



SALOON AND DROPHEAD COUPÉ



The family models with sports car manners

FEATURES

Both the Allard P.1 Saloon and the M.2 Drophead Coupé, with aluminium-panelled coachbuilt bodies, incorporate all the good features of the previous models, including sports car manners on the road, plus such refinements as independently-adjustable close fitting front seats providing ample room for three abreast, luxurious hide upholstery and Latex cushion rubber, controlled air conditioning, heating and demisting equipment and automatic reversing light.

Small illustrations show : New saloon grille : Coupé in open trim ; Opening windscreen, to be found on both models, for safe driving in fog and comfort in extreme heat ; Capacious lockable luggage boot (20 cubic ft.) with interior lighting, a feature both of the saloon and the coupé.



PERFORMANCE

“ Autocar ” figures :—
Max. speeds—1st gear 38 m.p.h.
 2nd gear 60 m.p.h.
 3rd gear 85 m.p.h.
Approx. fuel consumption 18-20
m.p.g.
“ Motor ” figures :—
Acceleration through gears—
0-30 .. 4.4 secs.
0-50 .. 10.6 secs.
0-70 .. 22.8 secs.
Standing $\frac{1}{4}$ -mile 20.5 secs.

SERVICE

Ford Dealers all over the world can provide normal service for the engine, gearbox and transmission of Allard cars, but Allard Area Distributors are also specially equipped to carry out major overhauls.

All standard Ford V.8 engines incorporated in Allard cars can be exchanged under the Ford Motor Company's Engine Exchange Scheme.



SPECIFICATION

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—air cleaner.

TRANSMISSION. Gear box providing 3 forward speeds and reverse—syncromesh 2nd and top—all gears helically cut and silent—steering column gear change on saloon—centre change on coupé.

Ratios: Top 3.78; second 6.7, first 11.8, reverse 15.1. 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 oil-less silent bloc bushes—self-adjusting type steering knuckle joints.

STEERING. Marles cam gear, high ratio, provided with full adjustment, spring-type telescopic steering wheel.

DRIVE. Left or right hand drive optional.

BRAKES. Lockheed hydraulic 2 leading shoe on front wheels, 12 inch brake assemblies, with pistol-grip handbrake operating on rear wheels only.

SUSPENSION. Coil springs on front, transverse leaf at rear—oil-less shackles—hydraulic shock absorbers all round.

FRAME. Heavy box section well braced with cross members. Track:—Front 4 ft. 8 ins., rear 4 ft. 10 ins., Wheelbase 9 ft. 4 ins. Ground clearance 9 ins.

WHEELS. Easy clean type.

TYRES. 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank incorporating an electrically operated reserve. 20 gallons capacity including the reserve of 1½ gallons.

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—reversing light operating with gear lever.

EQUIPMENT. Fitted fascia board with speedometer, clock, oil pressure, petrol and water gauges, ammeter, dash lights, etc., self-cancelling trafficators, heater and demister.

STANDARD FINISHES. Black, Grey, Dark Blue, Pacific Green.

CHASSIS WEIGHT. Approximately 19 cwts.

ROAD CLEARANCE. 9 ins. **TURNING CIRCLE.** 41 ft.

DIMENSIONS

Wheelbase	9' 4"	Width at Elbows :	
Overall Length	15' 6"	Front	4' 6"
Overall Width	5' 11"	Rear	5' 4"
Overall Height	5' 2"	Seat from Floor :	
Front Track	4' 8"	Front	9"
Rear Track	4' 10"	Rear	1' 2"
Front Seat to Roof	2' 11"	Driver's Leg Room	3' 0"
Rear Seat to Roof	3' 0"	Width between Arm Rests	3' 0"
Front Seat (Front to Back)	1' 9"	Boot Capacity	20 c. ft.
Rear Seat (Front to Back)	1' 8"		



INTERNATIONAL SUCCESSES

1949

MONTE CARLO RALLY: Winners of Team Challenge Trophy; Winner of Stuart Trophy; Winner of Late Public Schools Cup.

