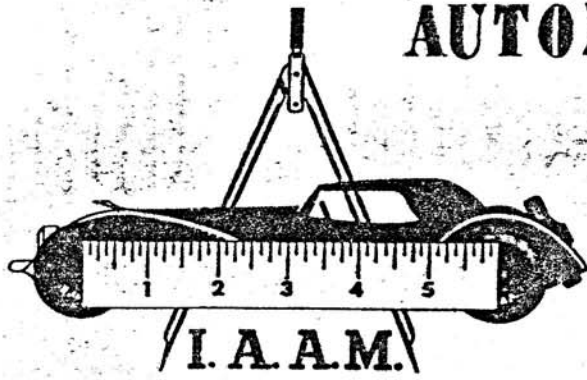


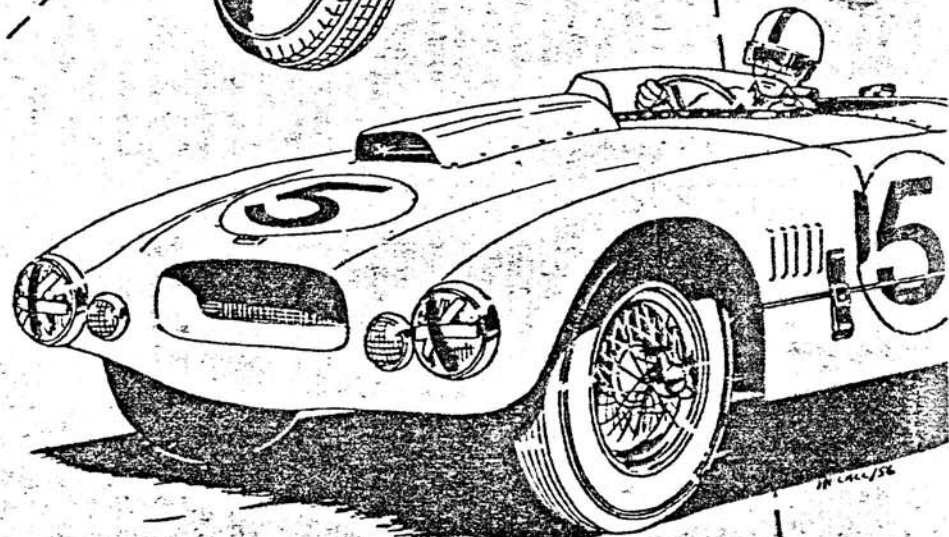
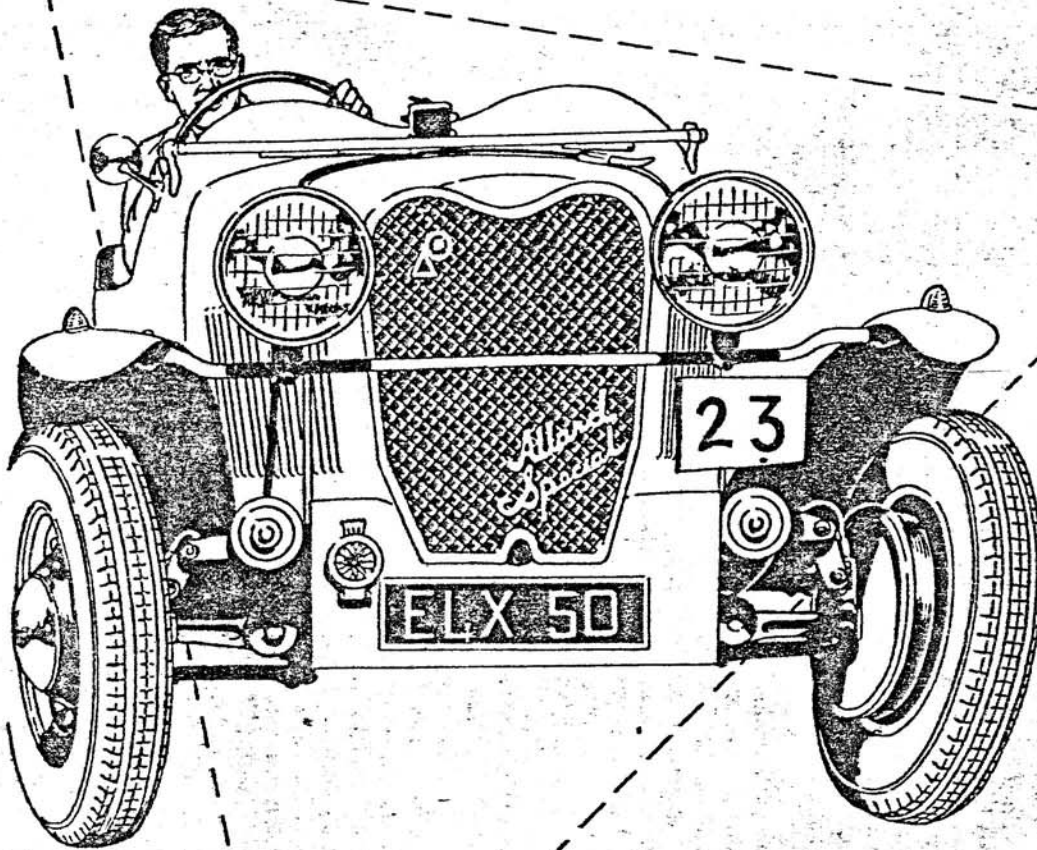
# INTERNATIONAL ASSOCIATION of AUTOMOTIVE MODELERS

## Bulletin



VOL. VI - No. 4

JULY-AUGUST 1956



PHIL JENSEN  
EDITOR

INTERNATIONAL ASSOCIATION OF AUTOMOTIVE MODELERS

BULLETIN

Phil Jensen, Editor  
1 Skyview Dr., R.D.1  
Cohoes, N.Y., U.S.A.

Vol. VI - No. 4

July-August, 1956

THE EDITOR'S PARAGRAPHS

At the suggestion of Member Marshall Johnson, we are devoting this issue of the Bulletin to that well-known English marque, the Allard. The history of this car goes back to just prior to World War II, when Sidney Allard decided to build himself a "Trials Special" based on the British Ford V8. This car proved so successful that, as is often the case, he was besieged with requests for duplicates.

From this small beginning, after the end of the war, Allard grew into a respectably-sized firm producing the well-known J.2 sports car and K.3 sports-touring models. In this country, Cadillac and Chrysler powerplants were placed in these chassis and the resulting combination was fabulously successful in sports-car racing. With the ascendancy of the Ferrari, however, the Chrysler-Allards and Cadillac-Allards met their match and went into a decline.

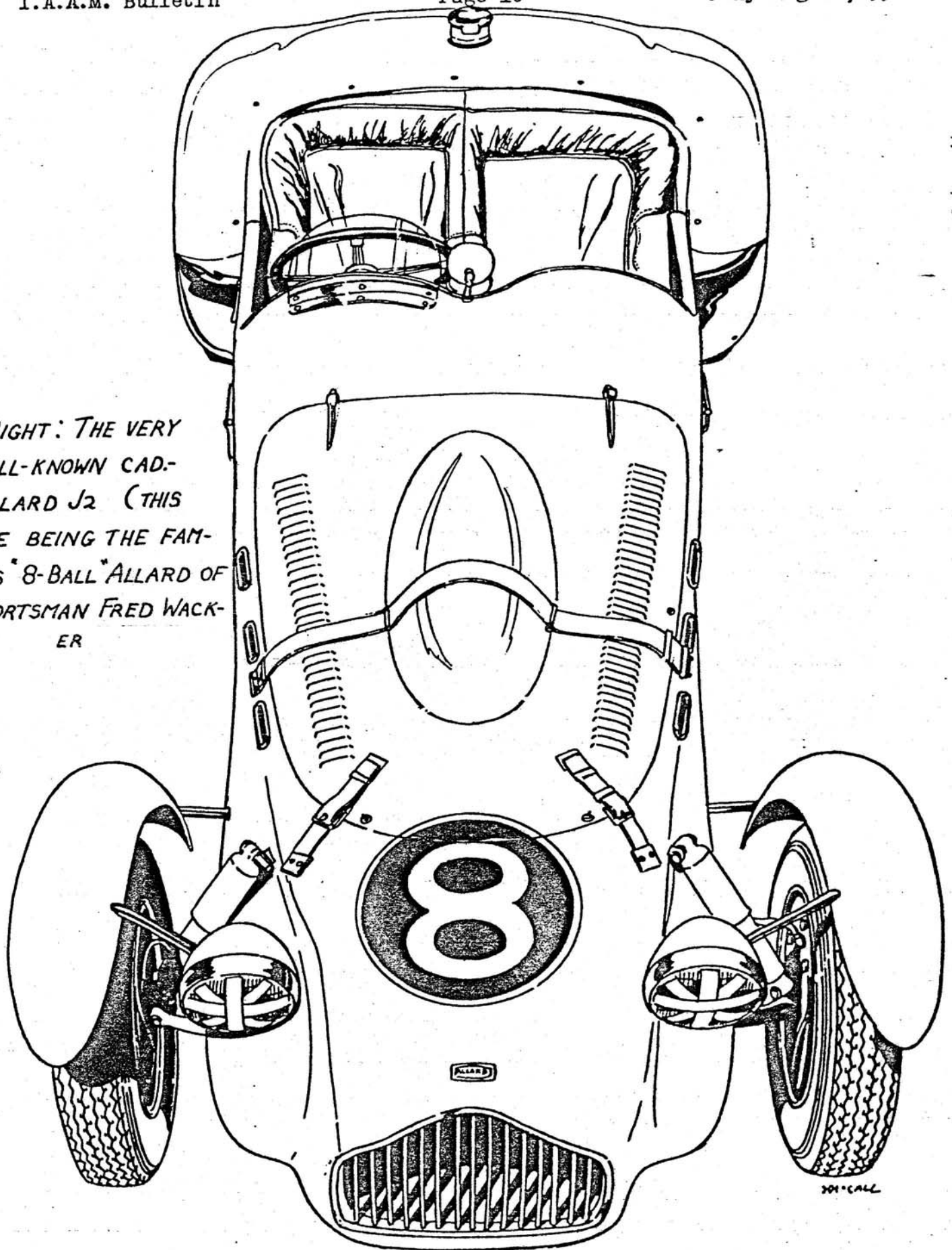
Our artist, Hugh McCall, has traced the history of Allard with his facile pen, starting with the pre-war models and continuing into the last Allard models on which information is available. We are not sure of the current status of the firm, but believe it is still in business, producing a limited number of saloon and station-wagon models.

