

# NEWSLETTER

## Allard J2X MkII Launches in China



On April 12-15, 2012, some 5,000 high net-worth clients from eight major banks in the People's Republic of China will lay eyes on that country's first 'modern classic' automobile— the Allard J2X MkII. Gathered for the bi-annual Luxury Properties Exhibition, invited guests will be privy to a wide range of luxury real estate offerings.

Jimmer's Classic Collectibles (JCC) will be there with their recently customs-cleared Allard J2X MkII. As the only vehicle displayed indoors at this event, the Bordeaux Hemi-powered Allard will greet the guests at the entrance to the exhibit. "This is a unique opportunity for JCC to meet potential clients from all regions of China," comments JCC President, Keith Lomasson. "These visitors are quite familiar with Rolls-Royces, Bentleys, Ferraris, and the like, however, this will be their first encounter with a limited edition modern classic. In a social class that seeks exclusivity and uniqueness, we anticipate a strong

positive response— and we'll be ready." The J2X MkIIs being prepared for the Chinese market will introduce a number of features not yet available on current models— powerful V8 engines meeting Euro V and California emission standards, automatic transmissions (disguised as manual 5-speeds), a number of EU safety features and an all-weather kit.

Fabricated and assembled at Allard Motor Work's Montreal facility, company President, Roger Allard, anticipates a very positive response to these improvements. "By offering the highest level of emissions compliance, an all-weather kit, and a number of refinements, the Allard J2X MkII, will penetrate new markets in the USA, Europe, Australia and S. America. Our challenge will be to meet the high standards of quality we have set for ourselves from the outset, and to meet increased demand. Our plan is in place and we are set to go."

# BREAKING NEW GROUND



The recent arrival of the Allard J2X MkII in Shanghai will certainly trigger a huge buzz in the Chinese automobile community. In a city that has become somewhat blasé about conventional luxury cars, the 'new classic' roadster will provide a lot of excitement throughout China. Targeting an upscale niche, the new Allard will soon be available through a select distribution and service network in a few major centers. Jimmer's Classic Collectibles (JCC), located in Shanghai, are anxious to exercise their new Allard demonstrator on the streets of this modern city and to participate in upcoming luxury goods shows and premium automobile events.

JCC President, Keith Lomason, stated that "The classic car community has been anticipating the arrival of the Allard for some time now. We are very excited about the enthusiasm generated so far, but now that they can actually see and hear our stunning Bordeaux-coloured roadster, we expect a lot of interest in purchasing the J2X MkII. The radical difference in styling will appeal to many who want something unique, exclusive and rare. Our handcrafted Allard will certainly stir things up in the upscale market."



# Global Exposure



中國銀行  
BANK OF CHINA



The anticipated arrival of the Allard J2X MkII in China was a hit in this Bank of China December edition prestige magazine. The 5-page spread in the Bank's bimonthly magazine provided its select customers with an overview of the new Allard J2X MkII and its exclusive importer, Jimmer's Classic Collectibles (JCC). This glossy publication targets the Bank's 350,000 top-tier clients and provides a wide range of features on luxury properties, jewelry, holiday destinations and cruises.

JCC President & CEO, Keith Lomason and Chairman, Jim Jenner, were delighted with this high-level introduction to the Chinese market. "The Bank of China are big players in the high-end luxury market and this feature is a fabulous springboard for our launch into the exotic sports car market in the Orient," commented the President. "This feature is certainly a valued 'calling card' when entering a new market and has gone a long way towards creating a buzz of excitement for the launch of the new Allard," adds Jim Jenner.



# Diamonds in the Rough

One of the perks of being in the classic car business is the opportunity to meet individuals who are passionate about cars. Their passion often translates itself into the acquisition and collection of rare, exotic and collectible gems. Often tucked away in secluded private warehouses, in some cases located in remote villages, the inventory of cars resting behind secure doors reads like a compendium of automotive history.

While the scope and variety of cars housed in Jay Leno's Garage in Burbank are legendary, there are many smaller private collections that are 'diamonds in the rough'. Many are not open to the public, while others are accessible only for special occasions or upon meeting the owner. Over the tens of thousands of miles that I have traveled to show the new Allard J2X MkII, I have had the pleasure of discovering a few collections that are not publicized or well-known. AMW hopes in future editions of this newsletter to feature some of these so that others can share in the delight of my discoveries.

Currently, I have my sights on the Simeone Museum Foundation in Philadelphia. While there are many reasons to visit this facility, my curiosity was tweaked when I learned that it houses a white 1952 Allard J2 with a blue racing stripe down the centre. Little is known of this car, but we do know that the left-hand drive J2 was originally shipped without engine in 1951 to Perry Fina, a New York City importer. It was then equipped with a 331 cu. in. Cadillac V8 engine, special manifolds and carburetors by Bill Frick (alias Ted Tappet), one of the 'hottest' assemblers and coachbuilders in America at that time, as well as one of the U.S. dealers for the Allard Motor Company.

While it is still not clear who was racing this particular Allard J2 (S/N 1975) at the 1951 Watkins Glen GP, it had notable company on the course with five Allards on the starting grid, one of which was driven by the legendary driver, Freddy Wacker ("8-Ball").

This J2 was purchased by Dr. Fred Simeone at an auction in 1970, needing very little restoration. Many attempts by Dr. Simeone to find more information on the J2's racing pedigree have failed, as competition entry sheets did not reveal the serial numbers of the entrants. Despite the car's unique paint job, it has yet to be seen in any race publication or archives that feature racing in the North East States.

The Simeone Museum Foundation needs to be on every car enthusiasts' list as a "must see". In 2011, the museum received the International Historic Motoring Award as the 'Museum of the Year'. This facility specializes in significant racing sports cars and houses more than 60 remarkable icons of motor history. Visitors will be treated to a wide range of competitors, from a 1909 American Underslung to a 1982 Alfa Romeo GTV6. The collection can also be seen in a stunning book entitled 'The Spirit of Competition' with a detailed description of each car's contribution to racing history by Dr. Fred Simeone. The essence of these prized vehicles is exquisitely rendered by the world-renowned photographer, Michael Furman. Prefaced by the legendary Mario Andretti, this 32-page hardcover publication is available at the museum gift shop, or online at [www.simeonemuseum.org](http://www.simeonemuseum.org).