LISBON RALLY: 1st of 111 competitors. Winner of five trophies.

BONESS HILL-CLIMB: Fastest Sports Car (Course Record).

ALPINE RALLY: Five 1sts.

BOULEY BAY HILL-CLIMB: Fastest Time of the Day, 1st in Racing Car Class.

DEVELIERS DES RANCIERES: 1st in Experts Class (Class Record).

MONT VENTOUX HILL-CLIMB: 1st in Unsupercharged Class; 1st in Sports Car Class.

MALOJA HILL-CLIMB: 1st in Experts Class.

BRIGHTON SPEED TRIALS. Winner of Chater Lea Trophy.

PRESCOTT. Fastest Time of the Day (Course Record); 1st in Sports Car Class; 1st in Racing Car Class; Team Award.

1950

MONTE CARLO RALLY. Won Stuart Trophy; Won B.T.D.A. Cup.

RALLY SOLEIL CANNES: 1st in General Classification.

CIRCUIT OF IRELAND: 1st of 167 competitors; 1st in Sports Car Class; Winner of Castlereagh Trophy.

CRAIGANTLET HILL-CLIMB: Fastest Time of the Day; 1st in Racing Car Classes.

VUE DES ALPES: Fastest Unsupercharged Sports Car; Won Ladies Cup.

SIERRE-MONTANA-CRANS: 1st in Touring Car Class (Amateur).

LE MANS: 1st in Class (Course Record).

SUSE-MONT CENIS: Winner of Suse Cup.

WATKINS GLEN GRAND PRIX: 1st in General Classification (Record Average).

REST-AND-BE-THANKFUL: Won Frew Cup; 1st in Class.

LEINSTER TROPHY RACE: Fastest Standing Lap.

PRESCOTT HILL-CLIMB: 1st in Sports Car Class.

BRIGHTON SPEED TRIALS: Fastest Sports Car (Course Record).

1951

PARIS-ST. RAPHAEL RALLY: Won Lausanne Hill-Climb.

ULSTER TROPHY RACE: Fastest Lap in Handicap Race.

SHELSLEY WALSH HILL-CLIMB: Won Unlimited Production Car Race; Winning Team.

TULIP RALLY: Member of Winning Team.

ALPINE RALLY: Won Coupé des Alpes; Won Coupé de Mont Blanc; Won Cortina Cup; Won Milan Gold Cup; Won Auto Club Milan Cup.

LEINSTER TROPHY RACE: Set up new lap record.

EVIAN-MONT BLANC RALLY: Won Clarkson Cup; Won Class; Won Megeve Hill-Climb (New Record).

IBSLEY RACES: Won Unlimited Sports Car Class.

BRIGHTON SPEED TRIALS: Fastest Sports Car (New Record); Won Ladies Cup.

REST-AND-BE-THANKFUL HILL-CLIMB: Won Unlimited Class.

PRESCOTT HILL-CLIMB: Won Unlimited Sports Car Class; Won Unlimited Racing Car Class.

GRAND PRIX DU SALON: 1st British Car.

ISLE OF MAN ROAD RACE: Won Unlimited Class.

TERMS OF BUSINESS

The Company reserves the right at any time to alter the specification, price and conditions of sale of all models.

The price will be that ruling at the time of delivery. Every effort will be made to adhere to a promised date of delivery, but same cannot be guaranteed and no claim shall be made upon the Company in respect of any delay or for any loss or damage arising therefrom.

The term Agent is used in a complimentary sense only, and our Agents are not authorised to incur any debts, or transact any business on the Company's behalf other than the sale

of goods purchased from the Company: nor are they authorised to give any warranty or make any representation other than those contained in the guarantee, on the Company's behalf.

Customers' cars are only driven by members of our Staff at Owners' risk.

All Cars or Chassis sold by the Company are supplied on the express condition that they shall not be exhibited, directly or indirectly, by the Agent or purchaser, at any Exhibition without the written permission of the Company.

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