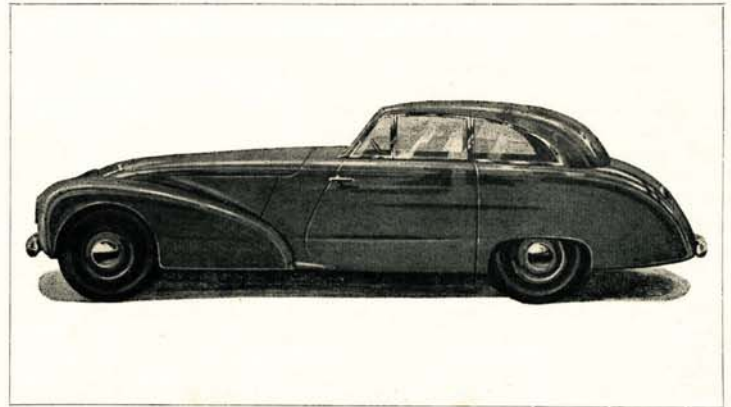


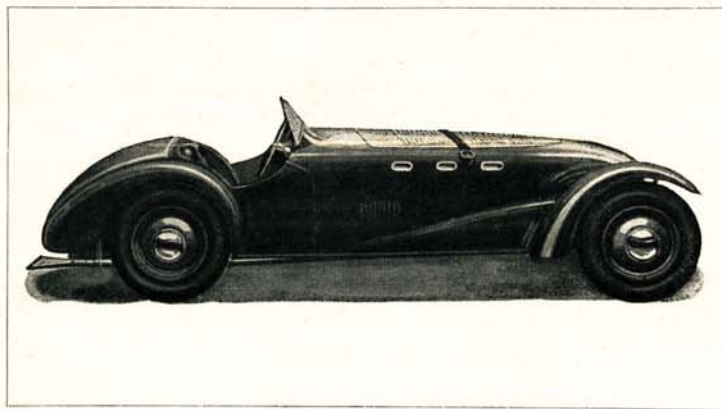
HIGH PERFORMANCE MODELS FOR ALL OCCASIONS

The ALLARD Saloon, with aluminium-panelled coachbuilt body, incorporates 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 allowing ample room for 3 abreast, luxurious hide upholstery with Latex cushion rubber, controlled air conditioning, interior lighting with door-operated switch, and, for overseas models only at present, heating equipment.

Other good points are an opening windscreen for safe driving in fog and comfort in heat, and a very spacious lockable luggage boot with interior lighting.



P.1 2-DOOR SALOON



J.2 COMPETITION 2-SEATER

Built mainly for participation in sporting events, the J.2 Competition 2-Seater is undoubtedly destined to create many sensations in that field and to add to the long list of successes achieved by previous ALLARD models.

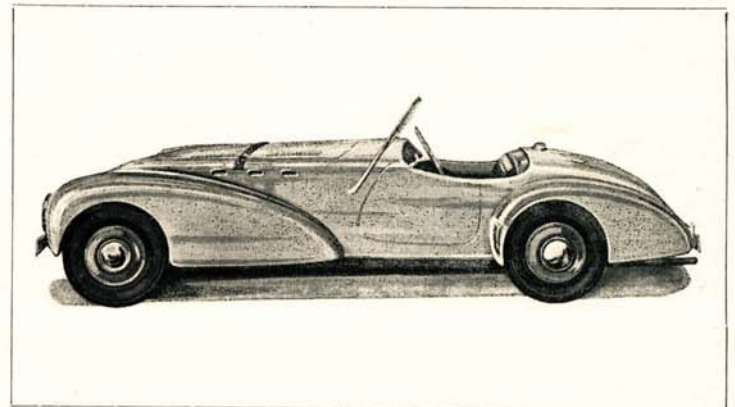
For the benefit of sporting enthusiasts overseas, the chassis is specially designed to accommodate many of the larger capacity American engines, and the car can be supplied less engine if preferred.

With its aluminium body the dry weight of the complete car is only 2006 lb.

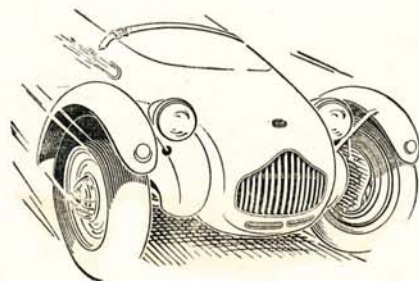
The K.2. Sports 2-Seater has been designed for the motorist who prefers a touring car which is capable of putting up a good sports performance.

It has high-compression cylinder heads, dual induction with twin Solex carburetters, remote centre gear change and racing-type fly-off handbrake. Like the J.2, the chassis has been designed to accommodate alternative engines if required.

The body is aluminium-panelled and has a large lockable luggage boot and all-weather equipment.



