



UK 1949-1954



NUMBER 36

Allard J2

Stark, crude and antiquated, the Allard J2 remains a true legend for one simple reason: its V8 engine makes it amazingly fast. It's a hairy machine and it proved popular as a circuit racer.

Produced by Allard Motor Co., Clapham, London, Great Britain



VITAL STATISTICS

Top speed:	110 mph
0-60 mph:	8.0 sec.
Engine type:	V8
Displacement:	4,375 cc
Max power:	140 bhp at 4,000 rpm
Max torque:	225 lb-ft at 2,500 rpm
Weight:	2,072 lbs.
Gas mileage:	14 mpg
Price:	\$6,800

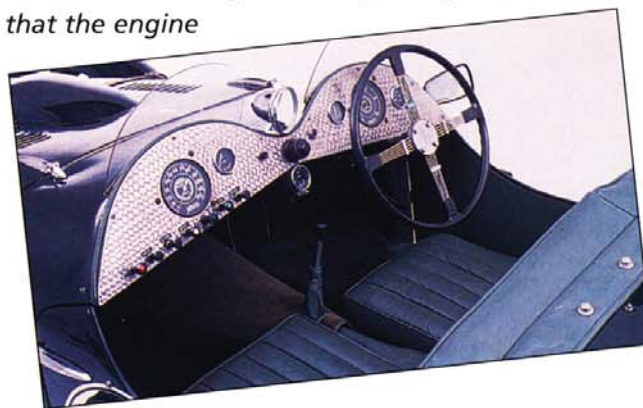


"...remarkable performance."

"This is a car that you approach with awe. Like most successful British sports cars, the J2 uses an American V8 engine and lightweight chassis.

With a Mercury 239 V8, it's no surprise that the engine gives remarkable torque and effortless power delivery. The huge steering wheel, widely-spaced pedals and gear shifter require a great deal of effort. Sitting high up, you feel tremendously exposed, with little in the way of protection."

With few creature comforts, driving the J2 can be hard work.



Allard J2

The J2 was conceived after Sydney Allard visited the U.S. and saw the benefits of an American V8 engine combined with a lightweight chassis.

Split-axle suspension

To produce an independently sprung set up, Allard chopped a Ford beam axle in half and located each piece by long radius arms.

Stark style

The interior is spartan, with driver protection limited to a small aero windshield.

Three-speed transmission

The transmission is taken straight from the Mercury. The sheer torque from the V8 engine in such a light frame makes extra ratios completely redundant.

Classic dashboard

The engine-turned aluminum dash follows the contours of the 'double-bubble' cowl. The fascia contains a 5-inch speedometer and tachometer, oil and temperature gauge, fuel gauge and a fuel switch.

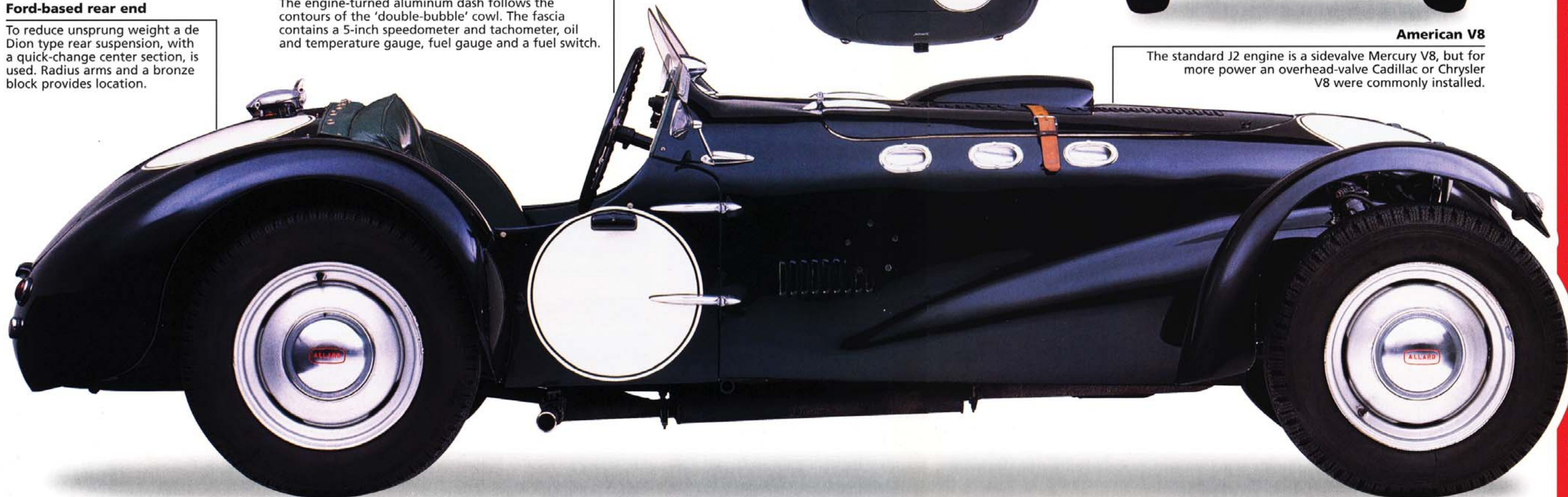
Ford-based rear end

To reduce unsprung weight a de Dion type rear suspension, with a quick-change center section, is used. Radius arms and a bronze block provides location.



American V8

The standard J2 engine is a sidevalve Mercury V8, but for more power an overhead-valve Cadillac or Chrysler V8 were commonly installed.



Specifications

1952 Allard J2

ENGINE

Type: V8

Construction: Cast-iron cylinder block and heads

Valve gear: Two valves per cylinder operated by single camshaft via pushrods and rockers

Bore and stroke: 3.81 in. x 3.62 in.