Additional sketches of Allard cars have been furnished by Marshall Johnson; Marshall's original sketches were an unreproducible blue, so Tim McLaughlin retraced them in black. (Whereby hangs a moral: - art-work for the Bulletin **MUST** be furnished in BLACK on tracing paper or cloth.

We regret that it has not been possible to include a set of construction drawings in this issue. However, the Allard J.2X is available in kit form from Berkeley models and a drawing, of sorts, is included in the kit.

The September-October issue of the Bulletin will feature an article by your editor on the history of the Bentley automobile. This was originally prepared for publication in "The Automobilist", official magazine of the Automobilists of the Upper Hudson Valley, of which he is a member. Permission to reprint it has been granted by the editor of "The Automobilist". The balance of the issue will be devoted to the Bentley, past and present.

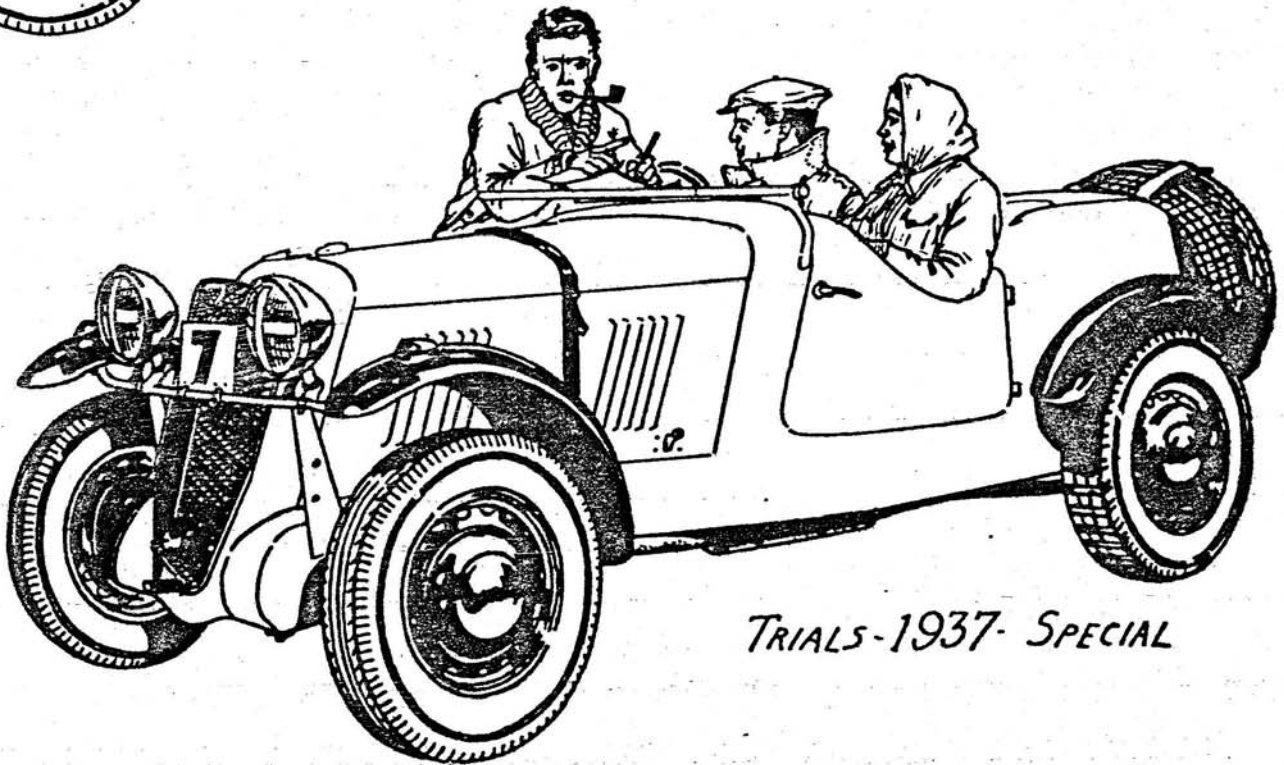
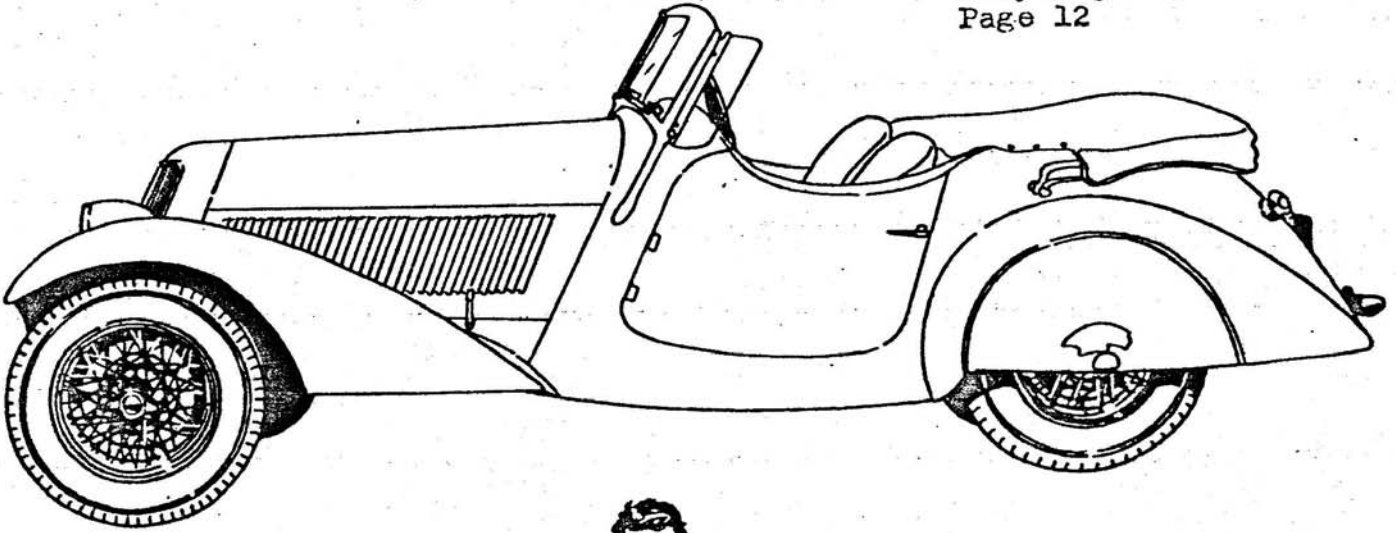
*RIGHT: THE VERY WELL-KNOWN CAD-ALLARD J2 (THIS ONE BEING THE FAMOUS "8-BALL" ALLARD OF SPORTSMAN FRED WACKER*



