

SERVICING OF ALLARD CARS

FORWARD

Allard cars have been designed to incorporate Ford Components in all the positions which normally require service from time to time, such as Engine, Transmission, Rear Axle Components, Wheel Bearings, Oil Seals, Steering Ball Joints, Kingpins & Bushes, etc.

The Ford Motor Company provide excellent Service Data on all these Components, so this article will not do much more than cover them generally with mention of the more important settings and adjustments.

The Chassis and Suspension are of Allard Design and Manufacture and to gain the full advantage of the handling and cornering capabilities of these cars it is necessary to ensure that the correct conditions and adjustments are maintained.

A Lubrication Chart showing the correct grades of Greases and Oils to use in the various parts of the Chassis, Engine and Transmission is included on the Chassis Number Plate situated on the Engine Side of the Bulkhead, and also in the Instruction Book in which a Chassis Diagram is also provided.

Where information of a service nature is required, which is not covered by this Instruction Book, enquiries should be addressed to : -

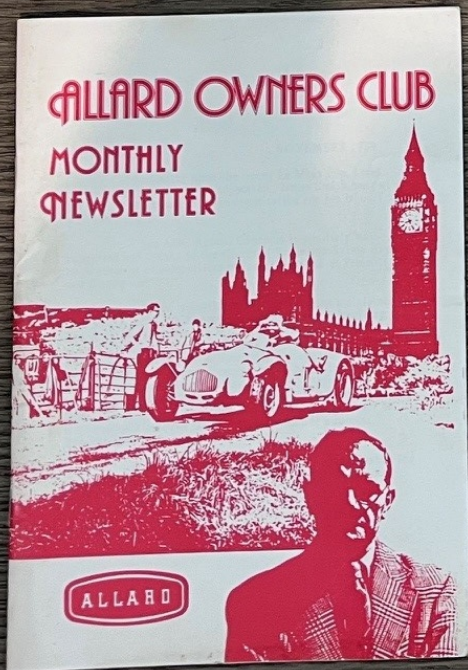
THE ALLARD MOTOR COMPANY LTD.
24/28, Clapham High Street,
Clapham, London, S.W.4.

Service items not covered by Ford Dealers can be obtained from : -

ADLARDS MOTORS LIMITED
3, Keswick Road,
Putney, London, S.W.15

SCREW THREADS

It should be noted that, following the Ford Motor Company's practice, American screw threads are used throughout.



ALLARD OWNERS CLUB

This is to certify that

Alan A. Cevf

JANUARY 1, 2008

Is a duly elected member paid up to
and is therefore authorised by The Royal Automobile Club Motor Sports Association Ltd. On the conditions stated overleaf, to take part in all competitions confined to members of this club or defined as Clubsport events under MSA Regulations.

No. 1582 Club Secretary



Allard



Please reply to:-

Mr. Roger Hayes
70 High Street
Whittlebury
Tel 01327 857499

ATT OF Susan - Kobe.

New Contact no for Auto Sparks

Tel 0115 949 7211
Fax 0115 949 1955

Roger Hayes
Susan
J. Hill

18288 Derby Rd.
SANDIACRE Nottingham
NG10 5HU ENGLAND

SBA LTD.

LEICESTER.

Tel. 0116 254 1262 (7 lines)

90 FREEMANS Common Rd.
Leicester LE1 7FQ
ENGLAND

Regards

[Signature]
(PP)

A ALLARD, President. P. P. MOORE, Vice President. J. A. TILLER, Captain.
Miss P. HULSE, Secretary. Mrs. S. E. TILLER, Treasurer.

[Handwritten notes]
and
sent
for
PP
check



Please reply to:-

The Secretary
Allard Owners Club
10 Brooklyn Court
Woking GU22 7TQ

Tel/Fax (01483) 773428
Int. +44 1483 773428

Mr Alan Cerf
Polycerf inc
3301 Gateway Center Boulevard
Pinellas Park
Florida 33782
USA

*copy: Alan
R. Lyle*

Fax No: 001 813 578 1300

12 April 1997

Dear Mr Cerf

Thank you for your letter of 26 March. I'm afraid hub caps and wheels are in short supply, as indeed will be the bumper for your P2. There will be an announcement about your need for these parts in the May newsletter. I hope that this will produce the solution to your problems.

As to the bonnet badge, they are something of a compromise between those required for J2's and J2X's, which are curved, and other models where the curve is less pronounced. I have drawn below the curvature of the current badges, looking down from the top. I remember that a few years ago one batch was produced which was more curved than this. If you have a badge which is more curved, send it back and I will exchange it for the current one.

Yours sincerely

Michelle Wilson

MICHELLE WILSON
Secretary and Press Representative



A. ALLARD, President. P. F. MOORE, Vice President. J. A. TILLER, Captain.
Ms. M. Wilson, Secretary. M. Brett, Treasurer.

SHRINK FILM EQUIPMENT

**POLY
CERF**

inc.

TELECOPY TRANSMISSION

DATE: April 23, 1997

TO: Mr. Roger Hayes

FROM: Alain Cerf

THE ALLARD OWNERS CLUB

POLYCERF INC.

011 44 1327 857499

FAX: 813-578-1300

NUMBER OF PAGES (INCLUDING THIS PAGE): 3

IF THE COPY IS NOT LEGIBLE OR IF YOU DON'T RECEIVE ALL PAGES, PLEASE DO NOT HESITATE TO CONTACT US AS SOON AS POSSIBLE

Dear Mr. Hayes:

We are completing the restoration of a PI and need some help :

- I sent a letter on March 26 (copy enclosed), and did not get any answer,
- I tried to contact by phone two suppliers of Allard components : the phone numbers published in your newsletter seem to be wrong,
- I sent a fax (copy enclosed) to obtain the real phone numbers and did not get any answer.

I realize that a Club is depending of members donating their time and I appreciate their allegiance.

Anyhow some answer to my correspondence will be welcome.

Sincerely


Alain A. Cerf

Encl:2

Apr-23-97 04:47 PM

<u>Identification</u>	<u>Result</u>	<u>Pages</u>	<u>Type</u>	<u>Date</u>	<u>Time</u>	<u>Duration</u>	<u>Diagnostic</u>
011441327857499	OK	03	Sent	Apr-23	04:45P	00:01:40	002180430020



SHRINKWRAPPING AND PACKAGING EQUIPMENT

TELECOPY TRANSMISSION

DATE: April 4, 1997

TO: Mr. Roger Hayes

FROM: Susan Kobe

POLYPACK, INC.

011-44-1327-857499

FAX: 813-578-1300

NUMBER OF PAGES (INCLUDING THIS PAGE): 1

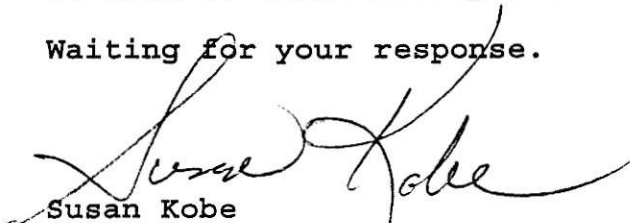
IF THE COPY IS NOT LEGIBLE OR IF YOU DON'T RECEIVE ALL PAGES, PLEASE DO NOT HESITATE TO CONTACT US AS SOON AS POSSIBLE

Dear Mr. Hayes:

We have found your name and phone number in the Allard Owner's Club's monthly newsletter. We have been trying to reach a company by the name of Auto Sparks for wiring looms, all models and SBA Ltd. for windscreen lower rubber. We can not reach either company.

Would you please ^{give} us a current phone number as well as a fax number as we need to order some parts for our rebuilds.

Waiting for your response.


Susan Kobe
Secretary to Alain Cerf

sk



SHRINK FILM EQUIPMENT

POLY

CERF

inc.

THE ALLARD OWNERS CLUB
10 Brooklyn Court
Brooklyn Road, Woking GU22 7TQ

England

March 26, 1997

Dear Sirs,

In the next 2 or 3 weeks our P1 should be on the road.

- 1- We received a bonnet badge which is curved: the original one was almost flat. Do you have different models?
- 2- I am still looking for hub caps.
- 3- I am missing the spare wheel.
- 4- Finally, the rear bumper is also missing.

Could you help me?