Displacement: 4,375 cc

Compression ratio: 7.5:1

Induction system: Twin carburetors

Maximum power: 140 bhp at 4,000 rpm

Maximum torque: 225 lb-ft at 2,500 rpm

TRANSMISSION

Three-speed manual

BODY/CHASSIS

Separate chassis with two-door aluminum sports body

SPECIAL FEATURES



The shape of the grill is distinctively Allard, and is a feature of all models.



Six functional ventiports on either side of the hood allow hot air to escape from the cramped engine compartment.

RUNNING GEAR

Steering: Marles recirculating ball

Front suspension: Split Ford axle with radius arms, coil springs and shock absorbers

Rear suspension: De Dion tube with radius arms and coil springs

Brakes: Drums (front and rear)

Wheels: Wires, 16-in. dia.

Tires: 6.00 x 16 in.

DIMENSIONS

Length: 148.0 in. **Width:** 63.0 in.

Height: 44.5 in. **Wheelbase:** 100.0 in.

Track: 56.0 in. (front), 52.0 in. (rear)

Weight: 2,072 lbs.

Milestones

1949 Allard's new short-chassis J2 is

launched. It is crude in the extreme with split-axle front suspension and separate cycle-type fenders. Standard power is a 239-cubic inch flathead Mercury V8.



K1s are powered by either 239-cubic inch Ford or 239-cubic inch Mercury V8 engines.

1951 An improved model,

designated J2X, supplants the original J2. It has a longer nose, leading arm front suspension, and an engine mounted 7.5 inches further forward. It is highly successful in competition.

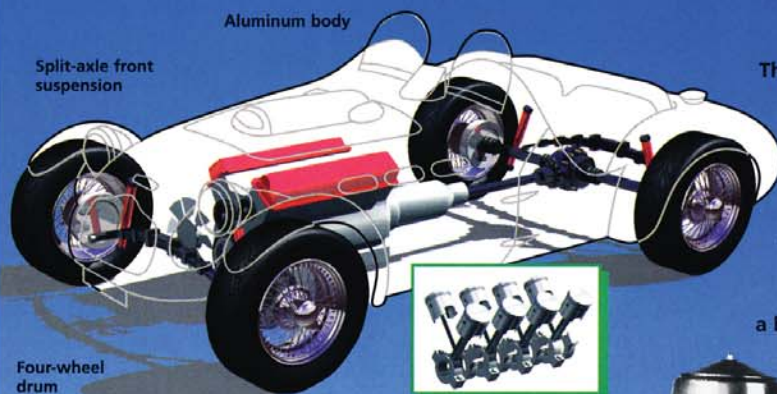


The Allard K2 is quite civilized with doors and four seats.

1954 Production switches

to the more streamlined JR competition model, which has Cadillac suspension and the chassis from the Allard Palm Beach sports car.

UNDER THE SKIN



Four-wheel drum brakes

Aluminum body

THE POWER PACK

Better than British

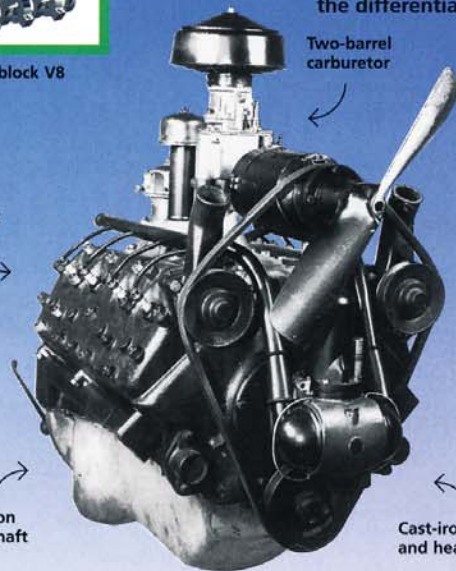
A variety of engines are fitted to the J2. The 'standard' engine is a Mercury 239-cubic inch (4-liter) sidevalve V8—an enlargement of the Ford flathead valve-in-block design. It develops 110 bhp, but with an Ardun OHV cylinder head power went up to 120 bhp. American customers usually took delivery of an engineless chassis and then fitted their own choice of engine, most often a Cadillac or Chrysler hemi. These 331-cubic inch monsters can develop up to 180 bhp and turn J2s into real road rockets.



Small-block V8

Valves in block

Cast-iron crankshaft



Two-barrel carburetor

Cast-iron block and heads

Crude but fast

There is nothing sophisticated about the J2. Its tubular cross-braced chassis was new, but it is noted for its chassis flex. The split front axles are crude but effective. At the rear is a de Dion axle with coil springs, located by radius arms and a bronze block moving behind the differential housing.



Externally, the J2X differed slightly from the short-nosed J2.

Improved J2X

The most fondly regarded member of the J2 family is the 1951-1954 J2X. The X designation refers to the extended nose (it is 6 inches longer), which is necessary to cover a revised leading arm front suspension which replaced the old trailing arm set up.

NOSE TO NOSE

Chevrolet Corvette • Jaguar XK120 • Allard J2

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
107 mph	11.0 sec.	150 bhp	2,850 lbs.	CHEVROLET CORVETTE
121 mph	10.0 sec.	180 bhp	3,038 lbs.	JAGUAR XK120
110 mph	8.0 sec.	140 bhp	2,072 lbs.	ALLARD J2

VALUE GUIDE

ORIGINAL PRICE	
1950	\$6,800
CURRENT VALUE	\$50,000-\$100,000
PRODUCTION TOTAL	173

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