Dr. Frederick Simeone



# Sue Steele Thomas: Profile



[www.autofineart.com](http://www.autofineart.com)

*The automobile itself is an extremely significant part of our culture and way of life. As a painter I choose the automobile, people and surrounding landscape as the subject matter. The automobile, is within itself, a work of art. The genius of designers who create flat drawings and turn them into three-dimensional, moving, working machines intensifies my ambition to capture such strong images. Automobile art is a growing trend and is finding its way into the art world as a popular aesthetic art form.*

*As a child, I helped my father with the automobile repairs. My job was to learn which tools were which. I became the mechanic's assistant. This created a fascination for me with the automobile. Another influence came from participating in the restoration of antique cars with my husband. My curiosity continued with this powerful machine. Cars were destined to be in my future, someday, somehow.*

*My work has found a place in the genre of racing and automotive exhibits that showcase beautifully maintained machines. Recently, my automotive art has become more imaginative, subjective and colorful. Previously, my compositions were much more technically tight and sharp. Recent work contains softer edges and brilliant colors that are not always associated with the automobile. Chrome, curves, reflections, flowing lines and movement are embodied into the work. The opaque qualities of gouache produce flat shapes of color in my paintings. Watercolor, on the other hand, enhances the shapes with a transparent layered effect. The goal is to achieve detailed and accurate, yet an artistic, interpretation of the automobile.*

**Sue Steele Thomas**



# Allards on The World Scene



*Mille Miglia 2011*



It doesn't get any better than this—cruising through the poppy fields of Tuscany in an Allard. Here, Bob Francis of Canada, participated in the 1000 km Mille Miglia. Although they were not all sunny days, the event was completed in style. Bob chalked this up to "one of my most memorable events". His next iconic event? The Historic 24 Hours of Le Mans! Preparations are currently under way and the Allard readied.



**Dave & Roger Loveys**

*Monte Carlo Historic Rallye  
2012*



In 1952, Sydney Allard, co-driver Guy Warburton and navigator, Tom Lush won the Monte Carlo Rallye in an Allard P1. Sixty years later, Dave and Roger Loveys drove their 1950 Allard P1 to Monte Carlo, from their home base in Scotland, to join 291 other cars in the running of the famed Historic Rallye. Although the teams in the two events experienced foul weather (snow and ice), the outcome in 2012 was different. Dave and Roger were among the 77 victims of snow-clogged roads and mechanical breakdowns. Hats off to both of them for a their commitment to keeping the Allard flag waving proudly on this renowned international circuit.

# A Page from the Past

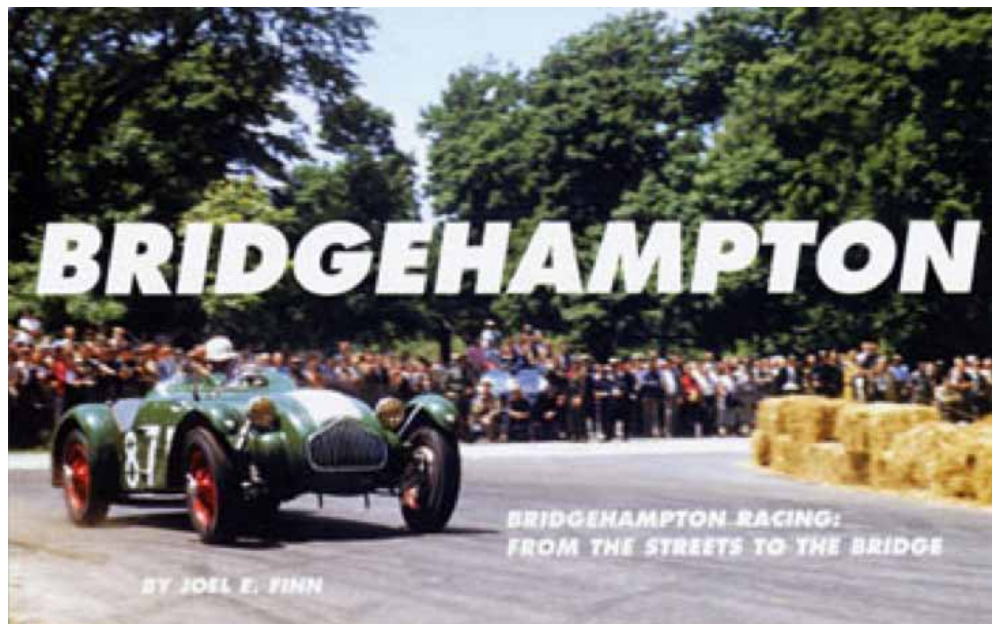
## First Recorded Hemi Race Win 1951



Tom Cole, an Englishman living in the United States, won the Bridgehampton Cup in a Chrysler-powered Allard on June 9, 1951, on the famous road racing circuit in Bridgehampton, Long Island, NY. He beat the best of the American road racers, including Phil Walters in a Briggs Cunningham-entered Ferrari and John Fitch, in a Jaguar XK-120 'Le Mans'. Cole also defeated a Cadillac-powered Allard.

Tom Coles' 331 cu. in. Hemi Allard J2 is featured on the cover of a comprehensive book titled "Bridgehampton – Bridgehampton: From the Streets to the Bridge".

The 330-page book details Long Island's rich tradition of hosting road racing from 1904 to the mid-1950s when Allards were fierce competitors. The collector book features some 540 rare photos and course maps, along with profiles on some of the greatest drivers of that era.



# J2, J2X & J2X MkII: A Comparison

by David Hooper

The J series started with some 12, or maybe 13, J1's being built and was the original competition version of the early K1 two-seater. In 2010, there are at least 68 J2's and 59 J2X's still running, along with others under restoration. The J2 model started with Sydney's prototype chassis number 888, and the second car, 1515, with both these cars getting their first public outing at the Silverstone Daily Express Trophy meeting in 1950. The two prototype chassis built were based on a 100 inch wheelbase, a standard Allard style split axle, with the conventional leaf spring replaced by 5" diameter coil springs. The rear axle was a de Dion design that had been developed from the 1949 Hillclimb champion-winning Steyr Allard single-seater. As with the single-seater, coil springs would be used with the dead axle located by radius rods which pivoted on the mid-positioned chassis cross member. The exposed front coil springs of the first two cars were soon concealed by a body fairing that covered the springs, however, it did decrease the turning circle.



