and in 1946 the ALLARD MOTOR COMPANY LTD. was formed. The first model produced by the company was a sleek 2-seater sports with 30 h.p. V8 engine on a 100" chassis, and was known as the J.1. During this year, a touring two-seater on a 106" chassis was also produced, and this model was called the K.1. Also during 1946 production was commenced on a touring 4-seater with a wheel base 6" longer, giving a total of 112", and this model, following the alphabetical sequence of prefixes was termed 'L'.

1946 was the Jubilee year of the Motor Industry and to celebrate this the Royal Automobile Club arranged to hold a series of cavalcades in the principal cities of the United Kingdom, the first one to be held in London in July. The obvious publicity to be gained by participation in these shows spurred the new Company to prodigious efforts to get two production cars ready by this date, and in fact a 'J' and an 'L' model were completed in time to participate. The two-seater, which was finished in white with blue upholstery and had been built to the order of A. Godfrey Imhof, was driven by him and followed in the procession by Ken Hutchinson, in the red four-seater. The pre-war period of car manufacture was represented by a grey two-seater with Lincoln engine built early in 1939.

Following these cavalcades, the order books quickly filled and production of the three models was continued without alteration.

During this time the 'J' type was being very successful in competition and in the Lisbon Rally in 1947 won the premier award against an entry of 173 cars. It won premier awards in the Alpine Trial, Maloja Hill Climb, Develiers des Rancieres, Craigantlet Hill Climb and Bouley Bay Hill Climb, as well as many other less important events.

In June, 1947 a drophead coupe on the long chassis (112") was introduced. This car proved very popular and was a close-coupled 4-seater, and production schedule was revised  
/continued overlead

/continued from Page 1.

and the L model was gradually discontinued.

In 1948 slight modifications were made to the body of the K type, but the range of models continued until August 1949, when the chassis specification was brought up to date by the substitution of coil springs for the original transverse leaf on the front and the introduction of two leading shoe brakes.

With more Allard cars competing in all types of events an increase in the number of victories naturally followed, and no less than 11 trophies were collected in International events alone that year, including four in the Alpine Trial.

In response to public demand a Saloon model was introduced in 1949 and although the necessarily heavier weight of a closed body made it less suitable for competition motoring than its open predecessors, the model was an immediate success. Business and professional men, a very large proportion of them being doctors, saw in it a car of distinctive but not bizarre appearance, possessing the power to move easily in slow moving traffic until such time as its vivid acceleration and high cruising speed could be brought into use solely by depressing the pedal. This year saw the number of international trophies won double that of 1948, with 3 in the Monte Carlo Rally, 6 in the Lisbon Rally, 5 in the Alpine Rally and successes in seven other international events consisting of hill-climbs, rallies and speed trials.

As production of the saloon increased, so the demand for the D/H coupe declined, although continued demand for this type of body led to the introduction of a coupe in a modernised form which was known as the M2, the first of which was shown at the International Motor Exhibition at Earls Court, London in 1951.

Although introduced during the previous year it was not until 1950 that the J.2 competition 2-seater began arriving in foreign markets. A short chassis lightweight 2-seater, designed primarily for competition motoring, such was the demand for this model from sporting motorists overseas that only a mere handful reached the home market. The racing motorists in U.S.A. soon found that with a Cadillac engine fitted in this model there was nothing in its class to hold it, and success followed success. Many types of V8 engines were fitted by various owners in the States, or by the factory to customers' requirements, and all proved victorious in important events overseas.

No fewer than 45 successes were achieved by ALLARD J2's during the first year in Switzerland, France, U.S.A., Portugal and Denmark as well as in the British Isles, and several other countries witnessed victories by this model.

In 1950 the K2 was announced, which was based on the previous K type, but it had a new styled front grill, and bumpers, more body space and a larger luggage locker, although the chassis dimensions remained unaltered. With high compression cylinder heads and dual induction manifold fitted to the standard V8 engine, a really high performance was obtained despite the full-size wings, full width windscreen, etc. of this popular roadster.

In addition, a further newcomer was the 'Safari' Estate Car which, after 12 months of extensive tests on road and track, together with comprehensive trials on the M.I.R.A. Proving Ground at Linley in Warwickshire, was confidently presented to the home and export markets. In ground clearance, comfort, road holding, performance and reliability Allards firmly believed that this model had all the answers.

During 1951 the J2 was making a big name for itself in competitions in the United States where many different types of engines were being fitted, and it was being freely admitted that the Allard car played a big part in the revival of motor sport there, as by its adaptability and comparatively low cost, this model was available to a very wide market.

In 1952 the front end layout was altered to provide the improved roadholding and handling qualities required by the extra power and the subsequent chassis were prefixed 'J2X'; the X designation was also used on the later coupe models with this new front end layout.