Sincerely,

Alain A. Cerf



NOT TRANSFERABLE
 WILLIAMSON & PETERSON, ANDOVER
DAY TICKET
 BOROUGH OF SANDWICH TOLL BRIDGE
 G 8282
 7 5 4 3 2 1

NY 02884
BREAK-DOWN CAR PARK
 17/10/66

Tele. Flimwell 221

Hare & Hounds

FLIMWELL, SUSSEX

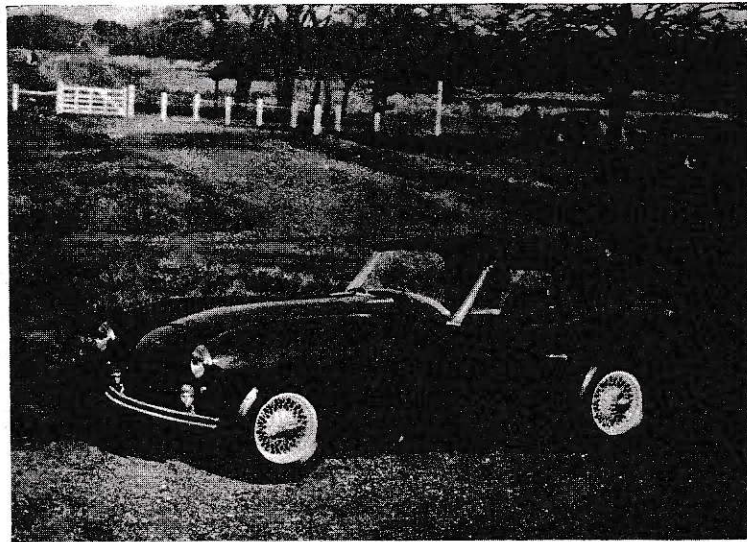
F. J. Springett
(Manager)

All Coaches
Welcomed

TEL.
 HAM 6041
ROWLAND SMITH
 MOTORS LIMITED
 HAMPSTEAD HIGH ST.
 LONDON
 N.W.3

3 1846575
MAR 67
 LOB 872
 PRIVATE
 ALLARD
 4 months 66:8:0
 This Licence expires on last day of month shown
 X C O
 B / D E
 66

AVIATION
 CAR PASS
 1966
 GEA. 322.
 ENGINEERING
 K. BOARD.



MARK II PALM BEACH

FRONT AXLE New type with swinging lower link and vertical pillar. Laminated torsion bar springs and tubular shock absorbers.

FRAME Twin tubular side members joined by steel plate. Tubular and box section cross members.

BRAKES Lockheed Hydraulic, 2 leading shoes at front 12" x 2 $\frac{1}{4}$ " Drums. Mechanical hand brake operating on rear wheels.

STEERING High Ratio Marles Cam Gear. Spring adjustable steer-

ing wheel. Left or Right hand drive optional.

FUEL SYSTEM Rear Petrol Tank incorporating an electrically operated reserve. Spring load exterior filler cap. 15 gallons capacity.

REAR AXLE Hypoid Bevel. Ratio with Zodiac engine 3-77, with Jaguar 3-54. Suspension by coil spring, on rear parallel trailing links. Tubular shock absorbers. Side location by Panhard Rod.

WHEELS Wire, with centre locknut. Tyre size 6-00 x 15.

ENGINE *Alternative Specifications*

The Mark II Palm Beach is available with either the 3 $\frac{1}{2}$ -litre Jaguar or 2 $\frac{1}{2}$ -litre Zodiac engine.

JAGUAR

6-cylinder. Bore 83 mm. Stroke 106 mm. Capacity 3442 c.c. Compression ratio 8:1. 210 B.H.P. at 5500 R.P.M. Overhead valves, double overhead high lift camshafts. Twin S.U. carburettors with automatic starting carburetter and air silencer. Water circulation by pump. Coil ignition. Single plate clutch, four forward speed synchromesh gearbox, central remote gear lever.

GEAR RATIOS

First 10-55, Second 6-2, Third 4-28, Top 3-54.

ZODIAC

6-cylinder. Bore 82 mm. Stroke 79-5. Capacity 2553 c.c. Compression ratio 7-8. 90 B.H.P. at 4,400 R.P.M. Overhead valves, 3 Zenith carburettors. Coil ignition. Single plate clutch. 3-speed synchromesh gearbox with central lever.

GEAR RATIOS

First 10-7, Second 6-18, Top 3-77.



TERMS OF BUSINESS

The Company reserves the right at any time to alter the specification, price and conditions of sale of all models.

The price will be that ruling at the time of delivery. Every effort will be made to adhere to a promised date of delivery, but same cannot be guaranteed and no claim shall be made upon the Company in respect of any delay or for any loss or damage arising therefrom.

The term Agent is used in a complimentary sense only, and our Agents are not authorised to incur any debts, or transact any business on the Company's behalf other than the sale of goods purchased from the Company: nor are they authorised to give any warranty or make any representation other than those contained in the guarantee, on the Company's behalf.

Customers' cars are only driven by members of our Staff at Owners' risk.

All Cars or Chassis sold by the Company are supplied on the express condition that they shall not be exhibited, directly or indirectly, by the Agent or purchaser, at any Exhibition without the written permission of the Company.

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

Cables: Almoteo, London

'Phone: MACaulay 3201/3

Telegrams: Almoteo, Clapcom, London.



DIRECTORS: S. H. ALLARD, A.M.I.Mech.E., M.I.M.I.

D. J. ALLARD

R. J. CANHAM, M.I.M.I. (Director and General Manager)

Telegraphic Address:
Inland: ALMOTCO, CLAPCOM, LONDON
Overseas: ALMOTCO, LONDON

Telephone:
H.O. & SALES MACaulay 3201

Head Office & SALES: 24/26, CLAPHAM HIGH STREET, S.W.4

HJD/JG/TECH

8th April, 1959.

ALLARD MARK II PALM BEACH

Following your recent enquiry for details of our models we are now able to offer for immediate delivery a Mark II Palm Beach built to an order which has been cancelled by the purchaser due to change of circumstances.

We feel this unusual opportunity may appeal to you, and accordingly give the following particulars:

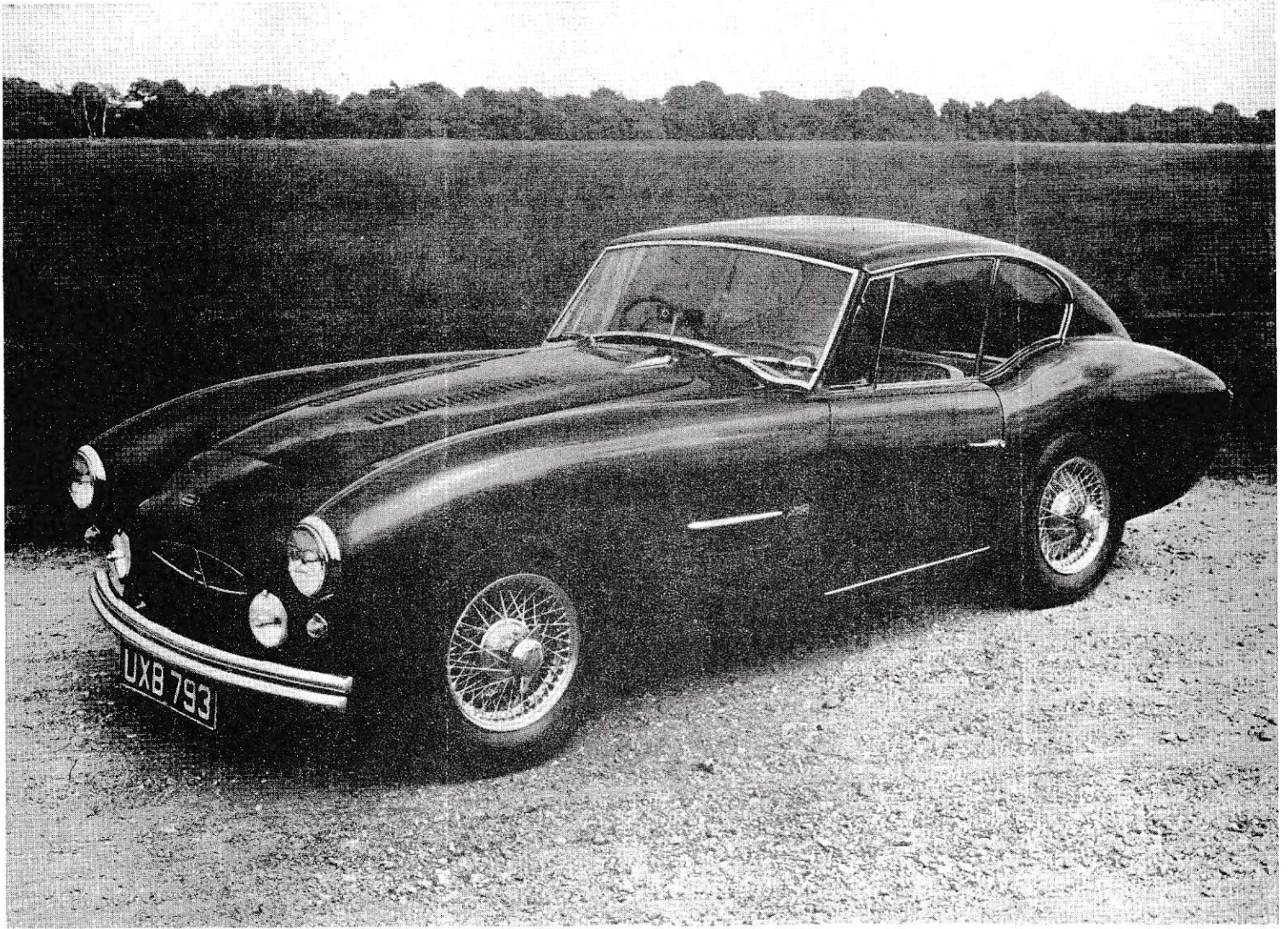
Chassis.	Left Hand Drive, Standard Mark II with drum brakes and conventional rear axle.
Engine Trans- mission.	Jaguar 3.4. litre: 210 B.H.P. at 5750 R.P.M. 4 speed close ratio synchromesh gearbox.
Bodywork.	Black with red leather upholstery (may be re-cellulosed to other colour at nominal cost) Fabric top, and detachable side screens.
Extras.	Occasional rear seats: Heater and demister.