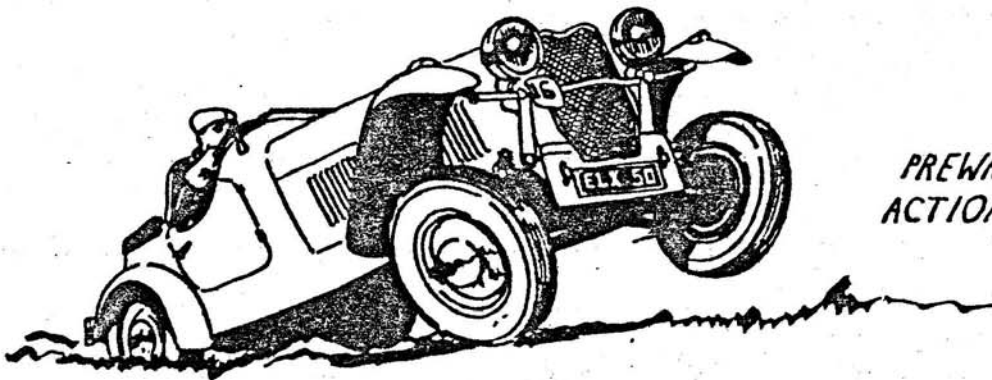


1937 2-4 SEATER V-8

I.A.A.M. Bulletin  
July-August, 1956  
Page 12

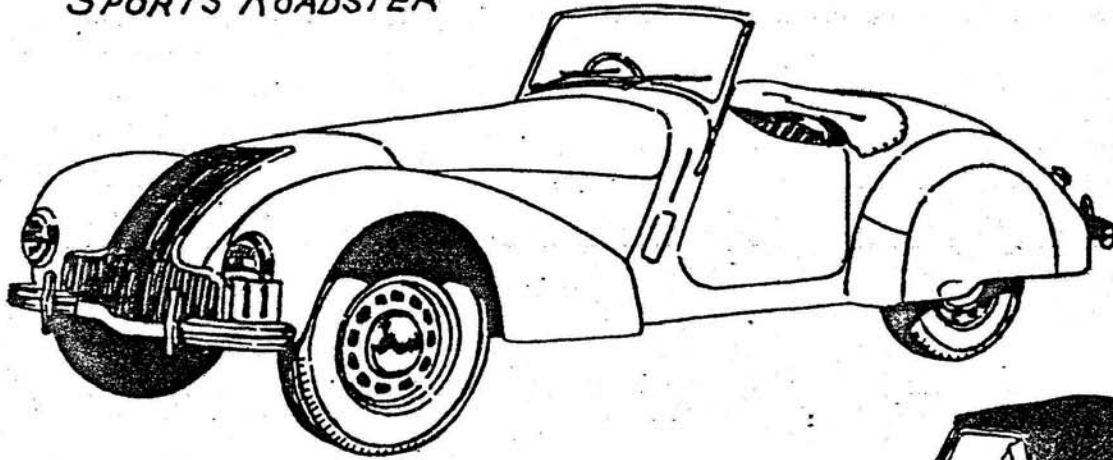


TRIALS-1937- SPECIAL

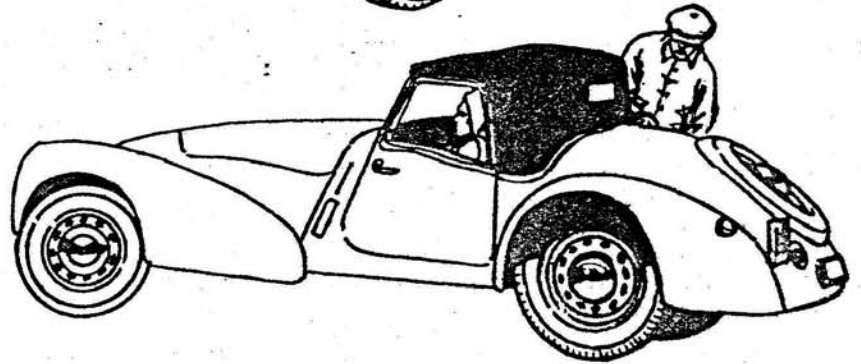


PREWAR "TAILWAGGER" IN  
ACTION-K.HUTCHISON DRIVING

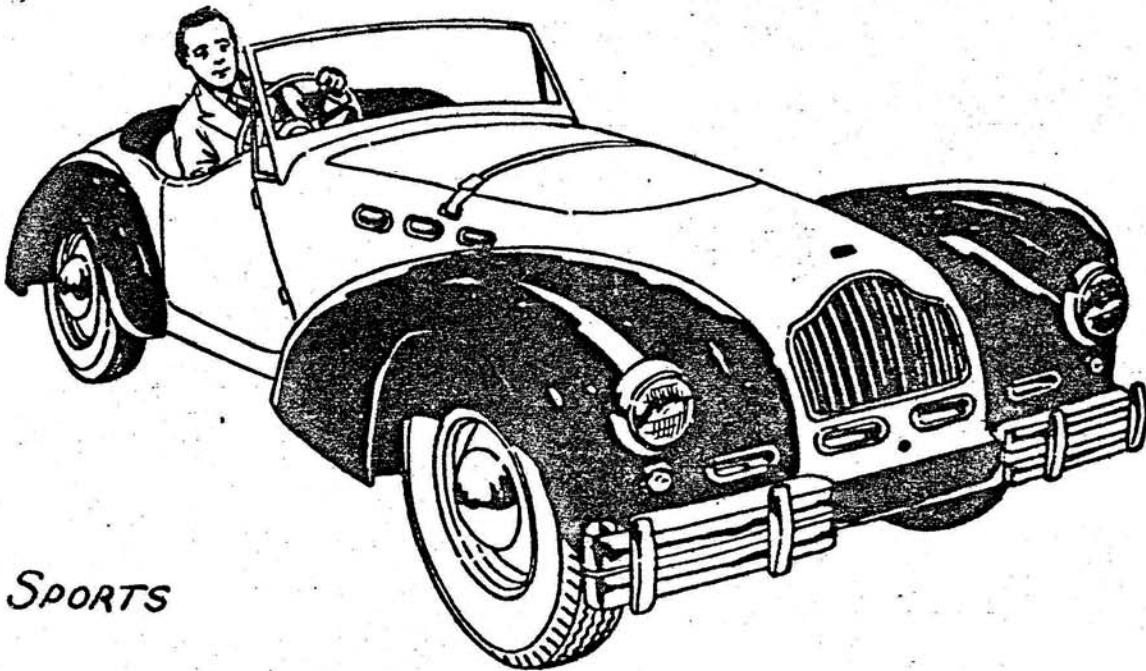