At this period import restrictions were very rigid and it was impossible to obtain the American engines for re-sale on the home market, although the company managed to obtain two for experimental purposes, one of which was installed in the J2X chassis driven by Sydney Allard in development competition, and which provided a major triumph in finishing at the 1950 Le Mans 24 hour race in third place as the first British car.

The company's greatest potential publicity achievement was in 1952 when Sydney Allard drove a 'D' saloon to victory in the Monte Carlo Rally, but the death of King George VI in the following week, naturally resulted in the cancellation of all the arranged publicity attending on the first British win for 21 years, and it was from this date that the company's fortunes began to change.

With increasing economic controls, and raw material allocation dependent upon the export figures, sales began to drop and in an attempt to revive the worsening position, a new chassis (P2) of welded tubular design with the de Dion axle developed from the J2 was produced. A shorter wheelbase version was also available for a 2/3 seater, to be termed the 'K3', and although all these models were successful, the building costs put them in a price bracket which severely restricted sales, and it became obvious that production could not be continued under these circumstances. Contemporary with the P2 chassis a scaled down version, without the de Dion axle and designed to accept

/continued on Page 3.

/continued from Page 2.

either the Ford Consul or Zephyr engine was put in production, but these models which it was hoped would sell well in America, and therefore entitled the 'Palm Beach', were introduced at the 1953 Motor Show, unfortunately at the same time as other manufacturers sports 2-seaters with better performance and similar prices.

In 1956 a special arrangement was made with the Jaguar Motor Company for the supply of the then current XK140 engine for installation in the Palm Beach, the chassis lay-out of which was re-designed for the new engine and incorporated Macpherson-type front suspension with laminated torsion bars. This chassis was termed the Palm Beach Mk. II and the first chassis, in polished exhibition form, was shown on the Company's stand at the Earls Court Motor Exhibition of that year.

1957 was the last year in which the company exhibited, and in 1959 all production ceased, leaving the small personally-owned and run company with a record of about 2,000 vehicles produced in the 13 years of its existence.

-----  
Editor's Note: Members are advised that our President's book "Allard - the inside story" gives the complete history of the car and the company. It is published by 'Motor Racing Publications Ltd.', 28, Devonshire Road, London W4 2HD, England and 'Motorbooks International', Osceola, Wisconsin 54020, U.S.A.  
 -----

GENERAL DATA TABLE OF ALLARD CARS

<u>Year</u>	<u>Model</u>	<u>Description</u>	<u>Approx. Number Produced.</u>
1946/7	J.1.	100" Wheelbase. Competition 2-seater.	13
1946/8	K.1.	106" Wheelbase. Touring 2-seater.	156
1946/8	L.	112" Wheelbase. Touring 4-seater.	194
1947/50	M.	112" Wheelbase. Drophead Coupe 4-seater.	499
1949/51	P.	112" Wheelbase. Saloon 4-seater.	554
1950/51	J.2.	100" Wheelbase. Competition 2-seater.	99
1950/51	K.2.	106" Wheelbase. Touring 2-seater.	129
1952/54	K.3.	100" Wheelbase. Touring 3-seater.	62
1951/2	J.2.X.	100" Wheelbase. Competition 2-seater.	83
1951/3	M.2.X.	112" Wheelbase. Drophead Coupe 4-seater.	36
1952	P.2.	112" Wheelbase. Safari Estate car.	10
1952	P.2.	112" Wheelbase. Monte Carlo Saloon 4-seater.	11
1952/54	21.C.	96" Wheelbase. Palm Beach I (Ford Consul Engine).	18
1952/54	21.Z.	96" Wheelbase. Palm Beach I (Ford Zephyr Engine).	68
1954	21.Z.	96" Wheelbase. Palm Beach I (Dodge Red Ram Engine).	1
1953	J.2.R.	96" Wheelbase. Sports Racing 2-seater.	7
1956/59	P.B.	96" Wheelbase. Palm Beach II Touring 2-seater.	5
1956/59	P.B.	96" Wheelbase. Palm Beach II G.T. Coupe.	2

-----  
 We extend a very warm welcome to the following new members:-

D. Baron	of Lansing, Michigan, U.S.A.	K3 3k95
P. Spooner	" Oxted, Surrey, England.	-
Dr. H. Bereiter	" Sargans, Switzerland.	99J 1855

WANTED

For ALLARD J2R, Cadillac engine 1953, complete with all ancillary equipment.  
 Contact: Mr. Pelham Reilly, 24B Carshalton Grove, Sutton, Surrey, England.

(Telephone: 01-947-4501)

-----  
 Our Hon. Secretary writes:-

"I should like to say, many thanks to all those members who wrote to me during 1978, and sent articles for inclusion in The Bulletin.

In wishing all members good motoring in 1979, I say please carry on sending me your experiences and problems whilst doing jobs on your cars, and any items of motoring news, which will interest fellow members."