

THE ALLARD REGISTER

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

8, Paget Close, Horsham, West Sussex. RH13 6HD. ENGLAND. ('phone: Horsham 61372)

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

THE BULLETIN

July/September, 1981

Page 1.

Los Angeles area members meet.

Member Alan S. Harvey writes us to say that this event, organised by member Dr. S. Jewell-Thomas, held on Sunday, 7th June, was at a park not far from the Beach. Alan says "a good number of members and friends had a great time admiring and talking Allard stuff. There is talk of us getting together again in the 'fall'".

Many thanks for the photos, Alan; your P.B., Steve's K2 and Martin Allard's K3 look beautifully turned out. Hope you all get together again later in the year. ED.

THE NEW ALLARD J2X2.

A LEGEND REBORN.

As you position yourself in the leather trimmed cockpit of the J2X2, glance at the fully instrumental dash, move the shift lever through the four forward speeds of the gear box you know this is a motoring experience that very few will even have.

The J2X2 delivers quick sure footed handling and smooth power with its modern driveline based on the best that contemporary automotive engineering can deliver. These up-to-the-minute components are enclosed in a body built of aluminum and reinforced plastics to provide years of service and excellent durability.

Destined to become a collector's car as are its predecessors, the J1, J2 and J2X, the J2X2's are powered by a 318 CID V8 engine.

Standard features include leather interior, full instrumentation, five knock-off wire wheels with spare sidemounted on passenger side of car, Michelin XVS radial tires. A limited number of options will be available such as dual side mount spares, and a turbocharger. An all weather package is also offered.

YOUR DREAM IS WITHIN REACH!

See your Allard dealer now, or contact ALLARD MOTOR COMPANY LIMITED (Division of A H A Manufacturing Company Limited), 5309 Maingate Drive, Mississauga, Ontario, L4W 1G6. CANADA. (Telephone: (416) 625-6860).

The Standard Equipment is as follows:-

- 318 V8 engine with 4 BL carburetor
- Four speed manual transmission
- Wire spoke wheels (bead laced)
- One sidemounted spare wheel and tire
- Michelin tires and tubes
- Genuine leather upholstery
- Flex-wear interior carpeting
- Tonneau cover
- Acrylic enamel paint
- Full protection bumpers front and rear
- Dual exhaust system
- Explosafe fuel tank
- Complete tool kit
- Brooklands type wind screens
- Sport spoke steering wheel
- Tachometer and full instrumentation

OPTIONS

- Turbocharger factory installed
- Automatic transmission
- Second spare sidemounted
- All weather package including:
 - Top frame fabric side curtains
 - Full windshield and wiper washers
 - Rear fender gravel shields
 - Leather hood straps
 - Heater system
- Vehicle also available minus drive train

The Specification follows on Page 2.

SPECIFICATION

Wheel base.....2.54 m (100")
Track
 Front.....1.42 m (56")
 Rear.....1.32 m (52")
Maximum overall length.....3.76 m (148")
Maximum overall width.....1.73 m (68")
Maximum overall height (Roadster)....1.35 m (53")
Transmission.....Four speed Standard Ratios
 1st - 3.09 to 1
 2nd - 1.67 to 1
 3rd - 1 to 1
 4th - .73 to 1
 Rev - 3.00 to ;
Suspension Front/Rear.....Coil over Shocks
Rear axle..... 3.21 x 1
Tires.....Michelin 185 X R15 XVS
Chassis.....Ladder type steel
Steering rack and pinion.....4.1 L to L
Wheels - chrome wire bead laced 15 x 6
Fuel capacity.....91.2 L (24 Imp. gal.)
Radiator capacity.....7.6 L (8 qt)
Weight.....934.24 Kg (2060 lbs)
Ground clearance.....12.7 cm (5")
Brakes (Dual system)
 Front Disc.....4 x 2
 Rear Drum.....11 x 2
Electrical.....12 Volt 38 Amp capacity
Engine V8 OHV
 Displacement.....5.21 L (318 cu. in)
 Bore and stroke (inches).....3.91 x 3.31
 Compression ratio.....8.5 to 1
 Brake Horsepower.....190 @ 3800 RPM
 Valve lifters.....Hydraulic
 Carburetor.....Automatic choke 2 Venturi
 Fuel.....Regular unleaded
 Firing order.....1-8-4-3-6-5-7-2
 Distributor gap......017-.021
 Distributor dwell.....24 - 29
 Idle.....700 RPM
 Ignition timing......12
 Spark plug gap (inches)......032-.036

MIXING CUBIC INCH DISPLACEMENT AND CUBIC CENTIMETERS

In North America, automobile engine displacements are measured in cubic inches. In Europe, the common measurement is cubic centimeters or liters.

To simplify comparison of engine sizes, Champion Spark Plug Company has put together this listing of figures.