Price £ 3700 ex works

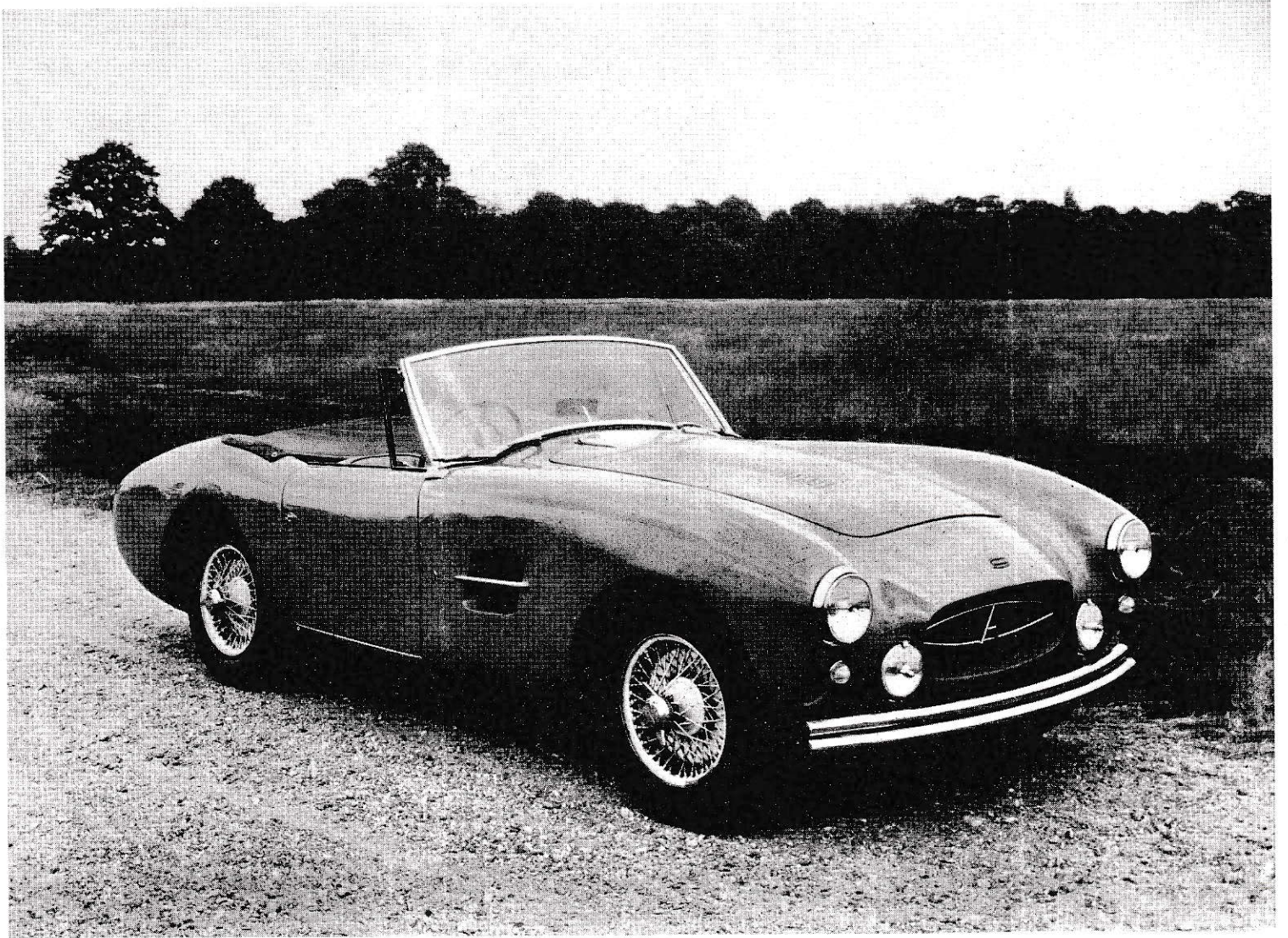
Shipping etc. to the United States approximately £ 220

Yours faithfully,
for the ALLARD MOTOR COMPANY LIMITED.

H.J. Davis.
Sales Manager.



ALLARD GRAN TURISMO

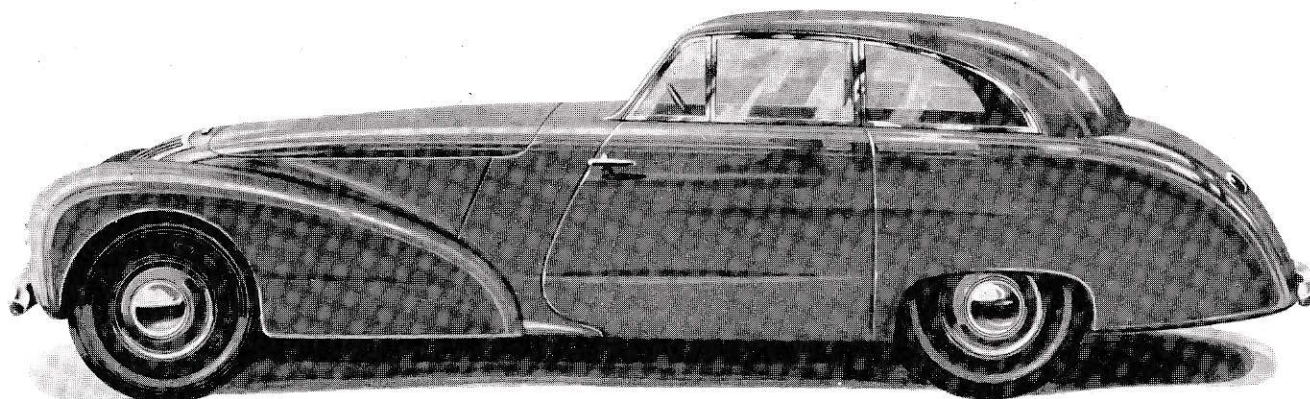


ALLARD MARK II PALM BEACH

Fullerton
2100 Main
1951



SALOON

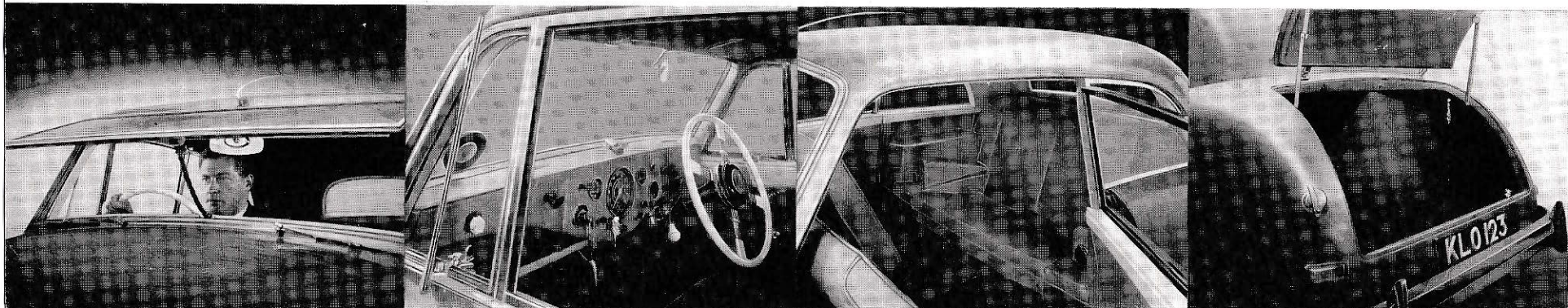
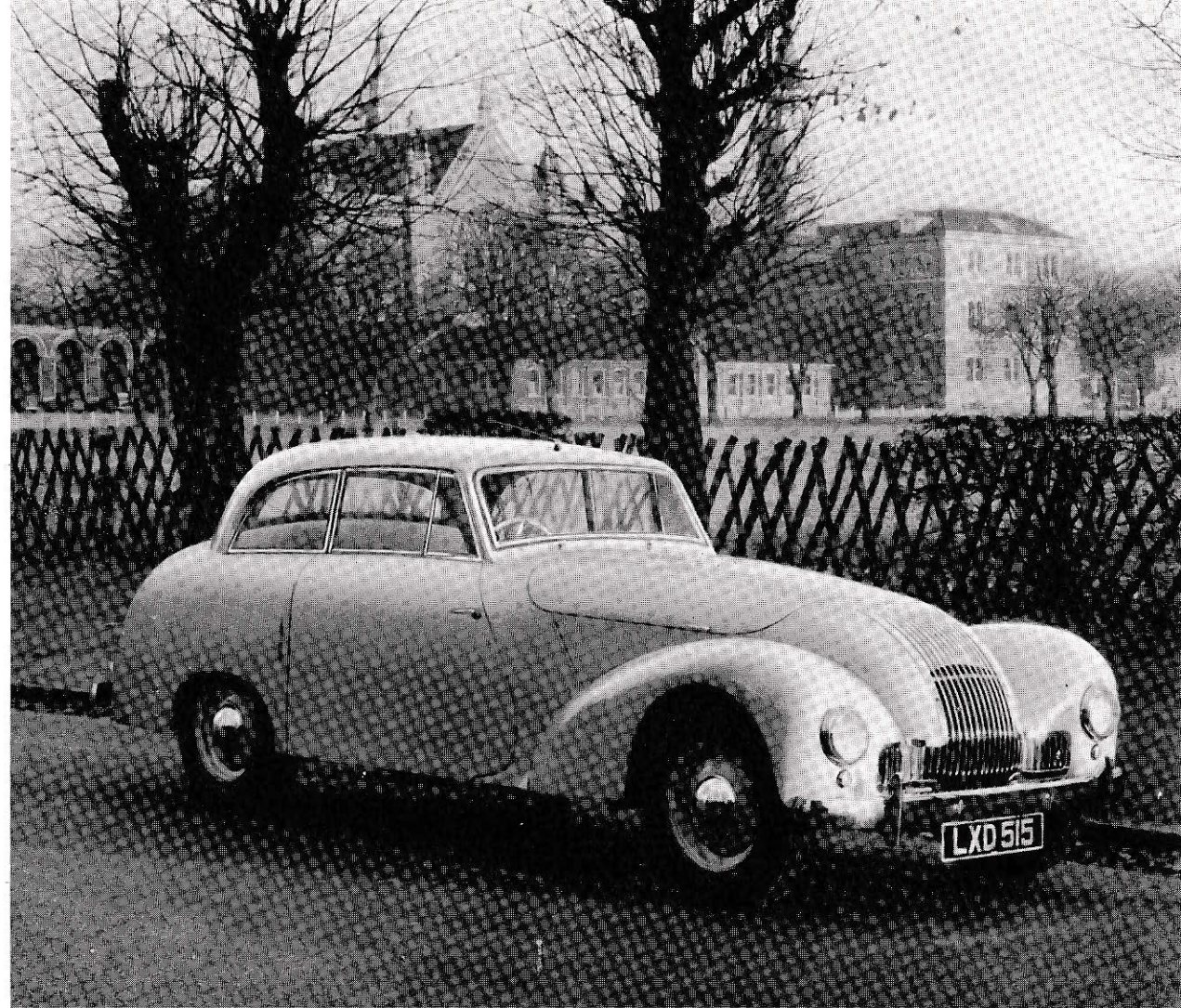


