



UK 1952-1954

Allard K3



Produced by
Allard Motor Co.,
London, England.

After Allard's rallying triumphs, the K3 should have capitalized on the company's excellent reputation. However, it was an expensive cruiser, easily outpaced and outhandled by more inexpensive sports cars like the Jaguar XK120.



VITAL STATISTICS

Top speed:	115 mph
0-60 mph:	8.6 sec.
Engine type:	V8
Displacement:	331 cc
Max power:	180 bhp at 4,000 rpm
Max torque:	312 lb-ft at 2,000 rpm
Weight:	2,580 lbs.
Gas mileage:	18 mpg
Price (1952):	\$5,300

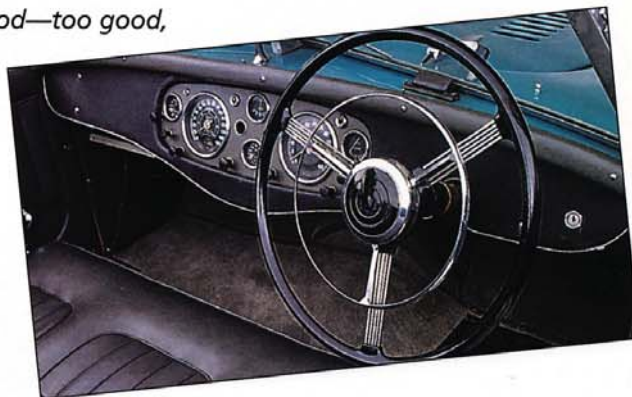
Details apply to Chrysler-engine car.



"...still feels powerful."

"Driving a K3 makes you realize how far sports cars have come since the 1950s. The big V8 engine still feels powerful, though, making a wonderful burbling sound. Straightline speed is good—too good, in fact, as the brakes offer little in the way of stopping power or confidence. In general, the K3 understeers, but if you floor the throttle too soon, oversteer kicks in quickly. Handling prowess isn't that vital with the K3, as it is really a competent tourer."

Although the interior of the Allard is sparse, there is beauty in its simplicity.



Allard K3



Full-width styling distinguished the K3 from earlier Allards. This was a sports car designed primarily for U.S., and so it came with a V8 engine and a chassis designed for cruising.

V8 engine

Destined almost exclusively for the U.S. market, most K3s were fitted with big V8s. Popular choices included Chrysler and Cadillac. British market cars like this use an 85-bhp Ford flathead engine.

Clean styling

The K2 that preceded the K3 was an old-fashioned and rather stark design. With the new K3, Allard embraced the fashion for full-width body styling with a design that is remarkably clean and bereft of any ornamentation.

Three-abreast seating

A strong selling point for the K3 was its relatively wide body that was capable of seating up to three passengers side by side. The bench seat is upholstered in leather.

Optional wire wheels

The standard wheel choice was a very plain steel disc with a chrome hubcap. Much more attractive are the optional Rudge Whitworth knockoff wire wheels that retailed for \$224.

Wide sills

Because the chassis was based on the narrow-bodied Allard models, the K3 body flops over the perimeter of the chassis. That means there are a pair of wide sills that you have to step over. Some K3s have their shifters mounted here.

Split front axle

The divided front axle that became notorious on the J2—its cornering attitude was decidedly toe-in at the front—was retained. However, instead of the crude transverse leaf spring of old, a more modern setup of coil springs was used.

Specifications

1953 Allard K3

ENGINE

Type: Chrysler V8

Construction: Cast-iron block and heads

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

Bore and stroke: 3.80 in. x 3.60 in.

Displacement: 331 c.i.

Compression ratio: 7.5:1

Induction system: Single carburetor

Maximum power: 180 bhp at 4,000 rpm

Maximum torque: 312 lb-ft at 2,000 rpm

TRANSMISSION

Three-speed manual

BODY/CHASSIS

Separate chassis with aluminum two-door convertible body

SPECIAL FEATURES



Wire wheels came as optional extras, but they certainly add to the overall look of the car.



The stickshift is unusually positioned to the right of the driver's seat.

RUNNING GEAR

Steering: Recirculating-ball

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

Rear suspension: de Dion axle with coil springs and shock absorbers

Brakes: Drums (front and rear)

Wheels: Wire, 16-in. dia.

Tires: 6.25 x 16

DIMENSIONS

Length: 177.0 in. **Width:** 66.5 in.

Height: 54.0 in. **Wheelbase:** 100.0 in.

Track: 56.5 in. (front), 58.5 in. (rear)

Weight: 2,580 lbs.

Milestones

1946 Allard launches its first

postwar models, the J1 and longer K1. Both cars are fitted with V8 engines.