A third-place finish at the 1950 Le Mans, with a J2 fitted with 331 cu inch Cadillac V-8 engine driven by Sydney and Tom Cole, was the car's first major International success. This generated growing interest from America and orders were plentiful, however, this meant that the resources of the factory were stretched to their maximum. Racing in the large sports car class in America was dominated by the J2, and later on the J2X. The updated J2X had more legroom, a parallel-axis swing axle, an increased front to rear weight distribution, plus a styling change to the bodywork. Some 70 were produced, followed by 13 Le Mans-style fully-enveloped front bodywork. By 1954, Ferrari and Jaguar were the cars to beat, with the Allard being a poor third, due in many cases to a lack of reliability and limitations of the swing axle front suspension. It was inevitable that, with a lack of development to match the power outputs of the latest modified Cadillac and Chrysler Firepower engines, future sales in the USA were going to fall. This said, by the time the last Allard Palm Beach MK2 was produced in 1959, enquiries were still being received for the J2X.



Back in 1953/4, the fortunes of the Allard Company were at a very low ebb. The company still produced cars to special order however, but any hope of producing a few more J2X's was not straightforward. The pressed steel side members were no longer available, and the possibility of mounting a J2X body onto the JR chassis was not an option. A paper exercise using existing suspension systems and a simple tubular ladder type chassis were considered, however it came to nothing.

Both the J2 and the J2X were cars of considerable appeal and it was inevitable that someone would attempt to produce a 'look-alike'. Various kit cars appeared on the scene which had the looks, but were, in my view, poorly 'engineered specials', the exception being the Hardy, which at the time attracted an association with the title of 'replica', but lacked the character of the original. Meanwhile in America, and to a lesser extent in the rest of the world, restored J2 and J2X's were appearing, competing successfully in vintage racing and winning awards in concours events. Depending on ones interpretation of the word 'replica', J2's were, and are currently



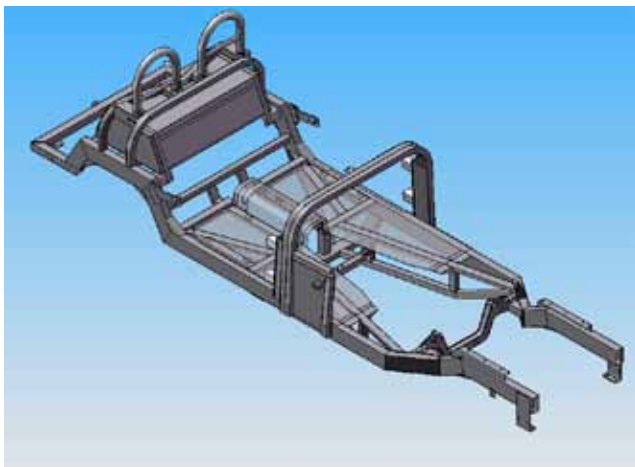


## J2, J2X & J2X MkII: A Comparison (cont.)

being made by modifying the P1 saloon chassis and running gear – in fact using the same components the Allard factory used back in the 1950’s, plus fitting a replacement original-styled aluminium body.

Both the J2 and J2X are in my view icons of the fifties that still have a place in today’s specialist sports car market. This is what attracted Roger Allard (no relation to Sydney Allard’s family) to consider building the J2X Mk2. Roger started with a ‘clean sheet of paper’ for his design, with the original J2X body styling. Although this was an essential part of the project, a number of refinements were needed to attract potential customers who wanted a high performance, reliable, reasonably priced car which that would be suitable for the occasional club race, hillclimb or sprints, and that could be driven to and from the track. In addition, considerable time was spent ensuring that Roger’s car would not be the type that required specialists and expensive maintenance.

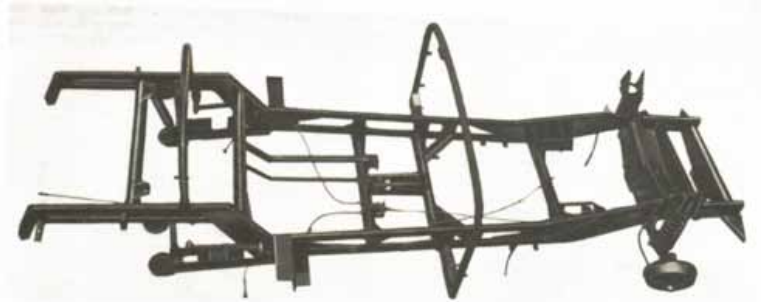
The first time I saw the J2X Mk2 was in 2007 at the new Millville Thunderbolt Raceway in New Jersey. Initial impression, from the rear, was that it was a 1950’s J2X,



### J2X MkII chassis

of independent of front suspension, but some sixty years on, it has been replaced by a slightly unequal double wishbone setup, along with a rack and pinion steering box. A weakness of the original car was its fragile three-speed Ford gearbox, which barely coped with the 300 lbs-feet of torque produced by the early American V-8’s. Now, the MK2 has a Tremec TKO 5-speed box, with overdrive 5th gear. Gone also is the de Dion rear axle, a design feature of both J2 and J2X, as well as the K3 and P2 models. It is replaced by a double wishbone style rear suspension using a universal jointed drive shaft for the upper element of the suspension system. The differential unit, along with the uprights, are cast aluminium with a rear axle ratio of 3.5:1. Both the Allard de Dion rear axle and the MK2 have considerable reductions in unsprung weight, which not only gives good traction, but enhances the ride characteristics. In modern day terms, the MK2’s independent suspension is an advance over the de Dion axle, which was a market leader for many years.

J2X chassis



## J2, J2X & J2X MkII: A Comparison (cont.)

The Mk2's disc brake performance cannot be compared with the '50/60's drum brakes. A Motor road test in 1950 stated, "The brakes on the Allard J2 are first class" recording 0.90g retardation with a pedal pressure of 150 lbs. Clearly advances have been made with drum brake systems, but in 2010, 12" diameter ventilated discs, with 4-piston calipers, cannot be compared, with drum brakes.