The family saloon with sports car manners

FEATURES

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 three abreast, luxurious hide upholstery and Latex cushion rubber, controlled air conditioning, interior lighting with door-operated switch, automatic reversing light and, for overseas models only at present, heating equipment.

Illustrations show: Opening wind-screen for safe driving in fog and comfort in heat; neat fascia board with clearly visible gauges and grouped controls; spacious interior with large companion shelves and arm-rest ash-trays; capacious lockable luggage boot (20 cubic ft.) with interior lighting.



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—air cleaner.

TRANSMISSION. Gear box providing 3 forward speeds and reverse—syncromesh 2nd and top—all gears helically cut and silent—steering column gear change lever.

Ratios: Top 3.78; second 6.7, first 11.8, reverse 15.1. 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 oil-less silent bloc bushes—self-adjusting type steering knuckle joints.

STEERING. Marles cam gear, high ratio, provided with full adjustment, spring-type telescopic steering wheel.

DRIVE. Left or right hand drive optional.

BRAKES. Lockheed hydraulic 2 leading shoe on front wheels, 12 inch brake assemblies, with pistol-grip handbrake operating on rear wheels only.

SUSPENSION. Coil springs on front, transverse leaf at rear—oil-less shackles—hydraulic shock absorbers all round.

FRAME. Heavy box section well braced with cross members. Track:—Front 4 ft. 8 ins., rear 4 ft. 10 ins., Wheelbase 9 ft. 4 ins. Ground clearance 9 ins.

WHEELS. Easy clean type.

TYRES. 5—6.25 by 16.

FUEL SYSTEM. Rear petrol tank incorporating an electrically operated reserve. 20 gallons capacity including the reserve of $1\frac{1}{2}$ gallons.

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—reversing light operating with gear lever.

EQUIPMENT. Fitted fascia board with speedometer, clock, oil pressure, petrol and water gauges, ammeter, dash lights, etc. Self-cancelling trafficators.

STANDARD FINISHES. Black, Grey, Dark Blue, Pacific Green.

CHASSIS WEIGHT. Approximately 19 cwts.

PERFORMANCE

“Autocar” figures:—

Max. speeds—1st gear 38 m.p.h.
2nd gear 60 m.p.h.
3rd gear 85 m.p.h.

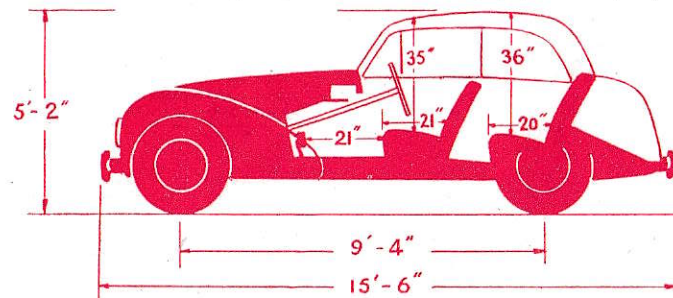
Approx. fuel consumption 18–20 m.p.g.

“Motor” figures:—

Acceleration through gears—
0–30 .. 4.4 secs.
0–50 .. 10.6 secs.
0–70 .. 22.8 secs.

Standing $\frac{1}{4}$ -mile 20.5 secs.

OVERALL WIDTH 5 ft. 9 ins. TRACK (F) 4 ft. 8 in., (R) 4 ft. 10 ins.



SERVICE

Ford Dealers all over the world can provide normal service for the engine, gearbox and transmission of Allard cars, but Allard Area Distributors are also specially equipped to carry out major overhauls.

All standard Ford V.8 engines incorporated in Allard cars can be exchanged under the Ford Motor Company's Engine Exchange Scheme.

INTERNATIONAL SUCCESSES

1948

MONT VENTOUX HILL-CLIMB: 1st in Sports Car Class.
VUE DES ALPES HILL-CLIMB: 1st in Unlimited Sports Car Class.

RHEINECK-WALZENHAUSEN-LACHEN: 1st in Unlimited Sports Car Class.

ALPINE TRIAL: Winner of Coupe des Alpes; Winner of Coupe de Paris-Presse and two other trophies.

SHELSLEY WALSH HILL-CLIMB: Fastest Unsupercharged Car (Course Record).

PRESCOTT HILL-CLIMB: Fastest Unsupercharged Car.

BOULEY BAY HILL-CLIMB: Fastest Unsupercharged Car.

CRAIGANTLET HILL-CLIMB: Fastest Unsupercharged Car.

1949

MONTE CARLO RALLY: Winners of Team Challenge Trophy; Winner of Stuart Trophy; Winner of Late Public Schools Cup.

LISBON RALLY: 1st of 111 competitors. Winner of five trophies.

BONESS HILL-CLIMB: Fastest Sports Car (Course Record).

ALPINE RALLY: Five 1sts.

BOULEY BAY HILL-CLIMB: Fastest Time of the Day, 1st in Racing Car Class.

DEVELIERS DES RANCIERES: 1st in Experts Class (Class Record).

MONT VENTOUX HILL CLIMB: 1st in Unsupercharged Class; 1st in Sports Car Class.

MALOJA HILL-CLIMB: 1st in Experts Class.

BRIGHTON SPEED TRIALS. Winner of Chater Lea Trophy.

PRESCOTT. Fastest Time of the Day (Course Record); 1st in Sports Car Class; 1st in Racing Car Class; Team Award.

1950

MONTE CARLO RALLY. Won Stuart Trophy; Won B.T.D.A. Cup.

RALLY SOLEIL CANNES: 1st in General Classification.

CIRCUIT OF IRELAND: 1st of 167 competitors; 1st in Sports Car Class; Winner of Castlereagh Trophy.

CRAIGANTLET HILL-CLIMB: Fastest Time of the Day; 1st in Racing Car Classes.

VUE DES ALPES: Fastest Unsupercharged Sports Car; Won Ladies Cup.

SIERRE-MONTANA-CRANS: 1st in Touring Car Class (Amateur).

LE MANS: 1st in Class (Course Record).

SUSE-MONT CENIS: Winner of Suse Cup.

WATKINS GLEN GRAND PRIX: 1st in General Classification (Record Average).

REST-AND-BE-THANKFUL: Won Frew Cup; 1st in Class.

LEINSTER TROPHY RACE: Fastest Standing Lap.

PRESCOTT HILL-CLIMB: 1st in Sports Car Class.

BRIGHTON SPEED TRIALS: Fastest Sports Car (Course Record).

TERMS OF BUSINESS

The Company reserves the right at any time to alter the specification, price and conditions of sale of all models.

The price will be that ruling at the time of delivery. Every effort will be made to adhere to a promised date of delivery, but same cannot be guaranteed and no claim shall be made upon the Company in respect of any delay or for any loss or damage arising therefrom.

The term Agent is used in a complimentary sense only, and our Agents are not authorised to incur any debts, or transact any business on the Company's behalf other than the sale

of goods purchased from the Company: nor are they authorised to give any warranty or make any representation other than those contained in the guarantee, on the Company's behalf.

Customers' cars are only driven by members of our Staff at Owners' risk.

All Cars or Chassis sold by the Company are supplied on the express condition that they shall not be exhibited, directly or indirectly, by the Agent or purchaser, at any Exhibition without the written permission of the Company.