The Palm Beach used the K3's chassis but had smaller engines.

1950 With revised styling

and a friendlier demeanor, the K2 is released. In the U.S. there is a choice of Ford or Mercury flathead V8s.

1952 Alongside a smaller

and similar-looking Palm Beach model, Allard launches its latest high-performance sports car, the K3.



British-market K3s were powered by an 85-bhp Ford Pilot V8 engine.

1954 Following poor

sales, the K3 is taken out of production. Only 62 have been made.

1958 The Allard marque

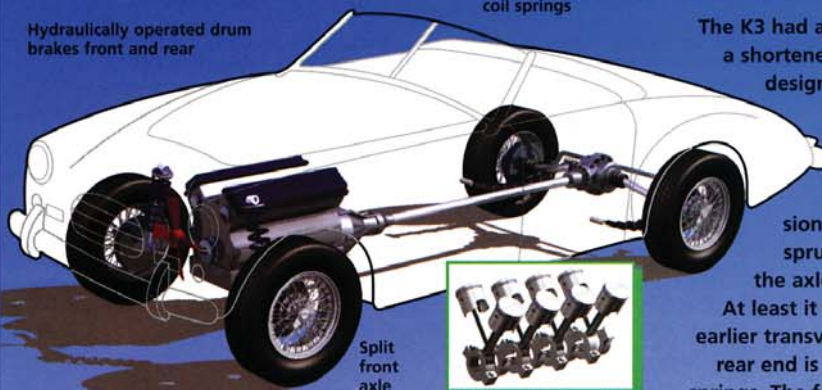
stops making cars and focuses on tuning instead.

VALUE GUIDE

ORIGINAL PRICE	
1952	\$5,300
CURRENT VALUE	
	\$20,000-\$42,000
PRODUCTION TOTAL	
	62

UNDER THE SKIN

Hydraulically operated drum brakes front and rear



de Dion rear axle with coil springs

Split front axle

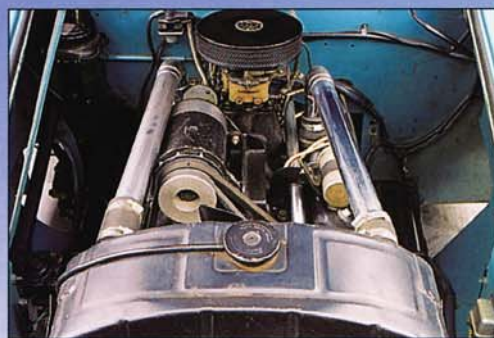


V8 engine

THE POWER PACK

Customer-specified V8

The U.S. was Allard's biggest market, and the company had long since discovered that American drivers wanted American V8 engines. Cars were shipped over to the U.S. and then fitted with engines. The customer could choose which V8 he wanted, usually Mercury or Chrysler. The best engine was probably the Chrysler 331-cubic inch V8, with its generous 180-bhp power output and massive 312 lb-ft of torque in standard tune. For the domestic British market, a locally made Ford Pilot 3,622-cc V8 engine was available, but with only 85 bhp it was hardly a sporty choice.



Traditional thinking

The K3 had a new chassis, based on a shortened version of the old P2 design. The sidemembers are twin tubes, one over the other, joined by strengthening ribs. The front suspension may be independently sprung, but that is because the axle has been split in half. At least it has coils instead of the earlier transverse leaf spring. At the rear end is a de Dion axle and coil springs. The four-wheel Girling drum brakes are hydraulically operated.



Despite its looks, sales of the K3 were always slow.

Stylish choice

The ultimate collector's Allard is the stark and sporty J2. After that, the K3 ranks as one of Allard's more attractive models and is therefore highly sought after. The model's extreme rarity adds to its attraction among aficionados.

NOSE TO NOSE

Jaguar XK120 • Chevrolet Corvette • Allard K3

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
121 mph	11.3 sec.	180 bhp	3,038 lbs.	JAGUAR XK120
107 mph	11.0 sec.	155 bhp	2,851 lbs.	CHEVROLET CORVETTE
115 mph	8.6 sec.	180 bhp	2,580 lbs.	ALLARD K3

This publication is a product of International Masters Publishers, which is solely responsible for its content. Except where stated otherwise, neither International Masters Publishers, nor this publication, is associated with, or endorsed, sponsored, licensed or approved by, any style, name, entity or organization whose likeness, trademarks, logos, or service marks are depicted herein.

©MCMXXCVIII International Masters Publishers AB, Hot Cars™ IMP AB, produced under license by IMP, Inc. PRINTED IN U.S.A. US P 3801 12 983 Pkt. 83