Much like the disc brakes, the engine specifications cannot be matched with those of the 50/60's, where 180 BHP and 300 lbs ft torque were available. Today, the Mk2 has three engine options with the less powerful unmodified GM Ramjet 350 engine, producing 350 BHP and 400 lbs ft torque. Also available are both the Chrysler 5.7 Hemi or the 6.1 engines, providing a range from 350 hp to 600 hp.

The J2/J2X chassis were similar in design utilizing the same channel section side members that the majority of Allards used, except for the latter's additional

forward cross tube, which located the X type front radius rods. In an article in Speed Age in the 50's, the Technical Editors heaped praise on the J2 design, suggesting it was 'a dream chassis'. The Roger Allard MK2 chassis has had the benefit of CAD to explore all of the areas of the structure, with special emphasis on chassis rigidity and crash protection, to include the drive shaft, the fuel tank, rollover and lateral impact protection, all within the same areas of the J2 and J2X of the 50's that had minimal protection. Not a criticism of the original design, which stood up extremely well to serious damage, but the realization of just how much progress has been made in the areas of crash protection and deformable structures. A keen eye will spot that the Mk2 stainless steel wire wheels, complete with knock-off hub caps, are in fact bolted on



due the requirement of some states and insurance companies in the USA. The spindle knock-offs, however, are available upon order.



The MK2 body is molded fiberglass, being a direct copy of the original aluminium hand-crafted J2X's body work. The Mk2's steel bonnet is fully-louvered and has the modern double-latch safety release, in addition to the traditional leather straps. The doors have an increase in length of 6", which makes access that little bit easier. Gone is the original traditional door catch that the driver understood, but at times caused panic to the unwary passenger. With the spare wheel mounted externally, the boot space has been enlarged to accommodate 2 full sets of golf clubs, although the J type external luggage rack is still available. Unheard of with the spartan J-type, the MK2's cockpit and boot are carpeted!

In my view it is not possible to make a direct comparison in performance figures between cars of the 50's and those of modern times. The Motor road test of a Cadillac J2 in 1951 made reference to the 'extraordinary performance figures' of that time. The Mk2's performance figures of today are very competitive and reflect one of Sydney Allard's views on what qualified as being quick- it was 0-60 mph in less than 5 seconds. However, in nearly 60 years of progress the developments are impressive- the Mk2 dials in at 4.2 seconds.

I am sure he would have enjoyed the Mk2, even the front suspension. My strongest memory of the MK2 was driving over a raised railway crossing on the original Watkins Glen 6.6 mile course, at well over 60 mph, landing on the bump stops without the slightest deviation.

## J2, J2X & J2X MkII: A Comparison (cont.)



Allard J2X	Marque	Allard J2X MkII
1954	Year	2009
354 in. <sup>3</sup> Hemi carbureted	Engine	348 in. <sup>3</sup> Hemi fuel-injected
360 hp	HP	365 hp
Ford 3-speed transmission	Transmission	Tremec TKO 500 5-speed / O.D.
2,500 lbs	Weight	2,570 lbs
26 U.S. gal.	Fuel tank	21 U.S. gal.
coil split axle	Front suspension	Indep. unequal A-arms coil over
coil de Dion	Rear suspension	independent coil over shocks
hydraulic	Shocks	gaz-filled adjustable dampening
Marles	Steering	rack & pinion
Al-Fin 12" drum	Front brakes	13" disc cross-drilled 4-piston
Al-Fin 12" drum	Rear brakes	13" disc cross-drilled inboard
100"	Wheel base	106"
38'	Turning circle	38'
6.00 x 16" bias ply	Tyres	225 x 60 x 16" radial ZR
Allard Motor Company	Builder	Allard Motor Works
J2X 3214	Allard Registry	J2X 9021
# 83 of 83	Unit	# 002 of .....

Author, **David Hooper**, worked alongside Sydney Allard as Allard Motor Company's Chief Engineer. Here seen in an Allard J2X MkII with Roger Allard at the wheel of the Allard J2X MkII, at the Allard Owners Club Reunion in Watkins Glen.



# Classic Values

With interest rates at a rock bottom low, stock markets on a roller coaster ride and an anaemic economy still on life support, where do you turn to secure your portfolio? The answer can be found by reading between the lines in published sales results from auction houses around the world. From collectibles to classics and from artwork to jewelry, the investment in lifestyle products with a recognized provenance are the current choice of 'savvy' investors.

A quick scan of art and car auctions over a ten-year period highlights substantially higher returns on investment than most stocks, bonds or real estate (excluding some notable hedge funds). The principal caveat, of course, is that you must do your homework. While this is obvious in the art world, it is also vital in the car world where emotions often trump wisdom. You may have gone to your first prom in a 1964 Chevy Malibu SS but, the rush to raise a paddle too quickly at the auction might be a mistake. Egged on by a boisterous crowd at an auction, or by an urge to overcome an increasingly fast heart rate, all caution is blown to the wind when the auctioneer's gavel crashes down on the table. This is not to say that the new owner will not relish the moment as he drives off with his Malibu. However, his joy may be short-lived when he later finds out that he has paid significantly more than its value and that the prospect of his car contributing to his pension is an illusion.



This January, a significant number of auctions kicked off 2012 with great anticipation in Arizona. For many, the results have turned into a barometer for the economy. Are participants opening their wallets? Are investors diverting their portfolio towards more 'durable' goods? What is this year's flavor? Muscle cars? Europeans?



Brass classics? Concept cars? The answer seems to be a mixture of all of them. Are buyers getting good value? This is an open question that only time will tell, but it is closely related to the preparation each buyer puts into his pre-auction assessment. How long do I want to keep the car? What is the track record for the value of this particular car? What are my goals relative to a return on my investment? And, not to be neglected, will I enjoy my investment? For some, sticking the new car in a vault for 8 or 9 years holds no interest. Assured that the value is lasting, many also like to drive their prize for the pure enjoyment of it.

This year's crop of cars fetched more than \$180 million at the 6 auctions held at the annual January 'auctionfest' in Scottsdale, AZ. This is \$20 million more than 2010. Among the cars sold, 8 of them sold for more than \$2,000,000 and 17 cars were over the one million dollar mark.