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

Cables: *ALMOTCO, LONDON*

Phone: *MACaulay 3201/3*

ALLARD CARS

BUILT FOR YOU

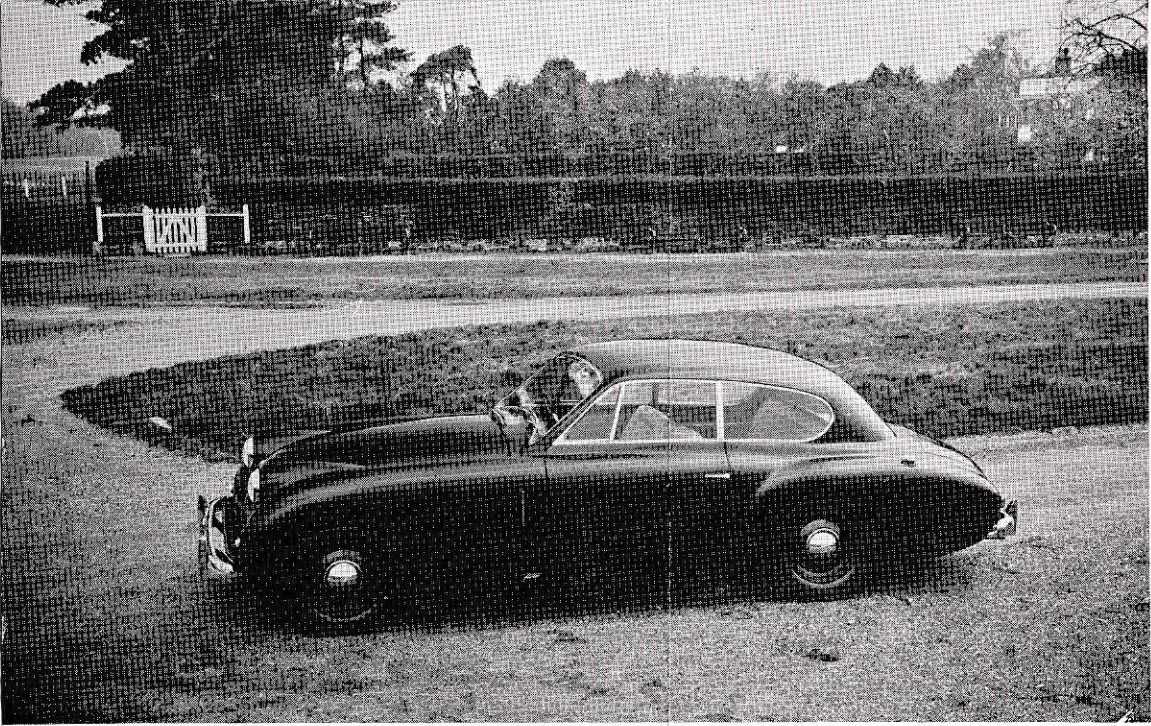
ALLARD MOTOR CO. LTD.

24-28 CLAPHAM HIGH STREET, LONDON, S.W.4

Telephone: MACaulay 3201

CADILLAC

V - type 8 cylinder. Bore 96.8 m.m., Stroke 92 m.m. Capacity 5420 c.c. Compression ratio 9:1. 250 B.H.P. at 4600 R.P.M. Overhead valves, hydraulic tappets, mechanical fuel pump, water circulation by impeller with dual outlets. Rochester 4 choke carburetter with automatic choke and oil-bath air cleaner. Coil ignition. Hydramatic gearbox with dual range transmission, selector lever mounted on steering column.



MONTE CARLO SALOON

ENGINE Optional installations are the 3½ litre Jaguar engine and four-speed manual gearbox, or the 5½ litre Cadillac with Hydramatic transmission.

REAR AXLE De Dion, with inboard brakes, robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. Ratio 3.78 or 3.27

FRONT AXLE Independently sprung - adjustable hub bearings - axle pivots and steering arm fitted with oil-less silentbloc bushes. Self adjusting type steering knuckle joints.

STEERING Marles cam gear, high ratio, provided with full adjustment, spring-type telescopic steering wheel.

DRIVE Left or Right hand drive optional.

BRAKES Lockheed hydraulic 2 leading shoe on front wheels, 12 inch brake assemblies, with pistol grip handbrake operating on rear wheels.

SUSPENSION Coil springs front and rear. Armstrong telescopic shock absorbers all round.

FRAME Tubular, well braced with cross members.

WHEELS Bolt on steel disc. Tyres 6.25 x 16

FUEL SYSTEM Rear petrol tank incorporating an electrically operated reserve. 18 gallons capacity including the reserve of 2 gallons.

LIGHTING 12 volts 60 amp hour, compensated voltage control.

BODY Aluminium and steel panels on Ash frame. (Natural wood framing on Safari.)

COLOUR & TRIMMING To choice.

DIMENSIONS Overall length 16', Height 5', Width 5' 11", Wheelbase 9' 4", Track; Front 4' 8", Rear 4' 10". Turning circle 41' Weight; 29 cwts.

SPECIFICATION

"MOTOR SPORT"

"On a fast main road it has few equals. An up-to-the-minute town car."

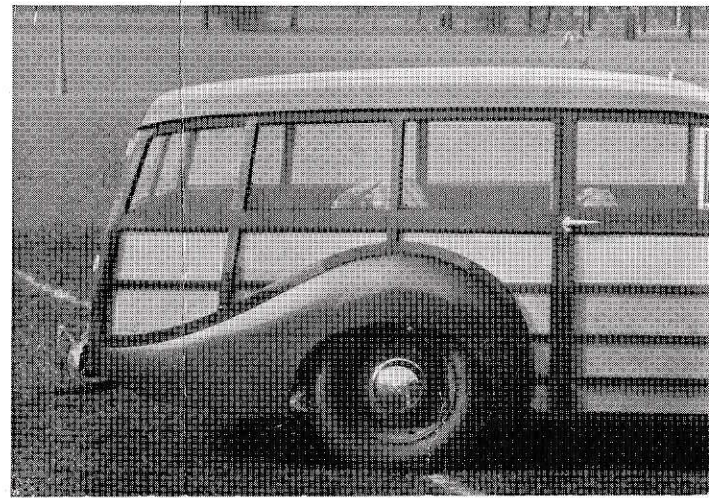
"THE MOTOR"

"Outstanding forward visibility. Light precise steering, abnormal cornering power."

"THE LIGHT CAR"

"Steering is superb. Top of the class as regards road-holding and all-round performance."

"SAFARI"



CIFICATIONS

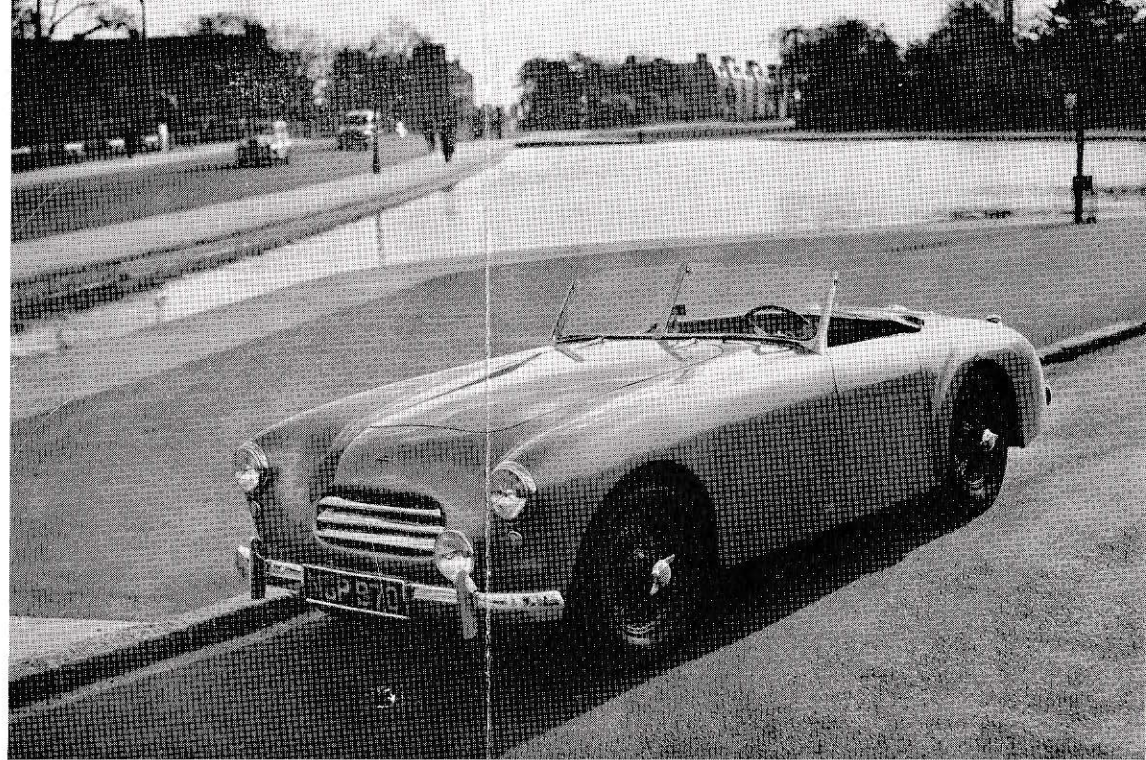
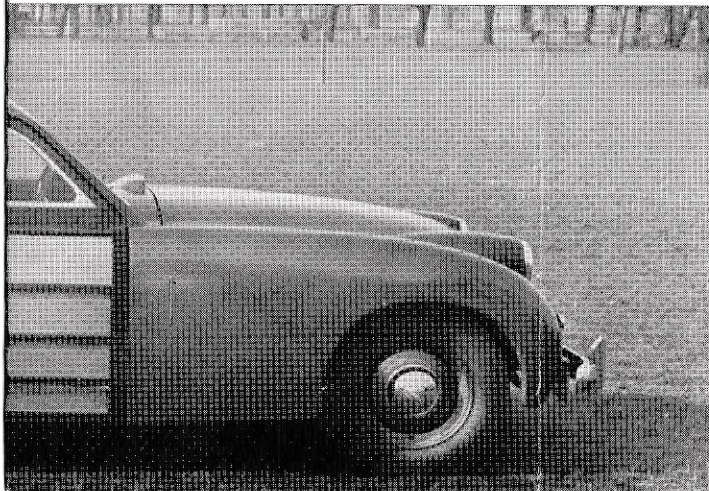
JAGUAR