*SPORTS ROADSTER*

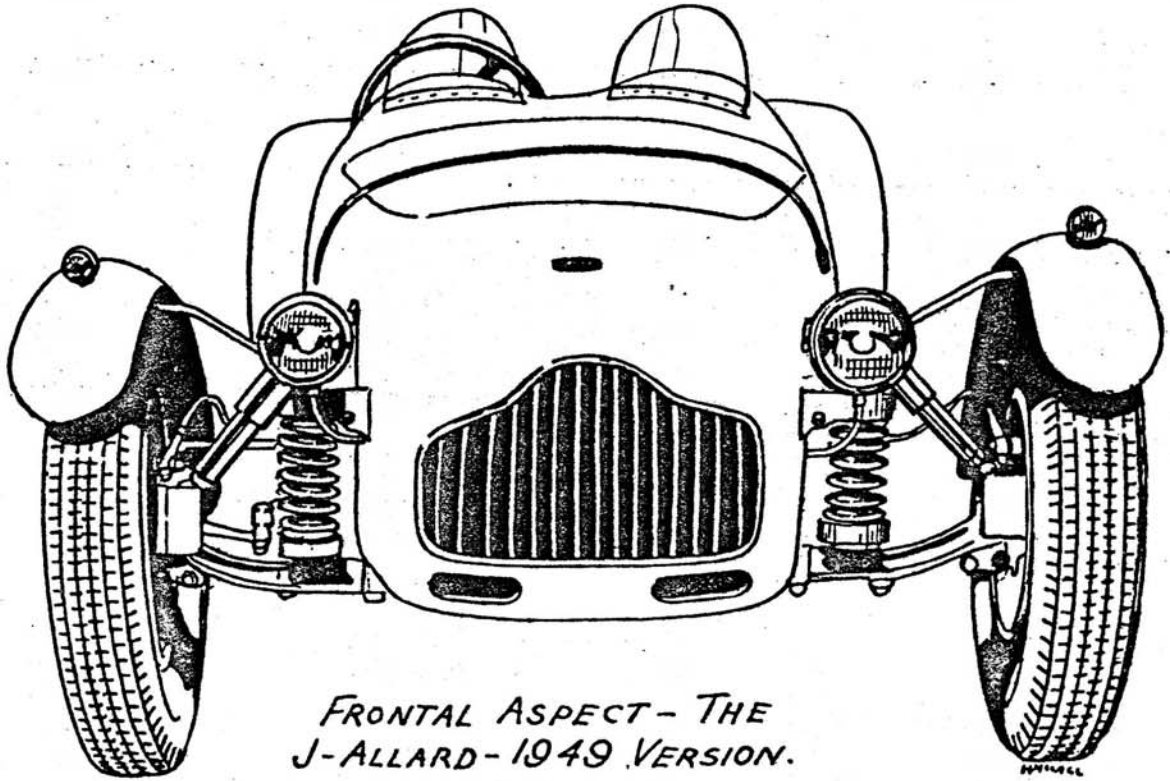


*"WEATHERIZED" ROADSTER*

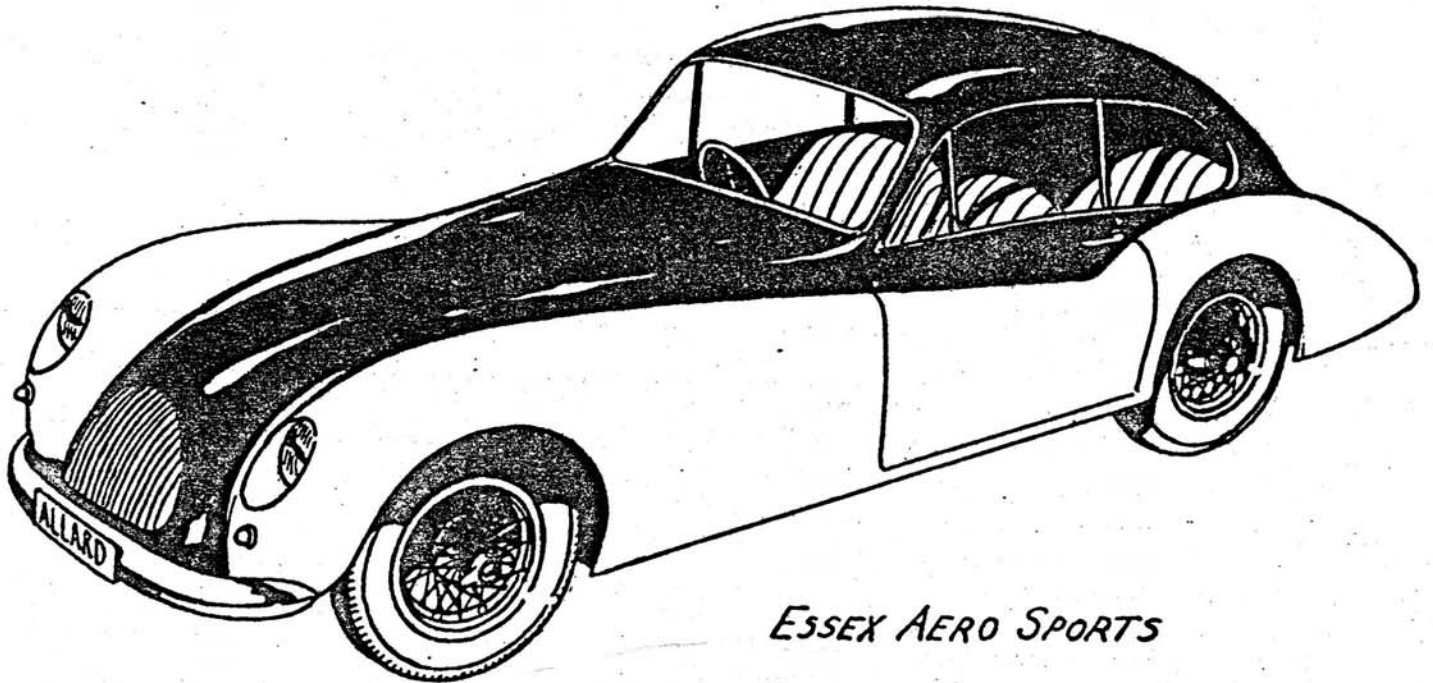


*K2 SPORTS*



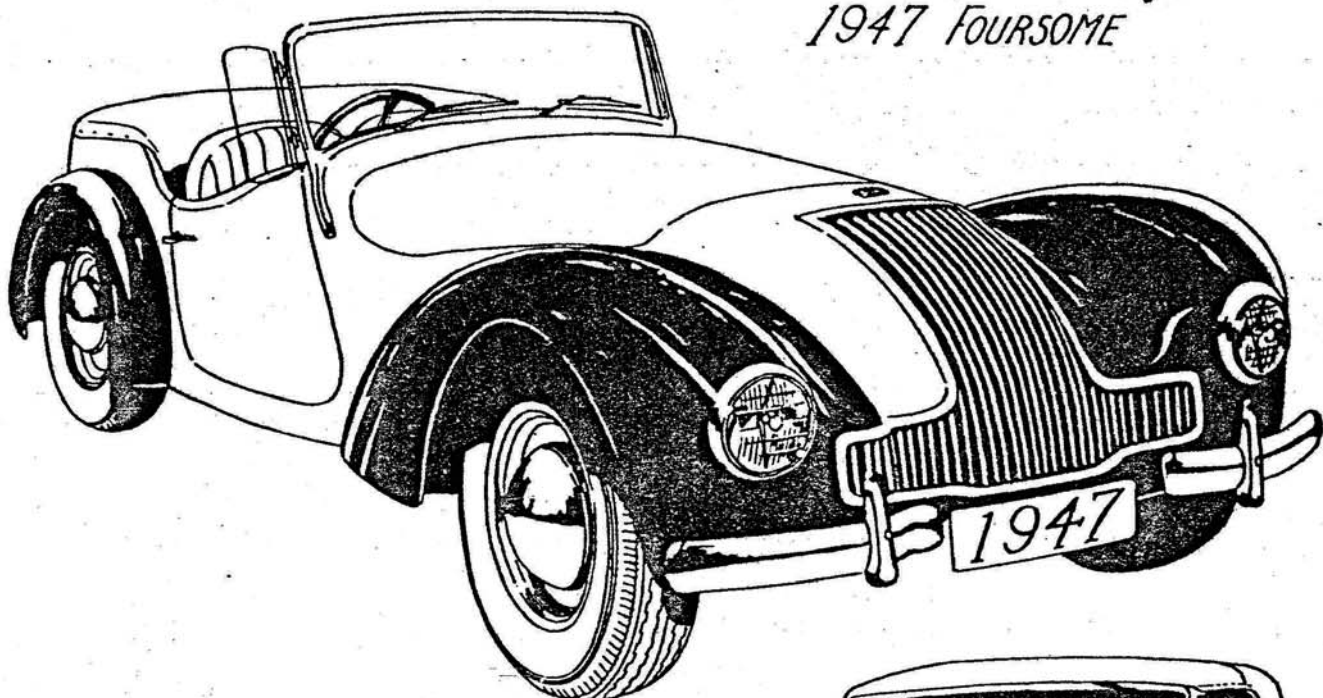


*FRONTAL ASPECT - THE  
J-ALLARD - 1949 VERSION.*

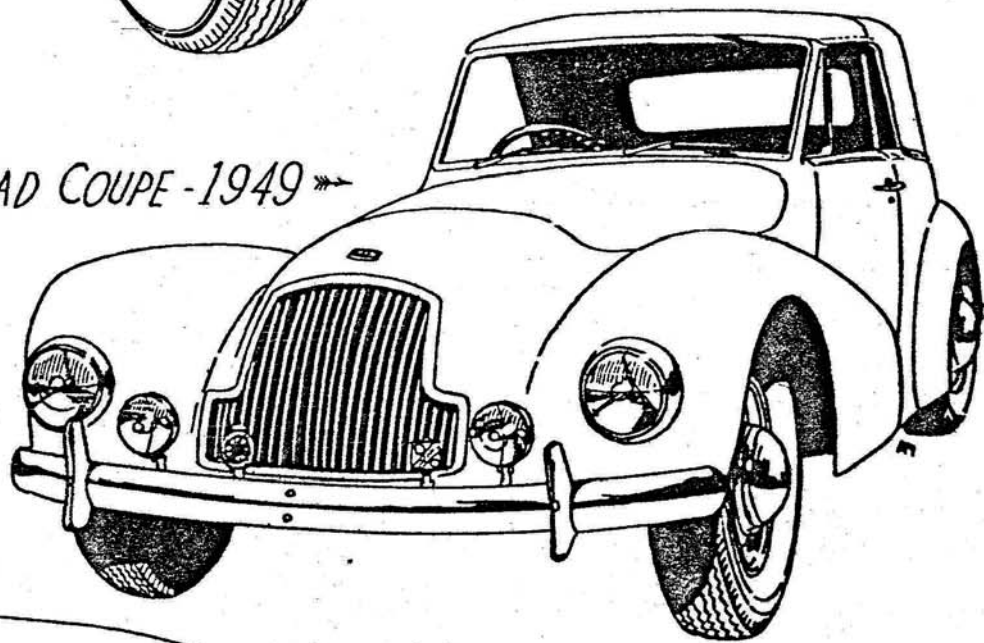


*ESSEX AERO SPORTS*