One of the more remarkable aspects of the iconic Barrett-Jackson auction, which drew some 270,000 attendees, is that 50% of the consigners were first-timers, and over half of the new registered bidders participated for the first time! This raises many questions that cannot be answered here but, given that this auction has no 'reserve limit', there were certainly a number of very pleased buyers and an equal number of very disappointed sellers. Those who did their homework however, certainly had the opportunity to make a good investment.

If driving is your real pleasure, then ask yourself these questions... is your new acquisition to be stored in a vault, only to turn the engine over once a year? Or, can you enjoy both, an appreciating asset and an exceptional driving machine? Let this be an invitation to keep your classic car on the road, where it can be seen and enjoyed by a new generation of drivers who might someday become your customer, while you enjoy your drive.

# Top Dollars



*Copperstate 1000*

- 1955 Mercedes-Benz 300SL alloy Gullwing - \$4.62m
- 1959 Ferrari 250 GT LWB California Spyder - \$3.90m
- 1948 Tucker Torpedo - \$2.90m
- 1947 Bentley Mark VI - \$2.75m
- 1930 Duesenberg Model J - \$2.64m
- 1954 Mercedes-Benz 300SL Gullwing - \$2.20m

The annual January auction events at Scottsdale, Arizona, saw an increase in total sales over 2011 to reach \$182,000,000. Above, are listed the top six cars to cross the block.

The standout was the 1955 alloy-bodied Mercedes-Benz 300SL Gullwing. This is one of 29 competition specials built in Stuttgart. Today, only 28 are accounted for. Before the sale, the auction house, Gooding & Company, had estimated the hammer price somewhere between \$2.5 million and \$3 million. Quite a coup for the former owner!

The Sports Car Market 2012 Spring Guide to auctions, concours and rallies features an Allard J2X running the Copperstate 1000 Rallye.

The Saratoga Springs Auto Museum (NY) is hosting its 4th annual Spring Invitational Concours. From May 18 to 20th, the stunning 'Mirror Pond' will be the backdrop for a collection of rare and exotic cars. This year, the featured marque will be America's iconic luxury car-Cadillac. Included in the Invitational Weekend are private tours of two very special collections, cocktail receptions, special guest Wayne Carini of Chasing Classic Cars, 'AutoFocus' presentation by photographer, Klaus Schnitzer, a silent auction and a banquet. For details, contact

[www.invitationalatsaratoga.org](http://www.invitationalatsaratoga.org)

A first-class event, with top notch classic cars.

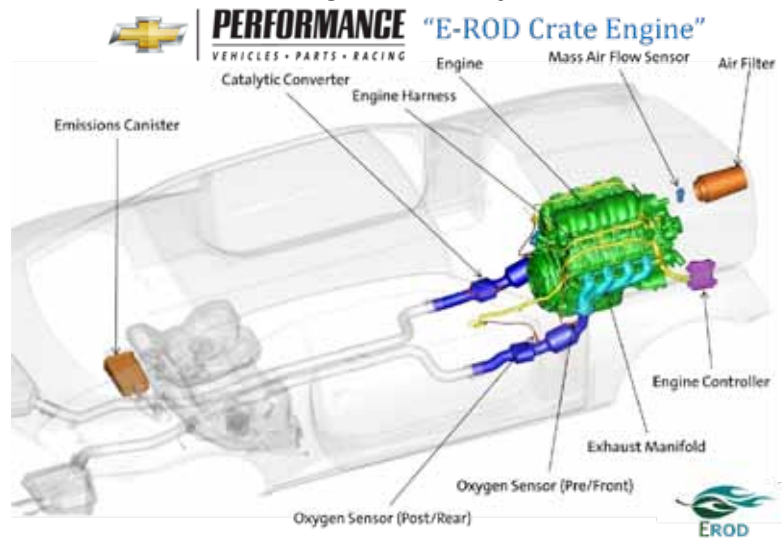


*2012 Invitational  
at Saratoga*

# California-friendly E-ROD ENGINE

Increasingly restrictive vehicle emission standards are the genesis for new innovative engines that significantly reduce toxic fossil fuel by-products, while still providing great performance. This is the case for a new generation of crate engines from General Motors. With the nomenclature of 'E-Rod engine', what has emerged is the result of a collaborative initiative between GM and the California Air Resources Board to find solutions to the ever-increasing levels of pollutants from our petrol-fired vehicles. As California's environmental initiatives are well known, and in some quarters viewed as over-zealous, the fact remains that this state has decided to take a leadership role in significantly reducing the levels of vehicular pollution within its jurisdiction. The result is that its vehicle emissions legislation is rated as gold standard and is emulated in many states. The state's resolve to tackle the air quality issues related to vehicles has not been without some pain - both for the vehicle owners and for the car manufacturers. The combination of the state's aggressive emission targets and the high cost to the automobile industry for bringing effective new technologies to a mass market have created a lot of angst in corporate boardrooms over the years. But, in a state where the 'car culture' reigns supreme and where the car population is the largest in North America, the auto industry's imperative to comply to the state's new standards has redirected the debate from the corporation's executive offices to the corporation's research divisions.

With the industry lobbyists' efforts turned away from resistance to new legislation, the emphasis then became what period of time is required to meet the new standards. This of course resulted in all of the attention being diverted onto the engineers, the programmers and the craftsmen to come up with solutions... quickly. GM's 'compliance team' did deliver the goods but went beyond, by configuring a new compliant crate engine. A



crate engine is a special animal. These are designed and offered by the major car manufacturers, or specialised engine builders, for individuals who are looking for a more customized engine to meet specific needs for performance, for a nostalgic or aesthetic quality and for retrofitting a new engine into an older vehicle, a classic car, or a custom car. In North America, this market is not negligible- it is huge, and it fuels a very large automobile aftermarket industry.

The new GM E-Rod engine is a sophisticated piece of equipment that integrates a number of features in a 'closed' system. In effect, it is a multi-tasked apparatus, dedicated to lowering hydrocarbons, carbon dioxide, carbon monoxide, nitrous oxides and evaporative emissions. All functions are managed by a CPU that constantly adjusts the fuel/air mixture in microseconds. The commands come from a number of sensors strategically positioned to provide information on engine and exhaust temperatures, accelerator positions, vapor recycling and countless other factors. The result is a clean burning engine.