6 cylinder. Bore 83 m.m. Stroke 106 m.m., Capacity 3442 c.c. Compression ratio 8:1. 190 B.H.P. at 5500 R.P.M. Overhead valves, double overhead high lift camshafts. Twin S.U. carburetters with automatic starting carburetter and air silencer. Water circulation by pump. Coil ignition. Single plate clutch, four forward speed synchromesh gearbox, central remote gear lever.

"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."

STATE CAR



K.3 TOURING THREE SEATER

SPECIFICATION

ENGINE Optional installations are the 3½ litre Jaguar engine and four-speed manual gearbox, or the 5½ litre Cadillac with Hydramatic transmission.

REAR AXLE De Dion with inboard brakes, robust spiral bevel crown and pinion carried on double bearings, with outrigger bearing supporting pinion. Ratio 3.78

FRONT AXLE Independently sprung - adjustable hub bearings - axle pivots and steering arm fitted with oil-less silentbloc bushes. Self adjusting type steering knuckle joints.

STEERING Marles cam gear, high ratio, provided with full adjustment, spring type telescopic steering wheel.

DRIVE Left or Right hand drive optional.

BRAKES Lockheed hydraulic 2 leading shoe on front wheels, 12 inch brake assemblies, with pistol grip hand brake operating on rear wheels.

SUSPENSION Coil springs front and rear. Armstrong telescopic shock absorbers all round.

FRAME Tubular, well braced with cross members.

WHEELS Bolt on steel disc. Tyres 6.25 x 16. Centre locknut, wire wheels available at extra cost.

FUEL SYSTEM Rear petrol tank incorporating an electrically operated reserve. 13 gallons capacity including the reserve of 2 gallons.

LIGHTING 12 volt 60 amp hour, compensated voltage control.

BODY Aluminium panels on all steel frame.

COLOUR & TRIMMING To choice.

DIMENSIONS Overall length 14' 9", Height 4' 6", Width 5' 6", Wheelbase 8' 4", Track; Front 4' 8", Rear 4' 10". Turning circle 38'. Weight 23 cwts.



SPECIFICATION

ENGINE V type 8 cylinder. Bore 96.8 m.m. Stroke 92 m.m. Capacity 5420 c.c. Compression ratio 9.1, 270 B.H.P. at 4600 R.P.M. Overhead valves. Solid tappets. Special camshaft. 4 Solex dual-downdraught carburetters, separate exhausts to each side. Water circulation by impeller with dual outlets.

TRANSMISSION 3 speed synchromesh gearbox with single plate dry clutch, open propeller shaft, spiral bevel final drive with quick change transfer gears. Gearbox Ratios : top 1.0, second 1.5, first 2.4 to 1. Crown Wheel and Pinion Ratios : 3.27, 3.5, 3.78, or 4.1 to 1. Further changes of overall ratio by selection of transfer gears. Centre gear change.

THE J2R

SUSPENSION Divided front axle independently sprung with coil springs and parallel axis forward projecting radius arms. De Dion type rear axle with coil springs, and twin parallel radius arms and twin triangulated A brackets. Telescopic hydraulic shock absorbers all round.

FRAME Twin tubular side members joined by steel plates. Tubular and box section cross members.

BRAKES Lockheed hydraulic, 2 leading shoes at front. 12" x 2 1/4" Alfin drums, mechanical quick operating hand brake working on rear wheels.

STEERING High ratio Marles cam gear. Sprung steering wheel.

FUEL TANKS One 25-gallon at rear. Feed to carburetters by two electric pumps. Removable auxiliary fuel tank can be fitted to give additional 25 gallons.

TYRES 6.50 x 16, on centre lock quick release wire wheels.

LIGHTING 12 volt, with large capacity battery, compensated voltage control.

EQUIPMENT Facia board with speedometer, revolution counter, oil pressure and water temperature gauges, ammeter, etc.

BODY Two-seater, of lightweight aluminium construction conforming with International Sportscar Regulations.

DIMENSIONS Wheelbase 8' Track 4' 3". Overall length 12' 6". Width 4' 11". Height to scuttle 2' 10 1/2". Weight 2,200 lbs.

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

Cables: Almotco, London

Telegrams: Almotco, Clapcom, London

'Phone: Macaulay 3201-23

TERMS OF BUSINESS

The company reserves the right at any time to alter the specification, price and conditions of sale of all models. The price will be that ruling at the time of delivery. Every effort will be made to adhere to a promised date of delivery, but same cannot be guaranteed and no claim shall be made upon the Company in respect of any delay or for any damage arising therefrom. The term Agent is used in a complimentary sense only, and our Agents are not authorised to incur any debts, or transact any business on the Company's behalf other than the sale of goods purchased from the Company : nor are they authorised to give any warranty or make any representation other than those contained in the guarantee, on the Company's behalf. Customer's cars are only driven by members of our Staff at Owners' risk.



NEW

ALLARD CARS

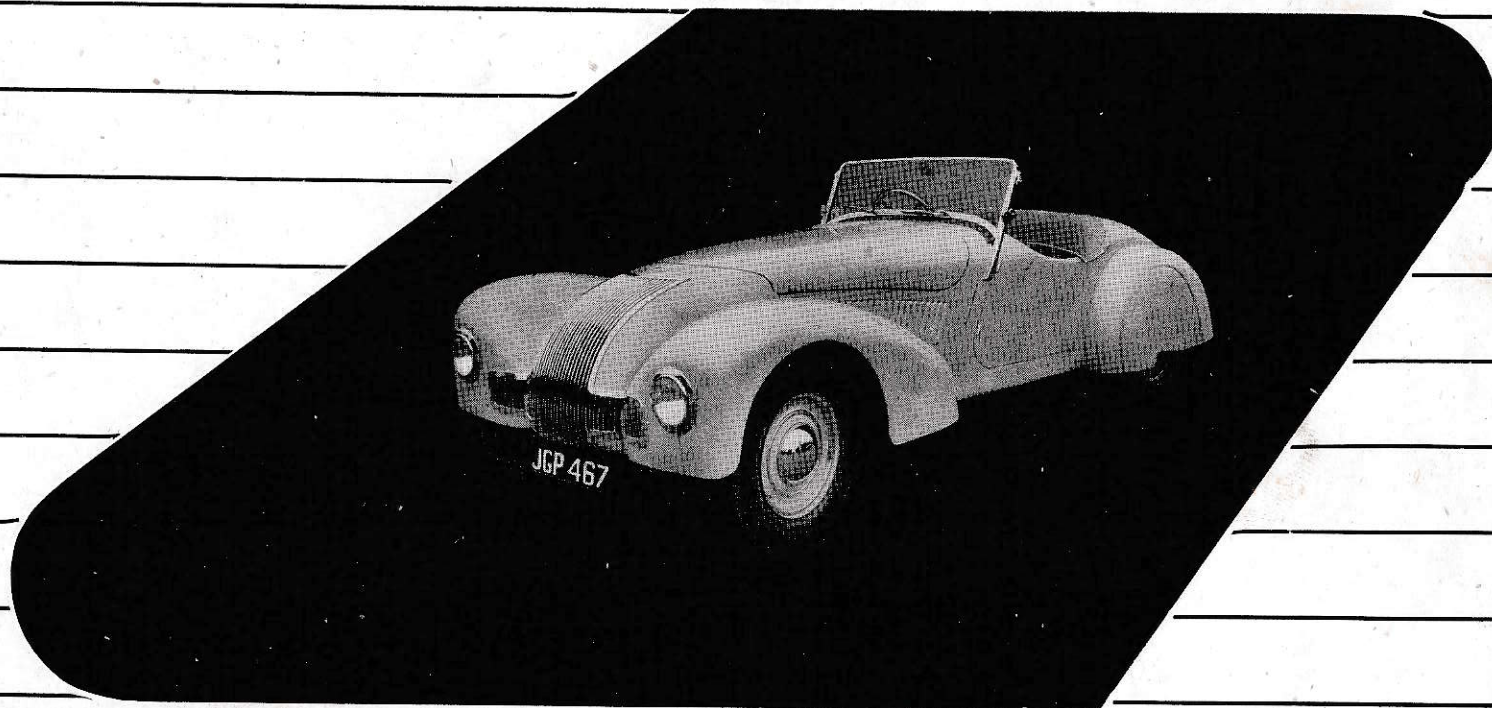
THE HOFFMAN MOTOR CAR CO., INC.

