

ALLARD

FOR ALL TYPES OF MOTORING



The ALLARD Saloon, with aluminium-panelled coachbuilt body, incorporates the good features of all the other models, including sports-car manners on the road, plus such refinements as steering column gear-change and independently-adjustable close-fitting front seats allowing ample room for three abreast, luxurious hide upholstery with Latex cushion rubber, interior lighting with door-operated switch, heating and demisting equipment and controlled air conditioning.



The M.2X Drophead Coupé is the ideal car for all-weather motoring, giving the comfort of a closed car when the weather is bad and the joys of open motoring when the sun is shining, with an opening windscreen for safe driving in fog and a very spacious lockable luggage boot with interior lighting. This model also possesses the other good points of the Saloon but is fitted with centre gear-change.



The K.2 Sports 2-Seater has been designed for the motorist who requires a touring car which is capable of putting up a good sports performance.

It has high-compression cylinder heads, dual induction with twin carburettors, remote centre gear-change and racing-type fly-off handbrake. This model can be supplied with an o.h.v. engine as an alternative and the chassis has been designed to accommodate most V.8 engines.

The body is aluminium-panelled and has a large lockable luggage boot and all-weather equipment.



Built mainly for participation in sporting events, the J.2X. Competition 2-Seater is the latest development of the J.2 which has proved successful in sporting events in most parts of the world.

While retaining the same wheelbase, driving comfort has been improved by increasing the leg room by $7\frac{1}{2}$ inches. As with the K.2 several makes of engine would fit into this chassis and the car can be supplied less engine if preferred.

With its aluminium body the dry weight of the complete car is just over 2,000 lbs.

SPECIFICATIONS

Saloon and M.2X Coupé

ENGINE rated at 30 h.p. 77.79 mm. bore by 95.25 mm. stroke—3622 ccs. capacity. V.8 L head side valve—2 banks of 4 cylinders at 90 degrees off-set. Cast alloy crankshaft carried in 3 large diameter main bearings—detachable cylinder heads—valves of silicon chromium alloy steel—pistons of aluminium alloy—full force oil lubrication system—floating power 3 point suspension—dual down-draught carburetter with single control—special coil and distributor for high revs. with automatic control—large area single plate cushioned clutch centrifugally assisted.

TRANSMISSION. Gear box providing 3 forward speeds and reverse—synchromesh 2nd and top—all gears helically cut and silent—steering column gear change on Saloon, centre change on Coupé.

Ratios :—3.78 top ; 6.7 second ; 11.8 first ; 15.1 reverse. Drive between gear box and rear axle is by tubular propeller shaft with single universal joint enclosed in torque tube.

REAR AXLE. Three-quarter floating axle shafts carried on roller bearings—robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. Ratio 3.78 to 1.

FRONT AXLE. Independently sprung—adjustable hub bearings—axle pivots and steering arm fitted with oilless silentbloc bushes—self-adjusting type steering knuckle joints.

J.2X Competition 2-Seater

ENGINE. 81 mm. bore by 95.25 mm. stroke—3917 ccs. capacity—V.8 overhead valves—detachable aluminium heads—compression ratio 7 to 1 (optional 8 to 1)—develops 140 b.h.p. at 4000 r.p.m.—valves 1.875 in. inlet, 1.500 in. exhaust—hemispherical combustion space with centrally placed plugs—dual carburetters—aluminium alloy pistons—full-force oil lubrication—3-point floating power suspension—large area single-plate clutch.

TRANSMISSION. Gear box providing 3 forward speeds and reverse—synchromesh 2nd and top—all gears helically cut and silent—remote control gear change lever.

Ratios :—3.27 top ; 5.75 second ; 10.0 first.

REAR AXLE. de Dion type, located by radius arms to centre of frame, brakes located on axle—robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. Ratio : 3.27 to 1
Optional ratios :—3.5, 3.78 or 4.11 to 1.

FRONT AXLE. Independent swing arm axles—adjustable hub bearings—axle pivots and steering arm fitted with oilless silent bloc bushes—self adjusting type steering knuckle joints.

STEERING. Marles cam gear, high ratio, provided with spring type steering wheel. Column is adjustable for position. Left or right hand drive optional to order.

BRAKES. Four wheel two shoe assemblies—2 leading shoe type on front wheels—hydraulically operated—Alfin drums—handbrake quick release racing type operating on rear wheels only—forged dural pedals.

SUSPENSION.—Coil springs front and rear—tubular hydraulic shock-absorbers all round.