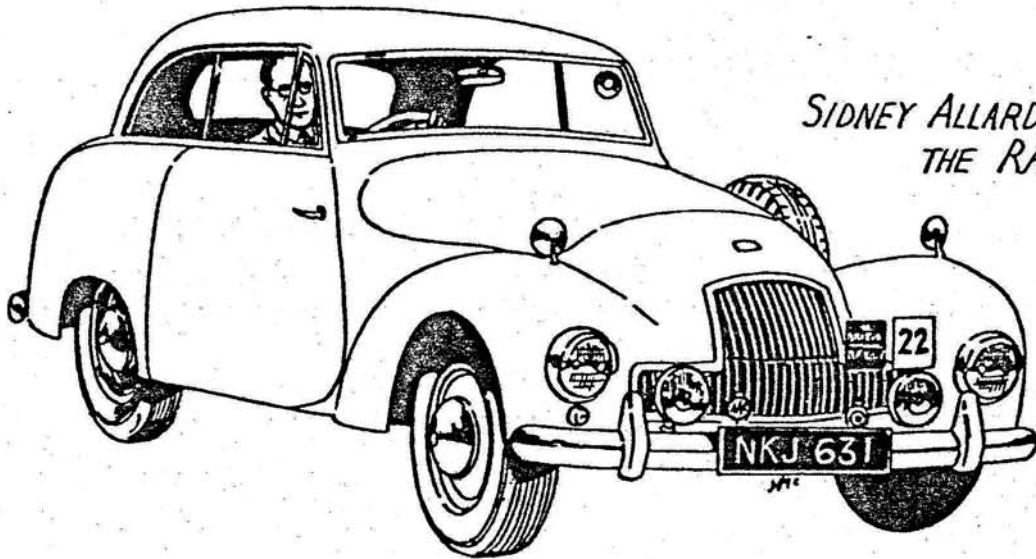
1947 FOURSOME



2-4 DROPHEAD COUPE - 1949

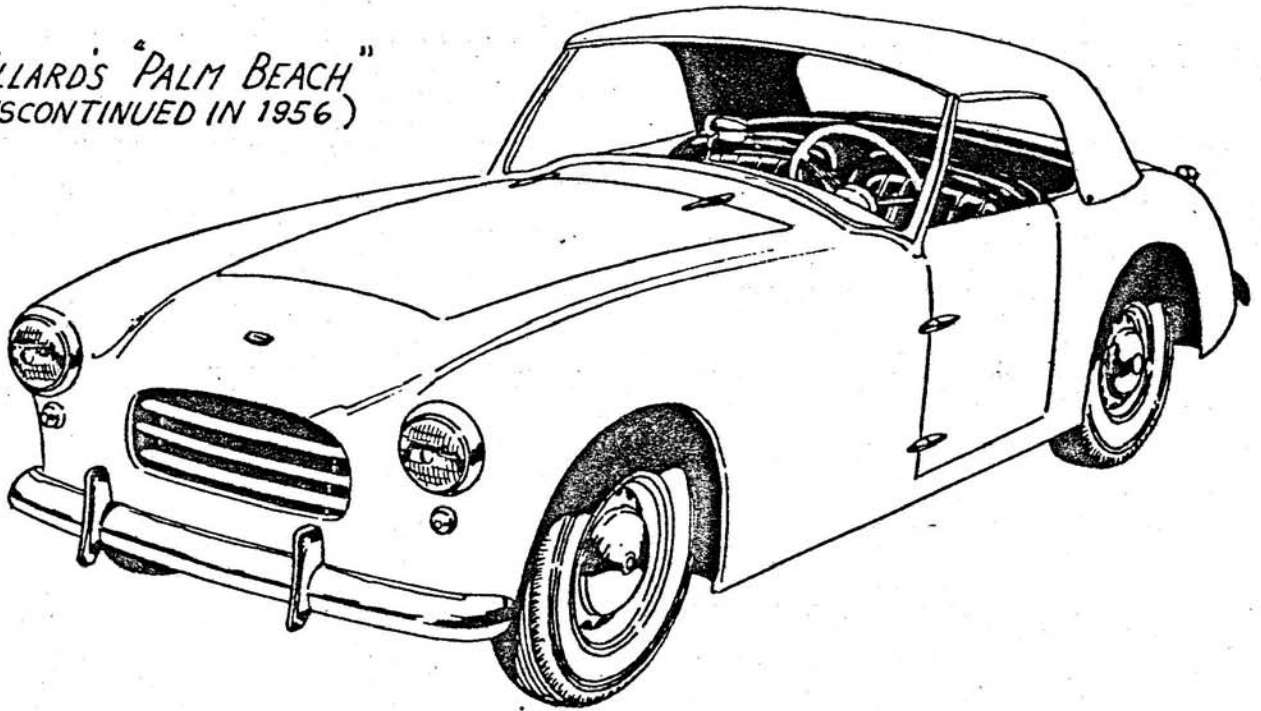


SIDNEY ALLARD IN HIS SALOON IN THE RAC. RALLY, 1956

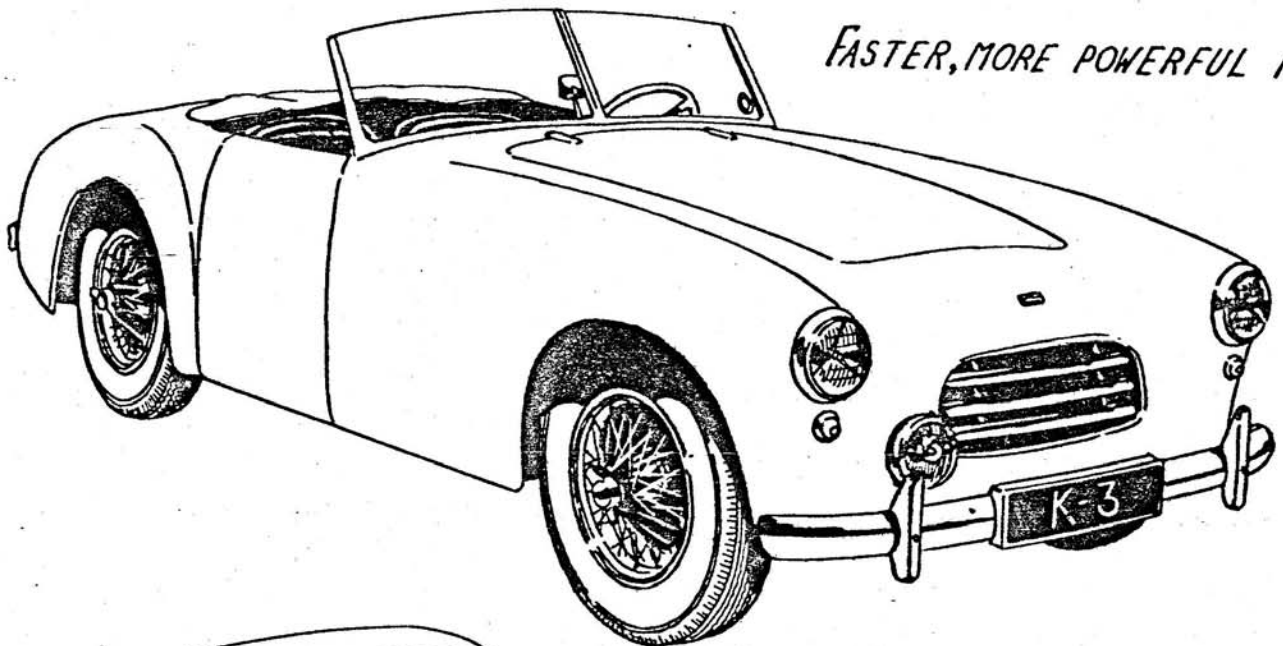




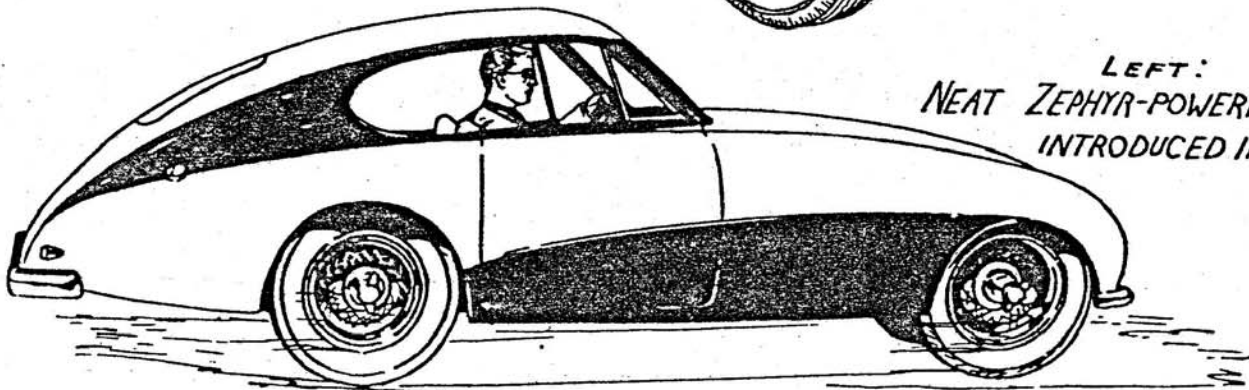
*ALLARD'S "PALM BEACH"  
(DISCONTINUED IN 1956)*