NEW YORK 22, N. Y.

487 PARK AVENUE

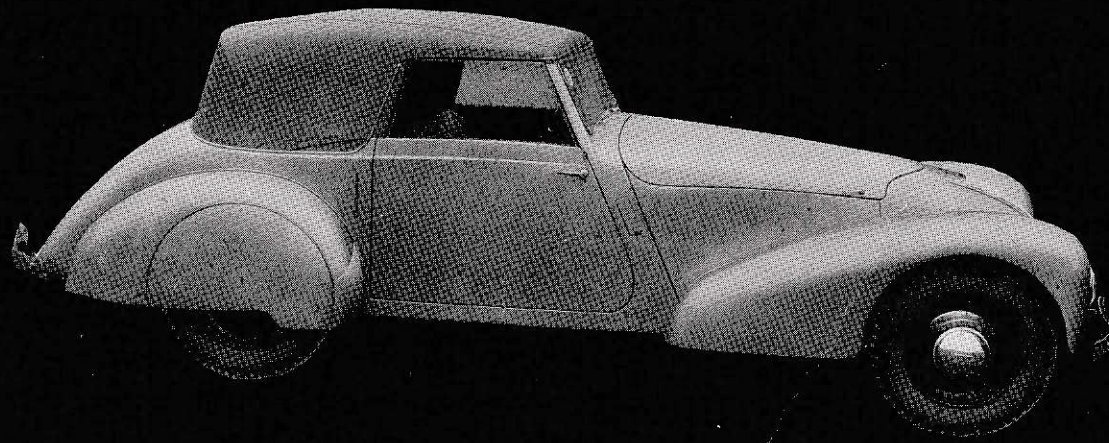
TELEPHONE:
PLaza 9-7036-7-8

CABLE ADDRESS
HOFFCAR, N. Y.

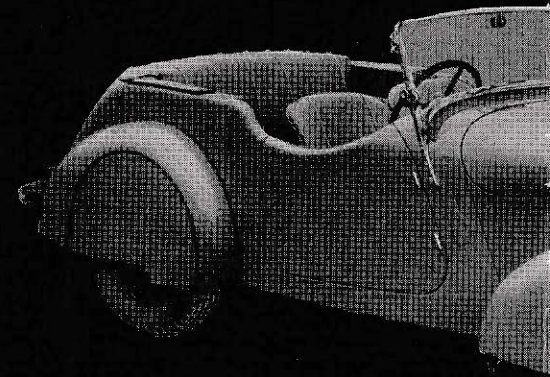


the car for the discriminating motorist

T H E N E W A I

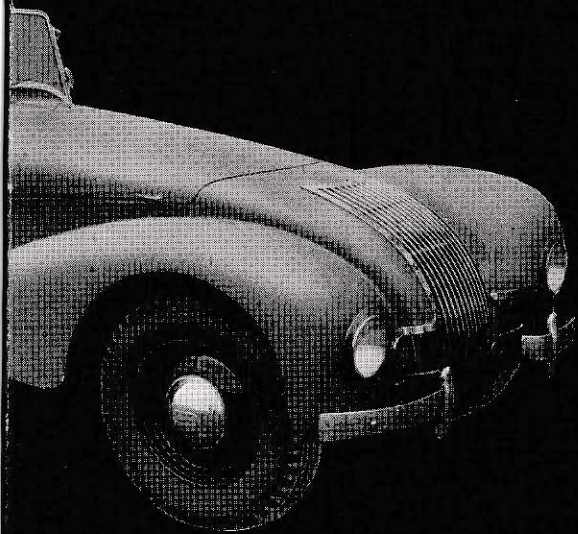


4-Seater Coupe

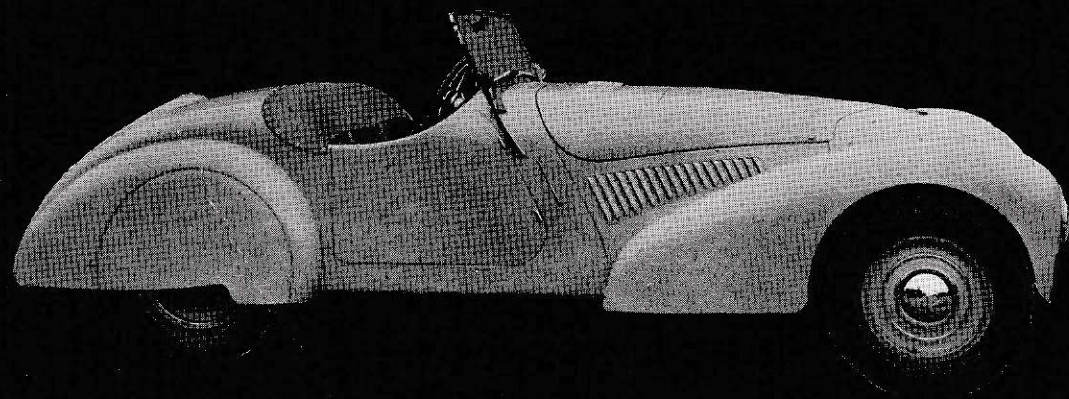


4-Seater

L L A R D C A R S



r Tourer



Sports 2-Seater

specification

SOME OUTSTANDING AWARDS WON BY ALLARD CARS SINCE 1936.

1936

Best Performance—KBCC 50, Lawrence Cup, Knott Trial, Gloucester.

1937

Best Performance—Scottish Sporting Car Club, Highland 2 day Trial, Sunbac Colmore Cup Trial, Sunbeam, G.W. MC Haward, Southsea President, KBCC Stafford Clark, G.W. MC Spring Cup, Chester Motor Club, Knott Trial, Wye Valley.

1938

Best Performance—Scottish Sporting Car Club, Highland 2 Day Trial, Sunbac Colmore Cup Trial, Sunbac Coventry Cup Trial, Wye Valley A/C, KBCC sporting, Inter Varsity Trial.

Fastest Sports car—Poole Speed trials, Backwell hill climb.

1939

Best Performance—Scottish Sporting Car Club, Sunbac Colmore Cup Trial, Sunbac Coventry Cup Trial, KBCC Stafford Clark, Maidstone and Mid Kent Bossom Trophy, Southsea Presidents, Winwood Cup, Liverpool Club Jeans Gold Cup, Brighton and Hove MC, Brighton-Bear Trial.

Fastest Sports car, Sports car record—Prescott Hill Climb, Wetherby Hill Climb.

Engine Rated at 30 h.p., 77.79 mm. bore by 95.25 m.m. 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 carburettor 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—synchronesh 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., other models 4 ft. 4 in. Wheelbase—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.

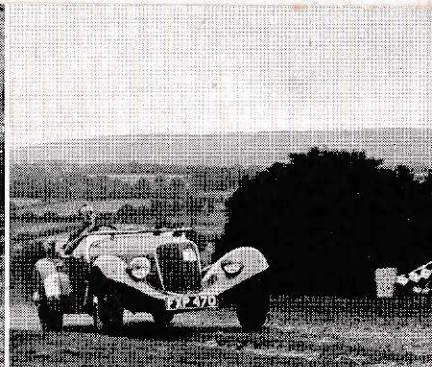
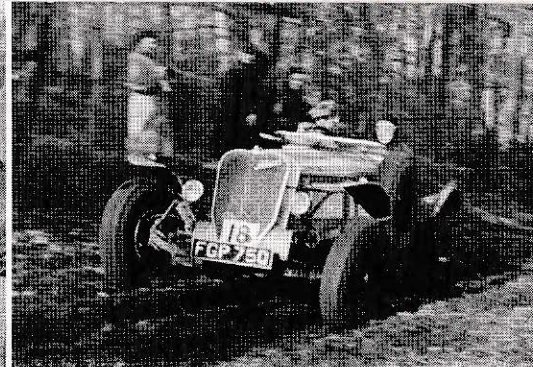
Exhaust System Dual manifolds and large diameter pipes with straight through silencers.

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

Equipment Fitted fascia 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.



The Allard car, outstanding in pre-war competition events.

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 two seater, there are offered the four seater 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 three models embody the same advanced engineering features which have won the Allard its outstanding reputation. Some of the outstanding Allard advantages ;—

- 1 Exceptionally high power/weight ratio due to the Allard's light weight and very powerful 8-cylinder engine.
- 2 New rigid box section chassis with independent front wheel suspension and correct weight distribution ensures exceptional road holding and safety.
- 3 Large, smooth acting and powerful 4 wheel hydraulic brakes and racing type fly-off hand brake.
- 4 Smooth, silent, 8-cylinder engine, which runs for many thousands of miles without needing attention, made by the Ford Motor Co., Ltd.
- 5 In spite of low over-all height the Allard has excellent ground clearance (nine inches) making it suitable for use in any part of the world.
- 6 Absolute reliability, with silence and safety.
- 7 The famous Marles steering, light but positive.
- 8 Excellent visibility due to the curved radiator front and low bonnet,
- 9 Remote control gear change—synchromesh on second and top.
- 10 Stream-lined body design enhances appearance, improves performance and reduces petrol consumption.
- 11 Effortless performance, with no parts unduly stressed.
- 12 Lucas, high quality, electrical equipment.
- 13 Perfect driving position, giving complete control.
- 14 Latest type, double-acting, self-recuperating shock absorbers.
- 15 Steering column adjusts for length and height, adjustable seats.
- 16 Low running costs in proportion to performance.
- 17 Service and parts readily available.
- 18 Engine well back in chassis giving correct weight distribution.