K.2 SPORTS 2-SEATER



DISTINCTION
IN
APPEARANCE
AND
PERFORMANCE



50 POST-WAR INTERNATIONAL COMPETITION SUCCESSES

SPECIFICATIONS

Saloon

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—steering column gear change.

Ratios :—3.78 top ; 6.7 second ; 11.8 first ; 15.1 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 3.78 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.

J.2 Competition 2-Seater

ENGINE. 84 mm. bore by 98.4 mm. stroke—4375 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 aluminium cylinder heads—compression ratio 8 to 1—valves of silicon chromium alloy steel—pistons of aluminium alloy—full force oil lubrication system with large sump and auxiliary oil radiator—floating power 3 point suspension—2 dual down draught carburetters with single 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 :—3.5 top ; 6.19 second ; 10.9 first ; *Close ratio* :—(3.5 ; 4.69 ; 6.2) at extra cost.

REAR AXLE. de Dion type, located by radius arms to centre of frame, brakes located on axle—robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. *Ratio* :—3.5 to 1 ; *Optional ratios* :—3.78 or 4.11 to 1.

FRONT AXLE. Independent swing arm axles—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 spring type steering wheel. Column is adjustable for position. Left or right hand drive optional to order.

BRAKES. Four wheel two shoe assemblies—2 leading shoe type on front wheels—hydraulically operated—Alfin drums—handbrake quick release racing type operating on rear wheels only—forged dural pedals.

SUSPENSION—Coil springs front and rear—tubular hydraulic shock-absorbers all round.

K.2 Sports 2-Seater

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—Special high-compression aluminium cylinder heads. Ratio :—7 to 1. Optional : 8 to 1. 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 induction with twin Solex carburetters—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 centre gear change.

Ratios :—3.78 top ; 6.7 second ; 11.8 first ; 15.1 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, 3.78 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. Left or right hand drive optional to order.

BRAKES. 12 in. Lockheed hydraulic, 2 leading shoes at front.

SUSPENSION. Coil springs on front, transverse cantilever spring at rear—oilless shackles—hydraulic shock absorbers all round.

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

WHEELS. Easy clean type. **TYRES.** 5—6.25 by 16.

FUEL SYSTEM.—Rear petrol tank capacity of 20 gallons—petrol feed incorporating an electrically operated 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—automatic reversing light.

EQUIPMENT. Fitted facia board with speedometer, oil pressure, petrol and water gauges, ammeter, clock, dash lights, etc. Dual arm electric wiper and interior mirror. Self-cancelling trafficators.

WEIGHT. Approx. 29 cwts.

FRAME. Heavy section well braced with tubular cross members. Track :—front, 4 ft. 8 in. ; rear, 4 ft. 4 in. Wheel-base :—8 ft. 4 in.

WHEELS. Easy clean type. **TYRES.** 6.00 by 16.

FUEL SYSTEM. Rear petrol tank capacity 20 gallons—petrol feed incorporating a reserve. Dual feed through SU electric pump and AC mechanical pump, with dual piping to tank.

EXHAUST SYSTEM. 3-branch 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.

EQUIPMENT. Fitted facia board with speedometer, rev. counter, oil pressure, petrol and water gauges, ammeter, etc.

BODYWORK. Competition 2-Seater, 2-door, aluminium lightweight shell body conforms with International Sportscar Regulations—body constructed in two pieces to facilitate removal from the chassis, leaving all instruments wiring and flooring intact and attached to the chassis—3 steel tubes have been expressly designed to carry the body shell and ensure extreme rigidity—body is fitted with small cycle type front wings and 2 aero screens.

WEIGHT. The gross weight of the completed car is 18½ cwts.

EXTRAS. Orders can be accepted, at extra cost, for the following items :—

- Z.F. non-slip type racing differential.
- Full size windscreen with dual electric wipers and hood.
- Non-standard gears.
- Luggage grid.

STEERING. Marles cam gear, high ratio, provided with full adjustment spring type telescopic steering wheel. Column is adjustable for position. Left or right hand drive optional to order.

BRAKES. 12 in. Lockheed hydraulic, 2 leading shoes at front.

SUSPENSION. Coil springs on front, transverse cantilever spring at rear—oilless shackles—hydraulic shock absorbers all round.

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

WHEELS. Easy clean type. **TYRES.** 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank capacity of 17½ gallons—petrol feed incorporating an electrically operated 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 rev. counter, speedometer, oil pressure, petrol and water gauges, ammeter, clock, dash lights, etc. Dual arm electric wiper and interior mirror.

WEIGHT. Approx. 22 cwts.

ALLARD MOTOR COMPANY LTD., 24-28 CLAPHAM HIGH STREET, LONDON, S.W.4

Cables : Almotco, London

Telegrams : Almotco, Clapcom, London.

'Phone : Macaulay 3201-2-3