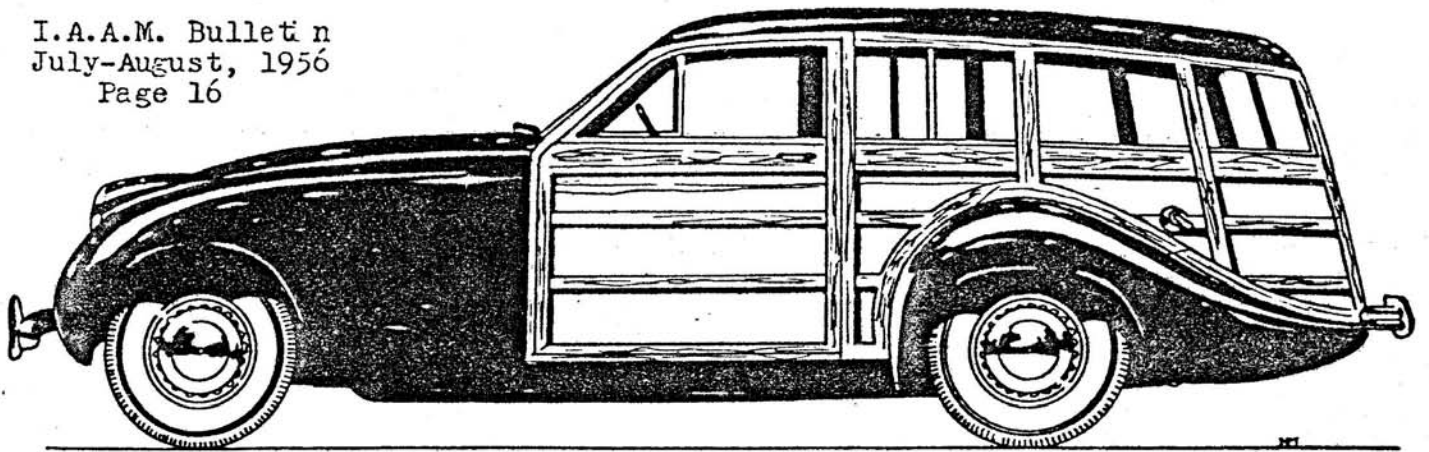
*FASTER, MORE POWERFUL K-3*



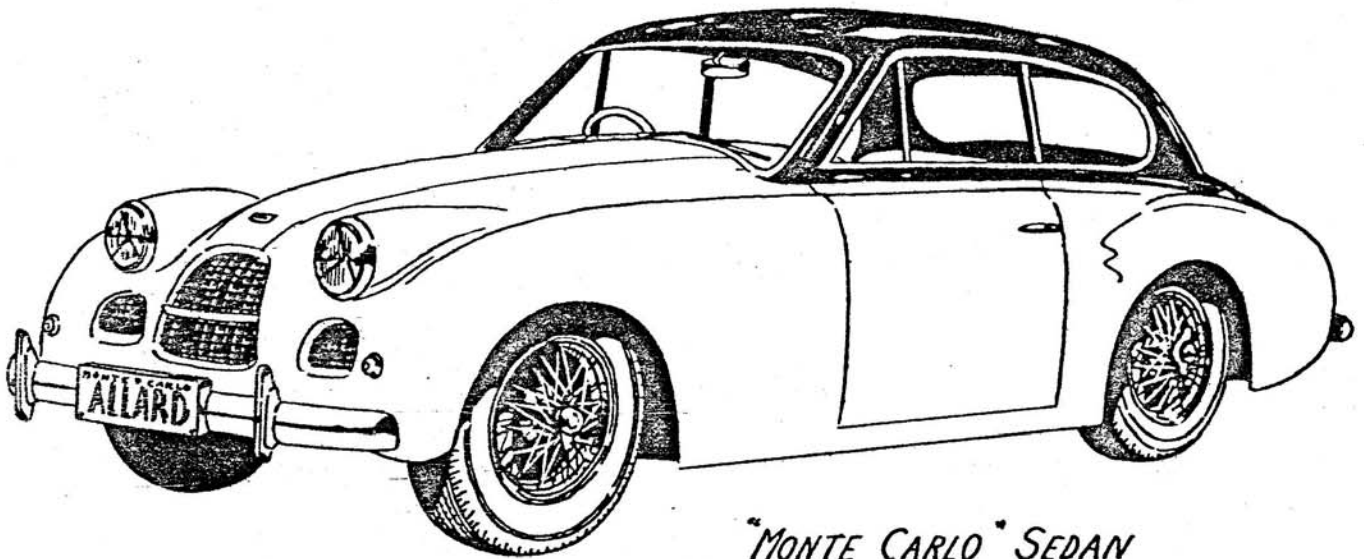
*LEFT:  
NEAT ZEPHYR-POWERED COUPE,  
INTRODUCED IN 1955.*



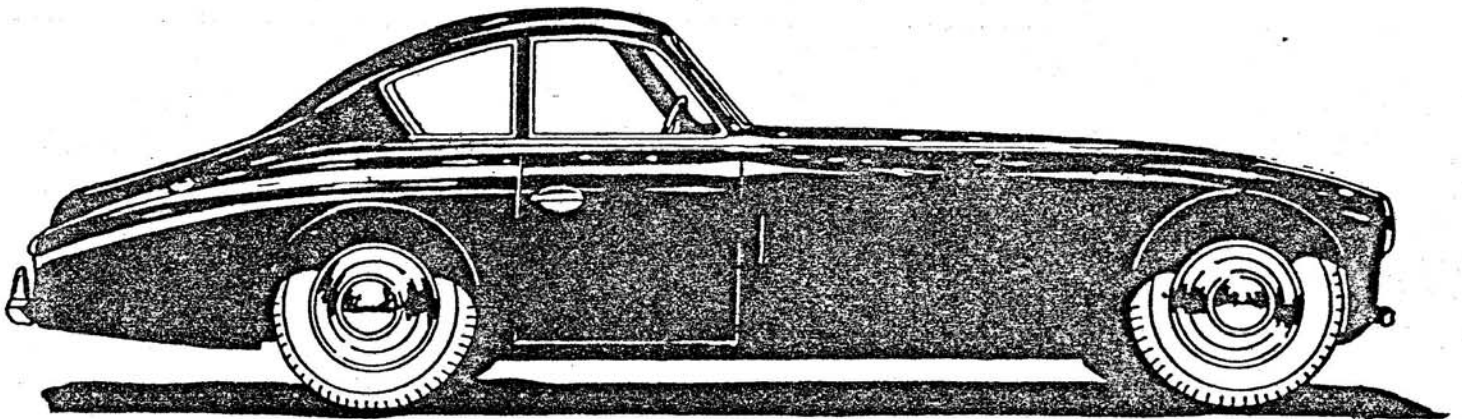




ONE OF THE WORLD'S BEST STATION-WAGONS- ALLARD'S "SAFARI"