## Destroying the myth

To this day, most car owners believe that the addition of 'all of that environmental stuff' on an engine will sacrifice performance. Well, check the evidence in the case of the GM E-Rod V8. A number of Allard Motor Works' Allard J2X MkIIs are equipped with a GM RamJet 350 fuel-injected engine and, no emission equipment. This engine is rated at 350 hp. The GM E-Rod, using essentially the same block, but fully loaded with all of the environmental appendages, cranks out a whopping 454 hp, with little emission, to meet California's strict emission controls! That is a huge 104 extra horsepower in your back pocket should you need it! And, better mileage to boot. I rest my case.

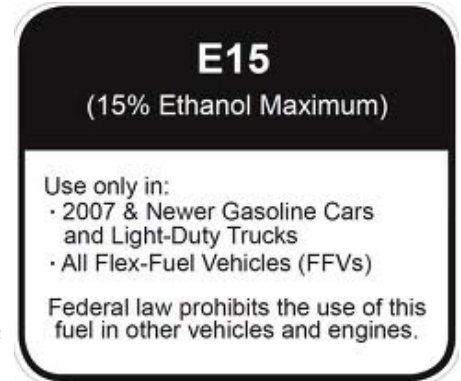


The people at MOPAR and Ford are also developing compliant engines, soon to be released. MOPAR is developing the 5.7L Apache Hemi and the 6.4L Eagle Hemi. As these are released, we will report on them. This year, we will see the first Allard J2X MkIIs with E-Rod engines in North America, China and Europe. The California emission-compliant engine is well suited to meet the Euro IV and Euro V emission standards in Europe and China.

# Vehicular GAS-troenteritis

In an attempt to wean ourselves away from fossil fuels and, driven by a 'green' imperative, governments around the world have turned to promoting ethyl alcohol (ethanol) as the 'fuel of the future'. While the feedstock for ethanol can be anything from sugar cane to grain, including sugar beet, sweet potatoes, bagasse, kenaf and straw, corn has been retained as the preferred source of raw material. Easy to plant and harvest on an industrial scale, corn enjoys a long history as a mainstay in the agricultural industry.

While the process of converting a vegetable crop into fuel is quite simple, the merits of using ethanol as an additive to gasoline are quite controversial. The conversion of the land used for these food crops has increased the price of food. The energy and fertilizer inputs required to convert and transport the fuel are greater than the value of the fuel itself, thus requiring massive government subsidies. At the end of the line, ethanol does not improve our cars' fuel economy. Ethanol only produces 35% of the energy value of gasoline... so you need to burn more blended fuel to drive the same distance.



To all of this, we must add another source of concern – the damage that ethanol can cause to your prized vehicle. As agri-industry lobbyists push for a higher percentage of crop-based ethanol in gasoline (up to 15%), this self-serving initiative can have a serious consequence to your vehicle's internal organs. The upward push won't stop there, as the N. American target is 85% (E85). What most car owners don't know is that ethanol increases water formation in the fuel system, that can create formic acid and corrode metals, plastic and rubber. As the percentage of ethanol increases, so does the risk of damage. This is particularly true of older vehicles. The next time you go to your gas station, check the label on the pump. In some cases you will see E5, or E10 (5% and 10%). In other cases you will see none clearly posted.

So what are you putting into your tank? Unless you can read the small print at the pump, you might never know. Some fuel suppliers have their own blends and provide you only with a range. Currently, the push by the agri-industry to E15 (15%) has been stopped pending a number of lawsuits and the EPA's decision to conduct further studies in this regard. Some countries are currently providing E85 and Brazil has moved to E100 in a highly subsidized industry.

As the temperature drops in a cold climate region, the high concentration of ethanol creates other problems. The engine becomes very difficult to start because of the crystallization of the water in the fuel lines and in the injectors. In these cases, fuel heaters are required, or a separate non-ethanol gas tank is installed. As the all-gas fuel heats up the engine, the system can then be switched to the ethanol blend. **Just remember to refill your auxiliary gas tank once you've used it, or pay the price.**



The operative word for car aficionados, collectors and car owners is to keep a close eye on this issue because it will surely bite you in the pocket book, either at the garage or with increased fuel charges.

# English Wheel vs Mouse & Keyboard

Today's generation of car builders are light years away from the 20<sup>th</sup> century tradesmen who labored for hours stretching, shrinking and bending sheets of metal that would eventually dress an automobile chassis with body panels. When complete, the new creation would find itself in a dealer's showroom and soon after, on the road in the hands of its new owner.

In 2012, new technology, driven by unprecedented computing power, allows car enthusiasts to create their own vehicles with only a 'mouse' as their tool. A young computer artist was recently discovered by our dealer, Dennis Glavis, of Allard West of Santa Monica – a visual arts student who turned his passion into a career.



Alberto Casu

This new 'craftsman', Alberto Casu, is a first-year student at Gnomon School of Visual Effects. Following a 5-year degree in Politics and International Diplomacy in his native Italy, Alberto experienced a major career change when he decided to turn his passion for 3D visual effects from a hobby into a career. As Alberto states, "I now eat and breath computer graphics 24 hours a day, seven days a week." While still at an early stage in his career, Alberto has yet to decide which branch of visual effects he will specialize in. "The field is very broad," adds the artist. "At this time, it is a toss-up between modeling and texturing for movies or games, or lighting and rendering for movies."

Casu attracted our attention with his computer-rendition of an Allard J2X MkII. Inspired by an Allard he saw in the popular action-adventure video game 'The Saboteur', he was attracted by the retro-design of the roadster. Rather than follow the trend of designers towards sleek 'stiletto' styling, Alberto took on the laborious task of rendering the J2X MkII, using photographs from the Allard Motor Works' web site.

Attracted by the challenge of rendering the complexity of compound curves on the Allard, he "spent a ridiculous amount of time" using a high-end software called Maya to accomplish his goal. The first step was to establish the orthographic references of the car, then extruding a plane to obtain the initial shape to work on. Once the main body of the car was captured, he used a plug-in called Nex to build a refined super-imposition that he layered on top of the initial layer. From there, he began adding details such as seats, lights, roll bars and wheels.

