

Standard Features

V8 Engine

- GM 350 Ram Jet PFI (fuel injected)

Transmission

- Tremec TKO 5-speed manual w/ overdrive

Exhaust System

- dual exhaust - tail pipes or sidepipes

Suspension

- front: independent, coil-over with unequal length wishbones
- rear: independent, coil-over with a 9" center section
- 6-position adjustable billet aluminium shocks

Chassis

- powder-coated tubular mandrel-bent steel
- integrated towing/tie-down rings

Brakes

- front: 13" 4-piston vented discs (Wilwood)
- rear: 13" 4-piston vented discs - inboard
- centre console hand brake

Steering

- rack and pinion
- collapsible steering column, tiltable and telescopic
- Moto-Lita classic steering wheel - walnut or mahogany

Electrical

- 12V heavy duty battery
- halogen high-intensity headlights - Lucas PL (7inches)
- 2 auxiliary power sources
- 'Allard' 5-inch speedometer and tachometer
- oil, water, fuel gauges, ampmeter, clock
- brake lights, turn signals and backup lights
- starter and horn are dash mounted

Windscreens

- racing or Brooklands

Body

- hand-laid cured composite
- metal alloy louvered hood
- 'show-quality' PPG enviro-friendly basecoat-clearcoat finish

Upholstery & extras

- adjustable leather seats
- leather door side-panels
- side-panel storage compartments
- all-weather carpeting (cockpit and trunk)
- 'Allard' floor mats (colour matched)
- tonneau cover (colour-matched)
- cockpit storage net behind seats
- machine-turned aluminium dash
- engraved Monza-style fuel cap
- external roll bars (single or double)
- 3-point seat belts

Wheels

- 72-spoke alloy Dayton wire wheels - 5-bolt pattern
- 'Allard' engraved 2-eared knock off spinners



Tires

- 16"x235x60 rear / 16"x225x60 front
- high performance 'ZR' series Dunlop

Other

- 12 month warrantee on major components
- Allard Registry serial number

Options

- Chrysler 5.7 or 6.1 litre Hemi (fuel-injected or aspirated)
- Cadillac Northstar, Ford 351;
- 4-speed automatic transmission
- right-hand drive
- anti-theft device
- inflatable lumbar support;
- 'Connolly' leather
- cruise control
- air-conditioner (heater is standard)
- audio module
- 4 or 5-point seat belts
- spindle knock-off wheel hubs
- track performance package
- performance driving workshop
- one piece full-width windshield with wipers
- all-weather kit - soft top & side curtains
- one-piece lightweight removable rigid top



Dimensions

- wheel base: 106 inches - 269 cm
- track: 58 inches - 147 cm
- length: 171 inches - 424 cm
- width: 67 inches - 170 cm
- height: 44 inches - 112 cm
- ground clearance: 6 inches - 15 cm
- curb weight: 2100 pounds - 953 kg
- weight distribution: 50% front, 50% rear

Performance estimates

- 1/4-mile in the 12 to 13 sec. range
- 1/4-mile approx. 110 mph
- 0-60 mph approx. 4.6 sec.
- 60 - 0 mph approx. 123 feet
- fuel tank - 16 gal. US / 60 litres
- range - approx. 385 mi / 615 km

"The fit and finish in this car is absolutely impeccable. There isn't an angle that isn't absolutely authentic and the way it presents itself as a package is absolutely stunning. It's beautiful. It's elegant. It's reliable and ... it's a heck of a lot of fun to drive."

Tom Hnativ,
Dream Car Garage - Episode 12, May 2005



The Allard J2X

The J2X is part of the Allard Motor Company's large family of vehicles built between 1936 and 1959. Founded in 1936 by Sydney Allard, the company produced some 1,900 automobiles. These included hill climbers, sprint cars, sedans, racing cars and even dragsters.

Sydney Allard was a consummate racer. His cars saw plenty of action and enjoyed a solid reputation as serious contenders at Le Mans, Monte Carlo, Watkins Glen, Silverstone, Pebble Beach, Goodwood, as well as countless other tracks throughout Europe and North America.

The legendary J2X was a limited production racing/touring car. Even though only 83 were produced between 1951 and 1954, these were arguably the most successful racers of the Allard collection. By integrating American V-8 power plants into its cars, Allards threatened the dominance of racing circuits by larger producers.

The Allard's racing notoriety came at the hands of individuals who are now legends in their own right - Sydney Allard, Tom Cole, Fred Wacker, John Fitch, Arkus Duntov, Masten Gregory, Carroll Shelby, Bill Pollack, as well as movie star, Steve McQueen.



ALLARD MOTOR WORKS

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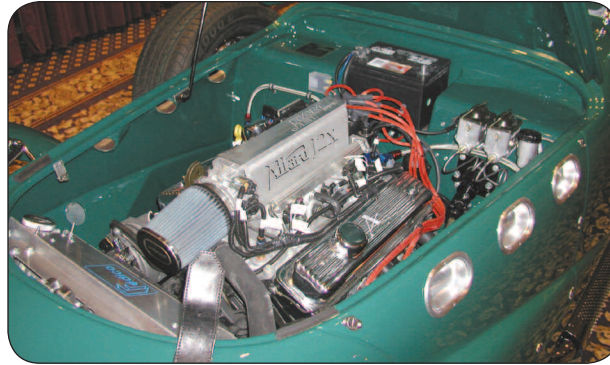
Allard J2X Mk II

“The Allard Motor Works J2X is a modern hand-crafted version of the famed British competition roadster that stirred crowds in Europe and North America in the early 1950s. Our modern version integrates the latest technology into the same design, to provide a safer, more comfortable and reliable vehicle than its predecessor, without compromising performance.