"MONTE CARLO" SEDAN



IMHÖF SPECIAL BUILT FOR MONTE CARLO  
RALLYE IN 1952



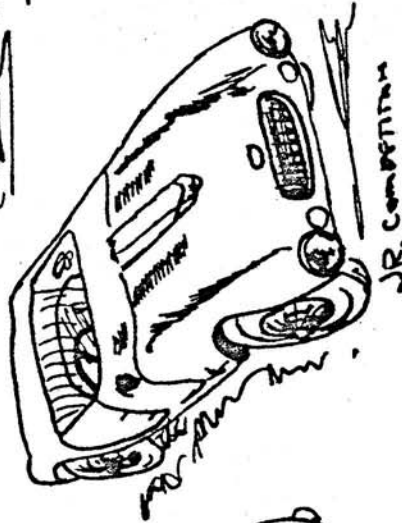
K-3 TOURING



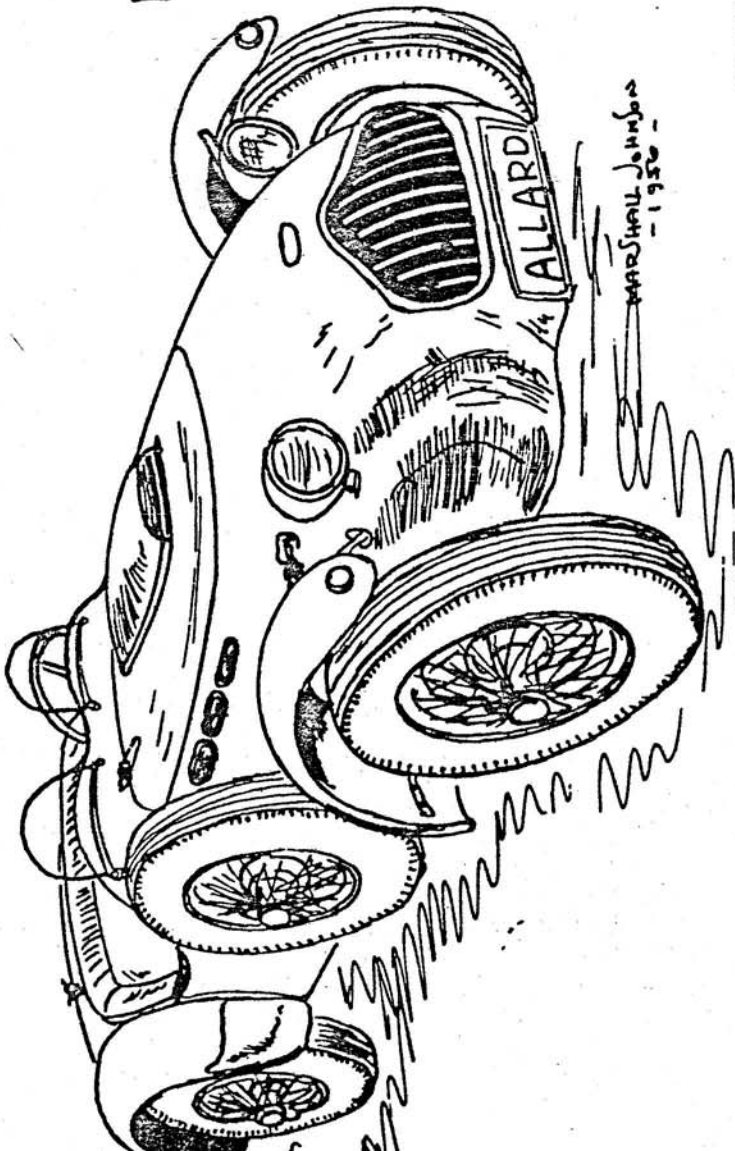
-J2-X LE-MANS-



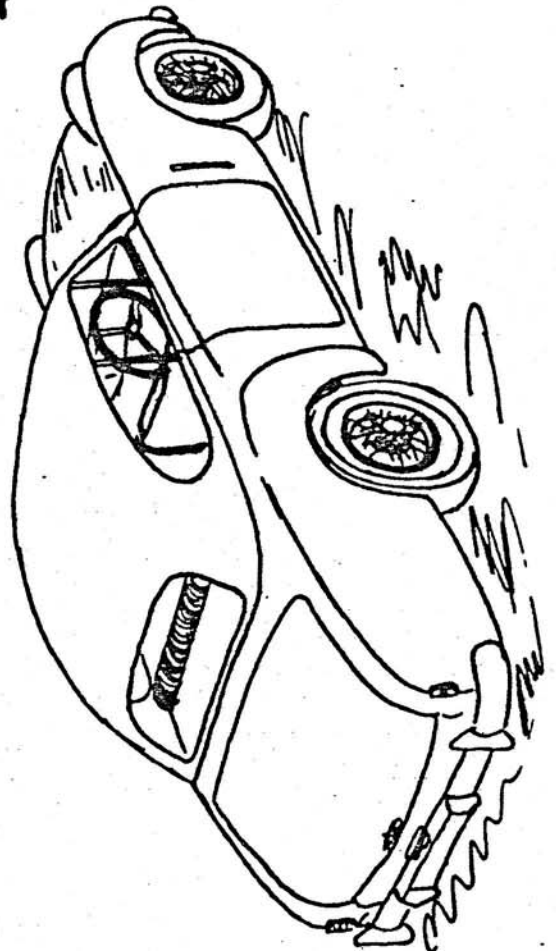
J2-X COMPETITION

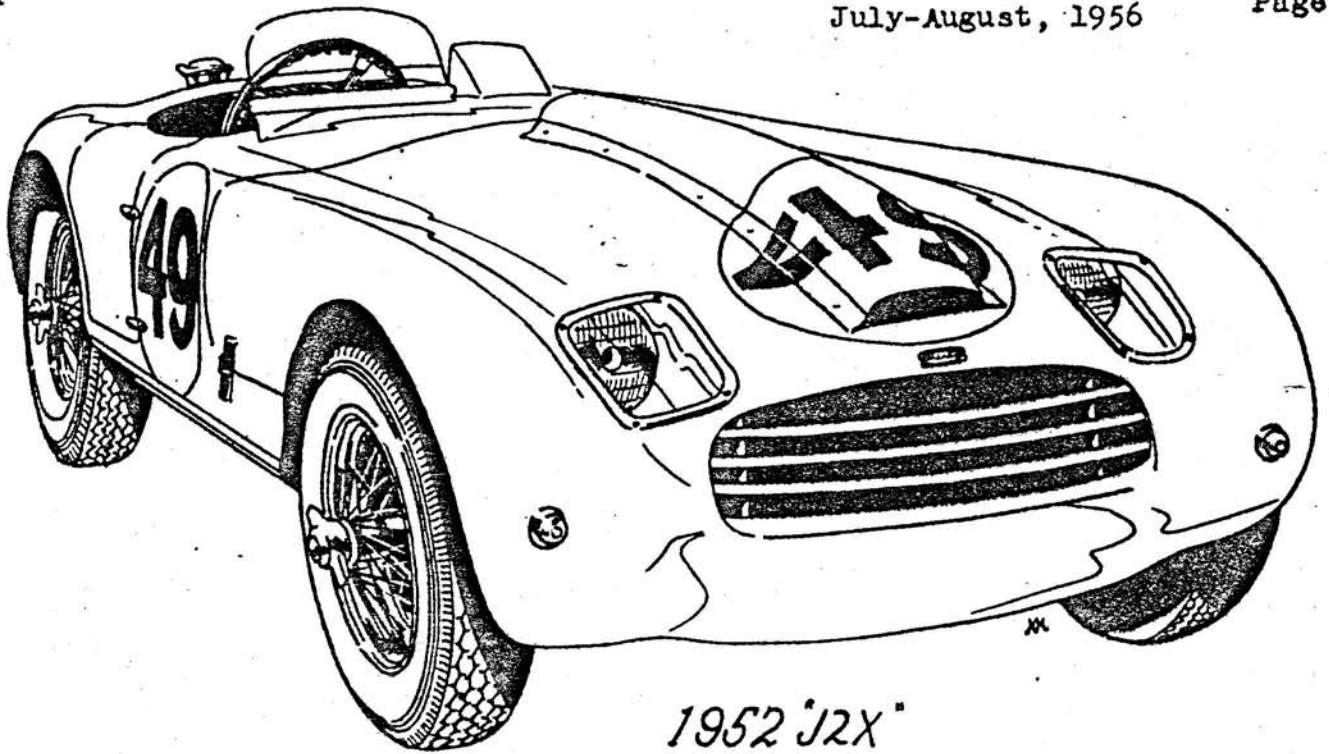


JR. COMPETITION