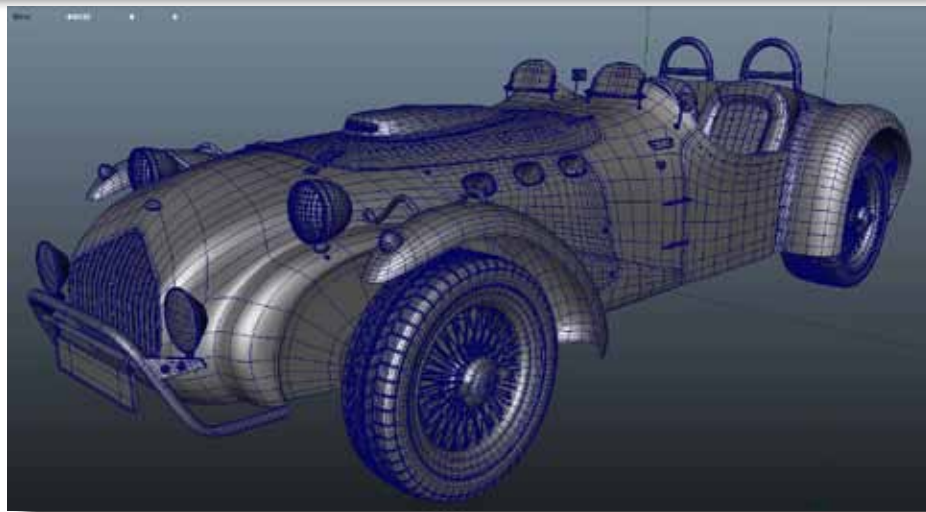
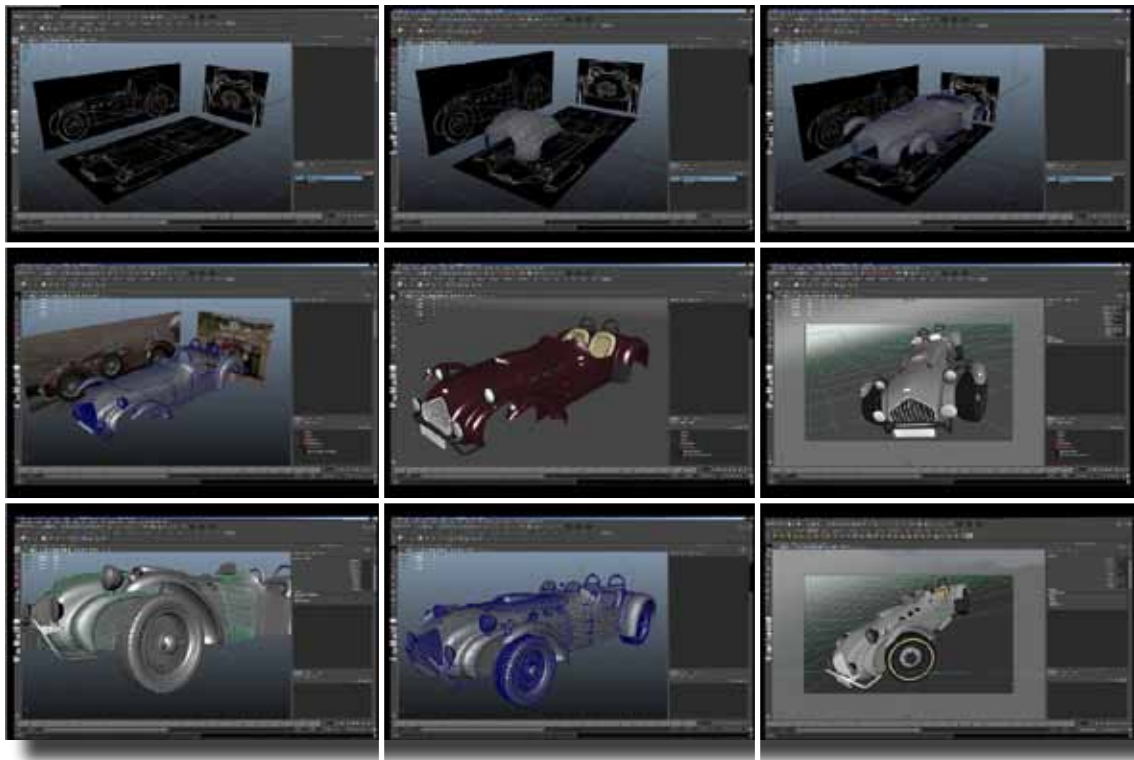
The next step was to texture the various surfaces to give it the metallic look he wanted, followed by a paint job. The final part was to provide the appropriate lighting and rendering to accentuate the sensuous shape of the car, and to hide certain areas that were yet to be created (suspension). With the ability to rotate on all axis, he experimented with various camera angles and did a few 'touch-ups' with Photoshop to improve the car's realism.



Although Alberto still has some "heavy corrections" to bring to the Allard, he has provided us exclusive photos of a few of his steps along his long journey towards a stunning rendition of the Allard J2X MkII. It would be interesting to see the total number of hours devoted to Alberto's rendering and compare it to the hours that it takes to build a drivable Allard J2X MkII.



# From wire frame to finished product



# Nuts and Bolts:

The recent delivery of a Hemi-powered Pozzi Blue Allard J2X MkII to a new owner in Arizona peaked the interest of many car aficionados, particularly 'gear heads'. The Allard was delivered on a Matrix Lift Trailer, a combination trailer and hydraulic lift. Towed behind a regular tow vehicle, the lift portion can be separated from its trailer. With a lift height of 7 feet, the Matrix unit can do double duty - first as a lift to undertake repairs and maintenance on the vehicle and then, as a vehicle storage stacking unit. The entire unit can be towed from home to track with little effort.