The Allard Motor Works’ J2X limited production recreation of the classic British competition roadster is recognized by the Allard Registry, which provides our J2Xs with special serial numbers and a place in the Registry.

Allard Motor Works is committed to keeping this legend alive by releasing no more than 100 new J2Xs per year for the enjoyment of sports car aficionados from around the world.”

Roger P. Allard



DRIVETRAIN

In keeping with the tradition of American V8 engines powering the Allards, the standard Allard J2X MkII comes with a 360 hp fuel-injected GM RamJet. The new 5.7 and 6.1 liter Hemi and the Cadillac Northstar are provided as options. Our multi-core Griffin aluminium performance radiator keeps everything running cool.

Transferring over 400 ft. / lbs of torque to the back wheels is a task

that the Tremec TKO 5-speed transmission does very efficiently. This fully synchronized competition grade unit has a fifth-gear overdrive to ensure effortless cruising and fuel economy.

In many ways, the AMW J2X’s rear suspension is similar to the original deDion unit. With our large 13” vented and cross-drilled Wilwood disc brakes, located inboard next to the tough 9” cast aluminium center section, we have minimized our unsprung weight. This provides a smoother ride, with minimal loss of traction on uneven surfaces. The half-shafts are of hardened steel with equally strengthened universal joints. The front and rear independent suspensions can be adjusted to the driving task at hand with four fully-adjustable coil-over billet aluminium gas shocks. The front suspension consists of tubular upper and lower heavy-wall seamless steel unequal A-arms with fully-adjustable caster and camber. Similar to the back, braking is handled with 13” 4-piston Wilwood disc brakes. Steering is done through a rack & pinion unit.



THE COCKPIT

Open-cockpit roadsters are a breed apart. Functionality and minimalism are key words. We have broken the rules by introducing the word comfort in our vocabulary. We have stretched the cockpit, widened the footboxes, designed adjustable seats and wrapped the occupants in high quality leather and carpets to provide driver and passenger with the ultimate roadster experience. Little additions like storage compartments in the doors, walnut or mahogany adjustable steering wheel, engraved door sills and Monza fuel cap, ‘jewelled’ aluminium dash and ‘Allard’ signature instruments, are but a few of the standard ‘extras’ we provide. We have a saying, that if you’re going to drive ‘topless’, you had better look good, because when you’re in an Allard, everyone is looking!



“It’s a blast to drive and appears to be a solidly engineered piece, with looks authentic enough to please not only the informed racing fans, but also the owners of the originals assembled for the club’s annual Allard Gathering... The car is a blast to drive, and exceeded our expectations in matters of build quality and modernity of its engineering, and the company’s owner is as passionate as they come.”

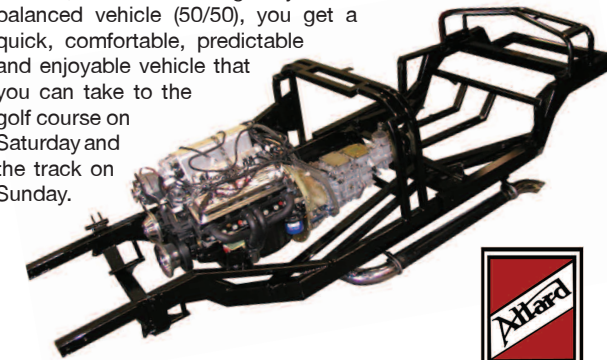
Kevin Wilson - AutoWeek Magazine Oct. 18/04 **AutoWeek**

CHASSIS

The J2X MkII’s chassis is CAD-designed for safety, reliability and performance. The steel tubular structure includes a number of safety features within the performance platform – double roll-bars inside the cowl and around the fuel tank, steel yokes around the drive shaft universal joints, a steel floor structure, side impact bars in the doors, energy absorption zones, a collapsible steering column, 5-mph bumpers and external roll bars that are integrated into the chassis.



By adding to these safety features a well-designed and rigid chassis, a low center of gravity and a well-balanced vehicle (50/50), you get a quick, comfortable, predictable and enjoyable vehicle that you can take to the golf course on Saturday and the track on Sunday.



THE BODY

Faithful to the original look, the new J2X is difficult to distinguish from its predecessor. With a show-quality finish on a composite body, the hand-crafted J2X MkII sports a fully-functional louvered metal alloy bonnet (hood) held in place at speed with the two traditional leather straps and a well-hidden remotely operated safety latch. The boot (trunk) is large enough to accommodate two complete sets of golf clubs (and bags), with enough room for your detailing kit and trophy. The ‘Allard’ badges (boot & bonnet) are authentic. To maintain the period look, we use non-metallic paints in either the traditional British Racing Green, our ‘testosterone-charged red’ or other colours that are appropriate for that era. These are carefully colour-matched with high quality leathers to deliver the look of classic beauty. The split tonneau cover is standard, while the ragtop and removable rigid hardtop are optional.