When changing cubic centimeters to cubic inches, or vice versa:

$$\begin{aligned} \text{c.c.} \times .061 &= \text{cu. in.} \\ \text{cu. in.} \times 16.39 &= \text{c.c.} \end{aligned}$$

When changing liters to cubic inches, or vice versa:

$$\begin{aligned} \text{cu. in.} \times 0.01639 &= \text{liters} \\ \text{liters} \times 61.02 &= \text{cu. in.} \end{aligned}$$

<u>c.c.</u>	<u>cu. in.</u>	<u>c.c.</u>	<u>cu. in.</u>
100	6.100	4000	244.000
500	30.500	5000	305.000
1000	61.000	6000	366.000
2000	122.000	7000	427.000
3000	183.000	10,000	610.000

When changing cubic centimeters to liters divide by 1,000 simply by moving the decimal point three figures to the left. Changing liters to cubic centimeters, move the decimal point three figures to the right.

And when figuring miles and kilometers, use this formula:

$$\begin{aligned} \text{kilometers} \times 0.6214 &= \text{miles} \\ \text{miles} \times 1.609 &= \text{kilometers.} \end{aligned}$$

In a letter from member Andy Picariello of Needham Heights, Mass., U.S.A., we extract the following:-

"...About a year ago I rebuilt my J2 brake system. Instead of adding conventional brake fluid, I purchased some silicone brake fluid. The silicone fluid, although more expensive (about \$10.00 per U.S. pint), will not pick up water, and therefore will not corrode brake and master cylinders. Also, it will not remove paint if it leaks, and it has a much higher boiling point than conventional brake fluid. It should never be necessary to change it once it is in the system. Of course, it should never be mixed with conventional brake fluid. Although it could be possible to flush out conventional brake fluid and possibly dry the system out without disassembly before adding the silicone brake fluid, it is best to take the whole brake system out, except for the lines, disassemble the cylinders, clean them of all brake fluid, and flush the lines out with mineral solvent and blow dry with compression before adding the silicone fluid. Once this is done, you will probably never have to do the job again..."

Many thanks for your letter, Andy, and the note about the brake system on your J2. ED.

Member Dr. Richard McKee of Fort Worth, Texas, U.S.A. writes us as follows:-

"...Enclosed are several items which I thought might be of interest to you. The first enclosure is an article from the 'Daily Oklahoman', a daily newspaper published in Oklahoma City, Oklahoma. I have recently seen the J2X, owned by Mr. Hardin and mentioned in the article, at a vintage car event held in conjunction with the 12-hour endurance race at Sebring, Florida. The Sebring 12-hour race is not nearly as important as it was in years past, and many factory teams no longer enter. Mr. Hardin's car is beautifully finished, powered by a large capacity Oldsmobile engine, with multiple fuel injectors. He has chrome plated spoke wheels with dual side-mounted spares. He uses the car strictly for racing and many modern racing changes have been made.

I recently entered my car in the same race and was assigned paddock space immediately adjacent to Mr. Hardin. The contrast between the two cars was quite interesting. My car is used as an occasional sports car and is not race-prepared, and was running on plain 6.00 x 16 street tires and obviously did not prove to be very competitive. Mr. Hardin had mechanical problems and did not finish the race.

I am enclosing what surely must be a very rare item for your archives, photographs of two J2X's parked side by side. This might conceivably never happen again. The photographs were made at the technical inspection before the vintage car race. Both cars were immaculate and attracted much attention.

I am likewise enclosing a copy of the entry list of the race. You will note that Stirling Moss came from England to drive a 'Birdcage' Maserati. We were quite happy to be listed on the same entry list.

My car was awarded the trophy for the excellence of preparation and authenticity, standards which I cherish. Obviously, I was very pleased to receive the award out of this very fine field of cars of that era....."

Thank you so much for the excellent photos, and many congratulations on winning the trophy. Your car is in really magnificent condition. ED.

FOR SALE

ALLARD 1948 K1. £3,000 engine re-build; Hartley 8 pipe tuned exhaust. Ardun conversion engine. British racing green. Current M.O.T. History, photos, bills, available. This is a most outstanding example of the 'marque' Offers over £15,000 to Mr. M. Saunders, 2, Park House, Ridgeway Road, The Lincombes, Torquay, TQ1 2ES. ENGLAND. (Tel:0803-23942)

oOo

1952 ALLARD J2 - very good condition - \$32,000. Call IRV DAVIS after 6 p.m. at 213-550-0470 (U.S.A.) for further information.

oOo

1951 ALLARD J2 - good condition - best offer or trade. 8642 Island Drive South, Seattle, Washington. 98118. U.S.A.

WANTED

Still searching for a J2X to purchase. Condition of running gear unimportant as long as car is complete and original. Replies to Bob Lytle, 6378 West 79th Street, Los Angeles, California, 90045 U.S.A.

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

M. A. Stein	of Willowdale, Ontario, CANADA.	91K 1700
John A. Howard	" Westminster, Massachussetts, U.S.A.	91K 1704
Nathan Thaler	" Bronxville, New York, U.S.A.	K3 3170

Our members are invited to the following event:-

9th August: Yeovil Festival of Transport, Berwick Park, Yeovil, Somerset. Details from Mr. Mike Stagg, 5, Burton Barton, East Coker, Yeovil, Somerset. (Tel: West Coker 3136)