Operation of the unit (as well as a gorgeous J2X MkII) can be seen (and heard) on You Tube. The address is:

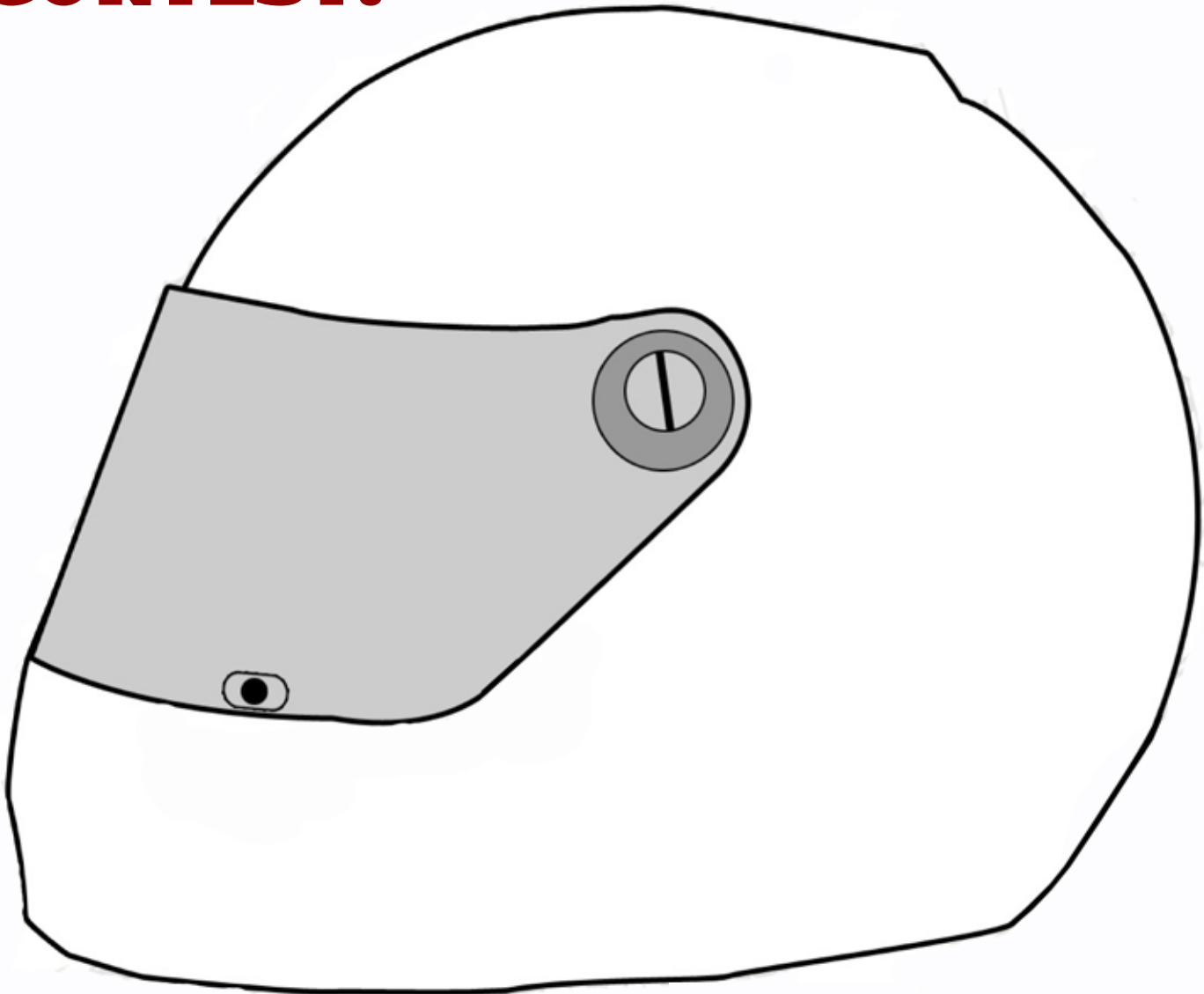
<http://www.youtube.com/watch?v=j75iFRmDoFw>

under the title of: **Allard J2X MkII & Matrix Lift Trailers**

More information can be obtained on the unit at: [www.matrixlifttrailers.com](http://www.matrixlifttrailers.com)



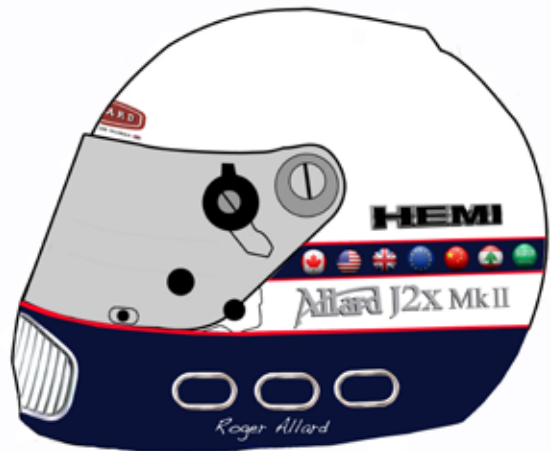
# CONTEST:



Allard Motor Works is looking for a unique and distinctive graphic design for its new full-face helmet design. The creator of the winning design will receive AMW's signature t-shirt and the design will be published in the next edition of the AMW Newsletter.

Mandatory design elements include the Allard Motor Works logo and Allard J2X MkII signature. Other graphic elements, as illustrated, could include flags, the grill, heat extractor rings, engine logo, etc.. AMW reserves the right to make final adjustments on the winning design to suit the company's marketing objectives and meet the FIA technical standards for painted designs on safety helmets. A release will be required from the designer of the winning entry.

Send entries to: [info@allardj2x.com](mailto:info@allardj2x.com)



# Our Craftsmen at Work



Eye-hand coordination, laser precision, years of experience and passion are the key ingredients that go into an Allard J2X MkII.

By blending traditional skills with new technologies, AMW delivers a modern and unique classic that can be driven with comfort, shown with pride and collected with assurance.

**Rarely Seen. New Forgotten.**



# MEMORABILIA



Funky ceramic-clay model of an Allard J2X MkII produced by Gary Booth and his wife. The 10-inch model comes in whatever colour you prefer. The details are accurately reproduced and require many return trips to the oven to bake the various glazes that are applied. Note the chrome treatment to the rollbars, the sidepipes and the grill. The wire wheels are painstakingly assembled using tiny wires to replicate the real thing. Contact Allard Motor Works to order.



Quality leather aviator helmets, gauntlets and gloves are a great gift any time of the year. The quilt-lined helmets come in two sizes and can be adjusted. The gauntlets and gloves are lined. These are available exclusively through Allard Motor Works. These can be ordered by contacting Allard Motor Works at

**[info@allardj2x.com](mailto:info@allardj2x.com)**.

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