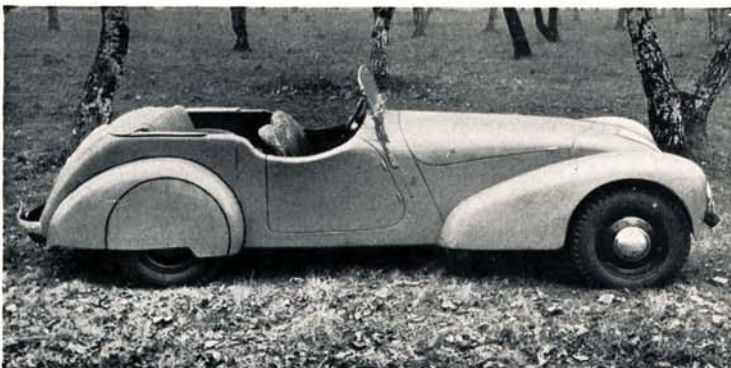




SPORTS TWO SEATER



FOUR SEATER TOURER



DROP HEAD COUPÉ

ALLARD

The New Allard

The New Allard is a truly modern car. It incorporates every up-to-minute feature called for by the discriminating motorist. Yet, in spite of its modern design, every part of the car has been thoroughly proved. Since 1936 the Allard has won a reputation as Britain's premier competition car, and now in addition to the short chassis sports two-seaters there are offered the drop-head coupé and the four-seater tourer. The Allard cars have been designed to provide a reliable and fast car suitable both for roadwork and sporting events. The high power-weight ratio, coupled with correct weight distribution, gives a high performance without undue effort.

The results gained by these cars in sporting events since 1936 are sufficient proof of their reliability, and road tests by various motoring correspondents in every case stress the fine performance, smooth riding, efficient braking and good road-holding capabilities.

All models embody the same advanced engineering features which have won the Allard its outstanding reputation. Some of the outstanding Allard advantages :—

- (1) New rigid box section chassis with independent front wheel suspension and correct weight distribution ensures exceptional road-holding and safety.
- (2) Large, smooth acting and powerful 4-wheel hydraulic brakes and racing type fly-off hand brake.
- (3) Engine, made by Ford Motor Co. Ltd.
- (4) Excellent ground clearance (9 inches).
- (5) The famous Marles steering, light but positive.
- (6) Excellent visibility due to the curved radiator front and low bonnet with perfect driving position.
- (7) Latest type, double-acting, self-recuperating shock absorbers.
- (8) Steering column adjusts for length and height, adjustable seats.
- (9) Low running costs in proportion to performance.
- (10) Service and parts readily available.



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.

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 :—4.11 top ; 7.29 second ; 12.8 first ; 16.46 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 4.11 to 1.

FRONT AXLE. Independently sprung—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 full adjustment spring type telescopic steering wheel. Column is adjustable for position.

DRIVE. Left or right hand drive optional to order.

BRAKES. Four wheel two shoe assemblies, hydraulically operated—special ribbed drums—handbrake quick release racing type operating on rear wheels only.

SPRINGING. Transverse cantilever front and rear—oilless shackles—hydraulic shock absorbers all round.

FRAME. Heavy box section well braced with cross members. Track front 4 ft. 8 in., rear, coupe 4 ft. 10 in., 2 seater and tourer 4 ft. 4 in. Wheel-base—coupe and tourer 9 ft. 4 in., 2 seater 8 ft. 10 in. Ground clearance 9 in.

WHEELS. Easy clean type.

TYRES. 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank large capacity—petrol feed incorporating a reserve.

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

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

EQUIPMENT. Fitted facia board with speedometer, oil pressure, petrol and water gauges, ammeter, dash lights, etc. Dual arm electric wiper and interior mirror. Trafficators, on all models.

CHASSIS WEIGHT. Approx. 19 cwts. Varies according to equipment.

NOTE. The company reserves the right to make any changes in the above specification.

Road Test Reports

“ THE MOTOR ”

“ Strikingly modern lines mask a ground clearance of 9”, the greatest figure for any British production car.”

“outstanding forward visibility.”

“light precise steering, abnormal cornering power.....”

“ The good construction of the body is proved by the unusual freedom from draught.”

“ THE AUTOCAR ”

“the outstanding feature of the specification is the good ratio of power to weight.”

“ The striking aspects of the performance are the top gear abilities, the acceleration.....and the high cruising speed.

“a genuine 70 m.p.h. is the true cruising speed.”

“ In petrol consumption the Allard proved commendably moderate.....”

“ THE LIGHT CAR ”

“ The Allard.....with an exciting performance and admirable road-holding is eminently exportable.

“ Steering is superb.”

“is top of the class as regards road-holding and all-round performance.”