K.2 Sports 2-Seater

ENGINE rated at 30 h.p. 77.79 mm. bore by 95.25 mm. stroke—3622 ccs. capacity. V.8 L head side valve—2 banks of 4 cylinders at 90 degrees off-set—Special high-compression aluminium cylinder heads. Ratio :—7 to 1. Optional : 8 to 1. Cast alloy crankshaft carried in 3 large diameter main bearings—detachable cylinder heads—valves of silicon chromium alloy steel—pistons of aluminium alloy—full force oil lubrication system—floating power 3 point suspension—dual induction with twin Solex carburetters—special coil and distributor for high revs. with automatic control—large area single plate cushioned clutch centrifugally assisted.

TRANSMISSION. Gear box providing 3 forward speeds and reverse—synchromesh 2nd and top—all gears helically cut and silent—remote control centre gear change.

Ratios : 3.78 top ; 6.7 second ; 11.8 first ; 15.1 reverse. Drive between gear box and rear axle is by tubular propeller shaft with single universal joint enclosed in torque tube.

REAR AXLE. Three-quarter floating axle shafts carried on roller bearings—robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. Ratio 3.78 to 1.

FRONT AXLE. Independently sprung—adjustable hub bearings—axle pivots and steering arm fitted with oilless silentbloc bushes—self-adjusting type steering knuckle joints.

STEERING. Marles cam gear, high ratio, provided with full adjustment spring-type telescopic steering wheel. Left or right hand drive optional to order.

BRAKES. 12 in. Lockheed hydraulic, 2 leading shoes at front.

SUSPENSION. Coil springs on front, transverse spring at rear—oilless shackles—hydraulic shock absorbers all round.

FRAME. Heavy box section well braced with cross members. Track :—front 4 ft. 8 in. ; rear 4 ft. 10 in. Wheelbase 9 ft. 4 in. Ground clearance 9 in.

WHEELS. Easy clean type. **TYRES.** 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank capacity 20 gallons—petrol feed incorporating an electrically operated reserve.

EXHAUST SYSTEM. Dual manifolds and large diameter pipes with straight through silencers.

LIGHTING. 12 volt compensated voltage control with large capacity batteries. Head lamps with hand-operated dipper switch—dual stop and tail lamps—automatic reversing light.

EQUIPMENT. Fitted fascia board with speedometer, oil pressure, petrol and water gauges, ammeter, clock, dash lights, etc. Dual arm electric wiper and interior mirror. Self-cancelling trafficators.

WEIGHT. Approx. 29 cwts.

FRAME. Heavy section well braced with tubular cross members. Track :—front 4 ft. 8 in. ; rear, 4 ft. 4 in. Wheel-base :—8 ft. 4 in.

WHEELS. Easy clean type. **TYRES.** 6.00 by 16.

FUEL SYSTEM. Rear petrol tank capacity 42 gallons—petrol feed incorporating a reserve. Dual feed through SU electric pump and AC mechanical pump, with dual piping to tank.

EXHAUST SYSTEM. 3-branch manifolds and large diameter pipes with straight through silencers.

LIGHTING. 12 volt compensated voltage control with large capacity batteries. Head lamps with hand operated dipper switch.

EQUIPMENT. Fitted fascia board with speedometer, rev. counter, oil pressure, petrol and water gauges, ammeter, etc.

BODYWORK. Competition 2-Seater, 2-door, aluminium lightweight shell body conforms with International Sports-car Regulations—body constructed in two pieces to facilitate removal from the chassis, leaving all instruments wiring and flooring intact and attached to the chassis—3 steel tubes have been expressly designed to carry the body shell and ensure extreme rigidity—body is fitted with small cycle-type front wings and 2 aero screens.

WEIGHT. Approx. 18 cwts.

EXTRAS. Orders can be accepted, at extra cost, for the following items :—

Full size windscreen with dual electric wipers and hood.

Luggage grid.

STEERING. Marles cam gear, high ratio, provided with full adjustment spring type telescopic steering wheel. Column is adjustable for position. Left or right hand drive optional to order.

BRAKES. 12 in. Lockheed hydraulic, 2 leading shoes at front.

SUSPENSION. Coil springs on front, transverse spring at rear—oilless shackles—hydraulic shock absorbers all round.

FRAME. Heavy box section well braced with cross members. Track :—front 4 ft. 8 in. ; rear 4 ft. 4 in. Wheel-base 9 ft. 10 in. Ground clearance 9 in.

WHEELS. Easy clean type. **TYRES.** 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank capacity of 15½ gallons—petrol feed incorporating an electrically operated reserve.

EXHAUST SYSTEM. Dual manifolds and large diameter pipes with straight through silencers.

LIGHTING. 12 volt compensated voltage control with large capacity batteries. Head lamps with hand-operated dipper switch—dual stop and tail lamps.

EQUIPMENT. Fitted fascia board with rev. counter, speedometer, oil pressure, petrol and water gauges, ammeter, clock, dash lights, etc. Dual arm electric wiper and interior mirror.

WEIGHT. Approx. 22 cwts.

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