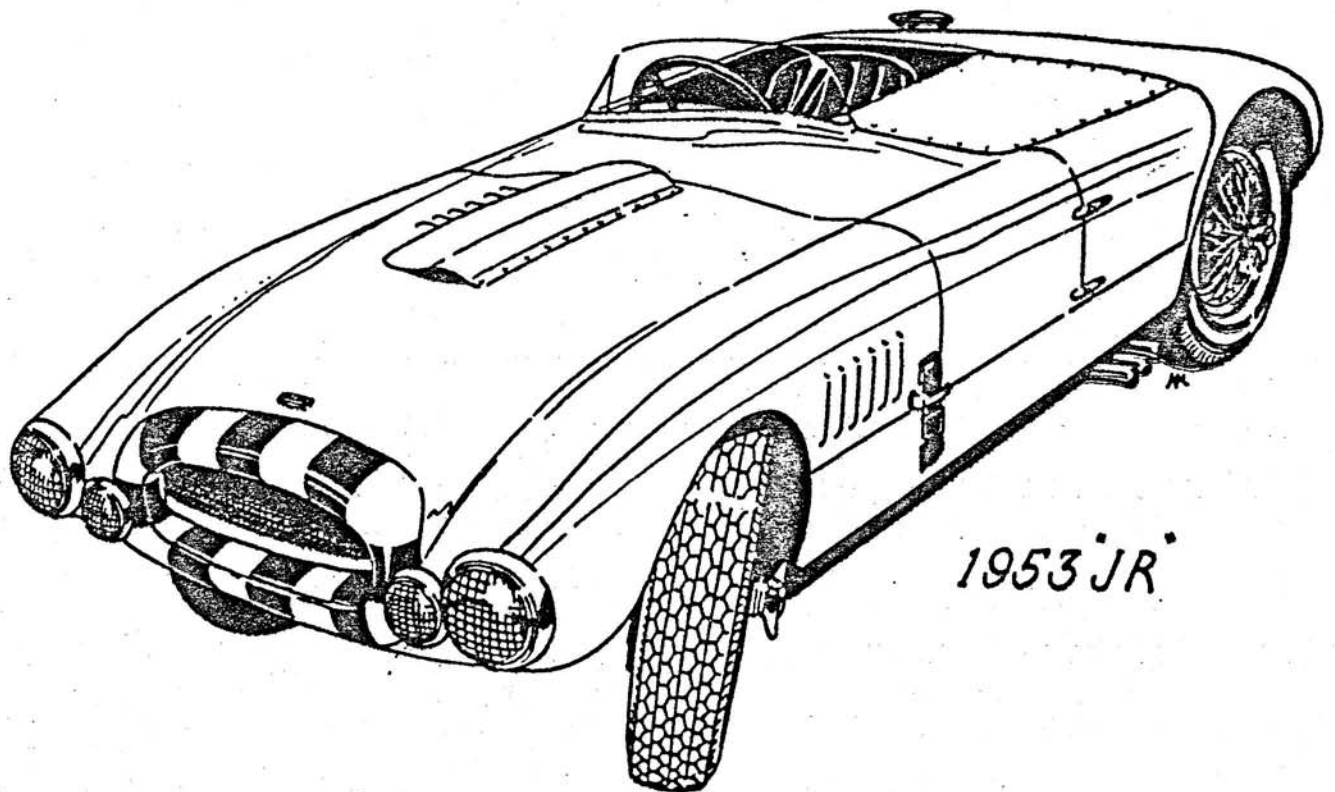


MARSHALL JOHNSON  
-1956-

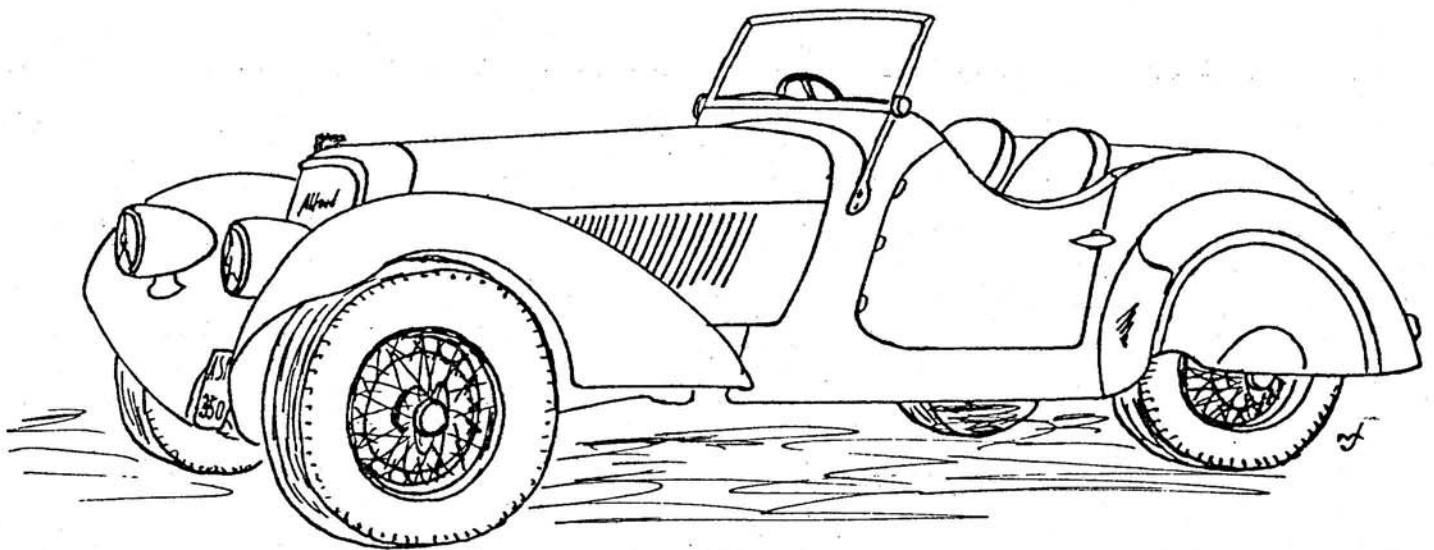




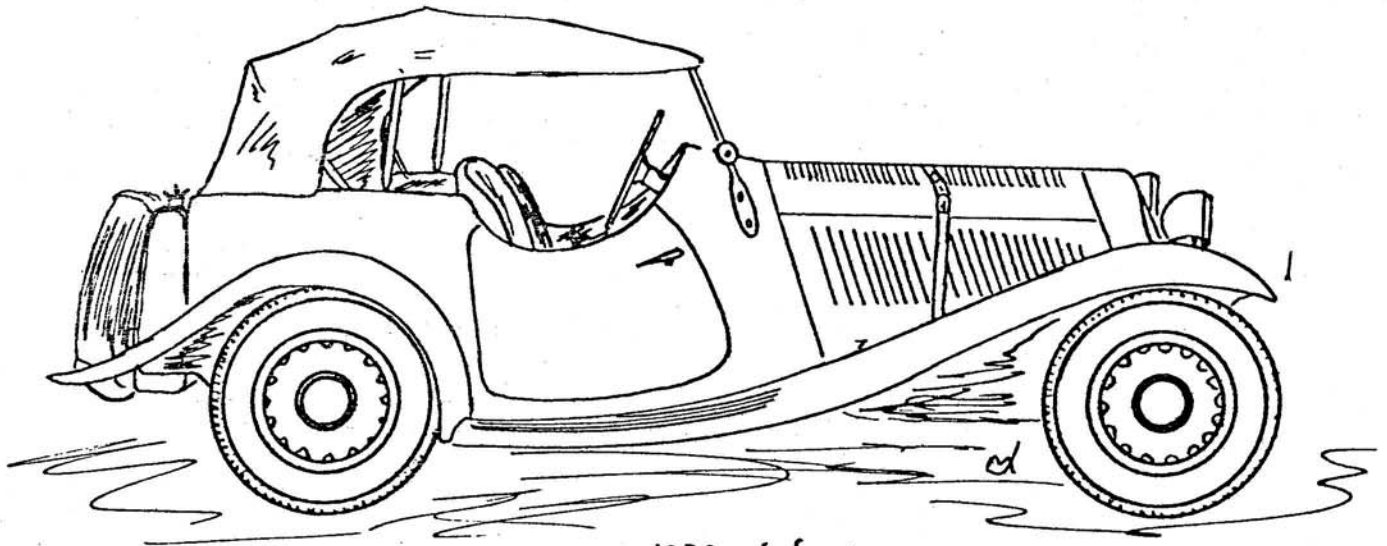
*1952 'J2X'*



*1953 'JR'*



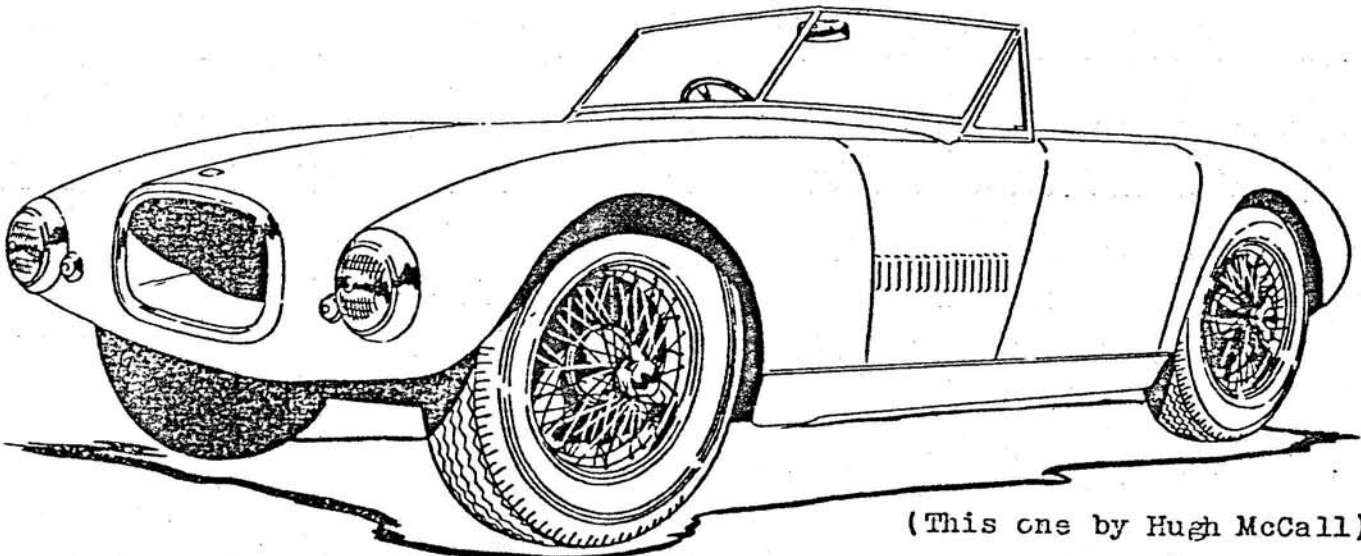
1939



1938 4-Seater

LATEST J2R FOR 1956

by Marshall Johnson



(This one by Hugh McCall)