A L L A R D

ALLARD MOTOR COMPANY LTD., Head Office & Showrooms : 24-28 CLAPHAM HIGH STREET, LONDON, S.W.4.

ALMOTCO, LONDON.

g u a r a n t e e

All reasonable skill and care is exercised in the manufacture of Allard Cars. Accordingly all Warranties, Conditions or Guarantees as to quality or fitness for the purpose for which goods are sold, or as to any other matter implied by Common Law, Statute or otherwise are in all cases excluded.

In lieu thereof the Company will guarantee to repair or supply free of charge any part or parts which may become faulty due to defective material or workmanship within six months from date of purchase provided that :—

The Car is still in the possession of the original purchaser.

The owner communicates with the Company immediately the fault becomes apparent.

The Owner sends the car or alleged faulty part or parts to the Company carriage paid stating the Chassis and Engine No. and date of purchase.

All rights or liability under this Guarantee will be cancelled if :—

The Car is used for racing or competition work without the Company's consent in writing.

The Company's guarantee does not include proprietary articles manufactured by other firms, but such warranty as these manufacturers issue is transferred to the customer.

The Company's liability is confined to the free replacement of the agreed defective material.

It does not include the removal of the faulty parts and the fitting of such new material as the Company may agree to supply.

t e r m s o f b u s i n e s s

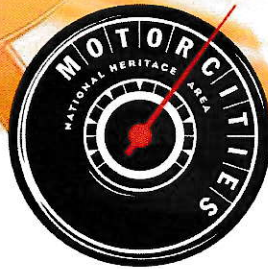
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The price will be that ruling at the time of delivery. Every effort will be made to adhere to a promised date of delivery, but same cannot be guaranteed and no claim shall be made upon the Company in respect of any delay or for any loss or damage arising therefrom.

The term Agent is used in a complimentary sense only, and our Agents are not authorised to incur any debts, or transact any business on the Company's behalf other than the sale of goods purchased from the Company : nor are they authorised to give any warranty or make any representation other than those contained in the guarantee, on the Company's behalf.

Customers' cars are only driven by members of our Staff at Owners' risk.

All Cars or Chassis sold by the Company are supplied on the express condition that they shall not be exhibited, directly or indirectly, by the Agent or purchaser, at any Exhibition without the written permission of the Company.



(<http://motorcities.org/>)

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Remembering Gordon M. Buehrig, One of America's Great Automotive Designers

Search ...

Search

Remembering Gordon M. Buehrig, One of America's Great Automotive Designers

By: Robert Tate, Automotive Historian/Researcher

Images: Courtesy of the National Automotive History Collection

Posted: 08.05.2015

One of the most gifted and talented designers of all time was the late Gordon Buehrig (1905-1990).

He was a great man with amazing talent that many people from all over the world enjoyed. Buehrig was born on June 18, 1904 in Mason City, Illinois. As a young man, he was fascinated by automobiles. Buehrig had spent a year at Bradley College in Peoria, Illinois and later became acquainted with many auto body building firms in Chicago.

His automotive design career began in the early 1920s. Buehrig's career began when he joined the Gotfredson Body plant team located in Wayne, Michigan. Later, his journey continued with body design engineering that he learned from the Willis St. Clair, Jewetts and Peerless automobiles.

CONTINUE FROM 9-25-02.

10-07-02

started engine - oil pressure AT 22 PSI
cold - 7 PSI Idle - As engine Temp
goes to Normal PSI AT Idle Falls to
"0" upon acceleration chills to 9 to 10
lbs. - Took pump out for examination,
checked by "Fitchner" - said pumped ok.
Reinstall after cleaning & checking oil
pressure Relief Valve. After assembly
The oil pressure Reacted the same as
before - Fitchner to order a new oil
pump - will notify ~~me~~^{me} when it arrives.

10-09-02

Assemble Rear Brake cylinder & shoes -

10-THRU

Various operations to make even Drivable

12-08-

Rewire switch to push, pull Button (ignition)
install Air Temp Gauge - adjust shift
step for with em T-603.

2-10-03

REMOVE steering Gear + shaft - Disassemble

THRU

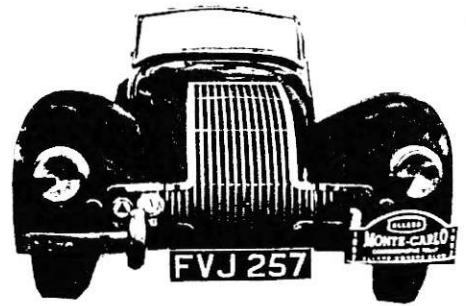
+ ship parts to Mac's Antiqué Auto pts

13-03

For Rep lace ment.



AUG 12 1993



ALLARD OWNERS CLUB
TRIP TO THE WEST COUNTRY

THURSDAY 30TH SEPTEMBER - SUNDAY 3RD OCTOBER (INCLUSIVE)

Last year's Monte trip is hard to follow! This year we have decided to tour the West Country. The following is our provisional itinerary.

Thursday 30th September:-

3 pm - assemble at Haynes Motor Museum, Yeovil.
Spend some time at the museum.

6 pm - dinner, bed and breakfast at The Dolphin Hotel, Beer, Devon.

Friday 1st October:-

10am - visit Totnes Motor Museum, drive up the Tamar Valley to Tavistock and then via Bodmin to Penzance.

6pm - dinner, bed and breakfast at The Union Hotel, Penzance.

Saturday 2nd October:-

10am - visit local attractions such as Mount St Michael, The Lizard (or Lands End, but you have to pay to get in), the scenic drive including coastal and inland roads to Bude.

6pm - dinner, bed and breakfast at The Florida Hotel, Bude.

Sunday 3rd October:-

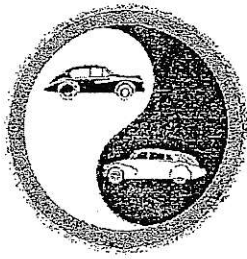
9.30am - scenic drive across Exmoor taking in Porlock Hill.

6pm - dinner, bed and breakfast at the Royal Clarence Hotel, Burnham-on-Sea (close to the M5 for going home on Monday).

The cost of dinner, bed and breakfast for two people sharing one room should be in the region of £35 per person per night but may well be cheaper. In some hotels there may be a supplement for a single room which we would not expect to exceed £10.

Any suggestions as to places to visit en route will be gratefully received.

Those interested in participating please contact Mike Wharton at 10 Brooklyn Court, Woking GU22 7TQ, telephone (daytime) 071 583 5555, (evenings) 0483 773428. On receipt of your enquiry you will be sent an application form and an indemnity form and you will be asked for a deposit of £50. Responses please by the end of August.



PURCHASE REQUISITION / CHECK REQUEST

DATE: 1 / 21 / 11

PURCHASE FROM:

SHIP TO:

Bruce's Body Shop

2101 Starky Road #M5
Largo, FL 33771

TAMPA BAY AUTOMOTIVE MUSEUM
3301 GATEWAY CENTRE BOULEVARD
PINELLAS PARK, FL 33709
(727)578-5000

QUANTITY
ORDERED

STOCK # / DESCRIPTION

UNIT
PRICE

TOTAL

Allard Painting

\$6,000⁰⁰

Deposit required ASAP

\$1,000⁰⁰

Balance due upon
completion

\$5,000⁰⁰

MUST HAVE BY: 1 / 24 / 11

PURPOSE: Allard Painting

SPECIAL INSTRUCTIONS: Need \$1,000 deposit, then balance upon

Susan CERF

SUSAN CERF

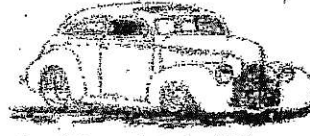
Completion

SIGNATURE OF REQUISITIONER

PRINT NAME

X

MANAGER'S APPROVAL



You'll Appreciate the Difference

**BRUCE'S
BODY SHOP**
40 Years Experience

Office: 727-230-9434
Fax: 727-230-9408

2101 Starkey Road, Unit M5
Largo, FL 33771

PLEASE READ CAREFULLY, CHECK ONE OF THE STATEMENTS BELOW, AND SIGN:

I UNDERSTAND THAT, UNDER STATE LAW, I AM ENTITLED TO A WRITTEN ESTIMATE IF MY FINAL BILL WILL EXCEED \$100.

I REQUEST A WRITTEN ESTIMATE.
I DO NOT REQUEST A WRITTEN ESTIMATE AS LONG AS THE REPAIR COSTS DO NOT EXCEED \$

THE SHOP MAY NOT EXCEED THIS AMOUNT WITHOUT MY WRITTEN OR ORAL APPROVAL.

I DO NOT REQUEST A WRITTEN ESTIMATE.
SIGNED: X DATE: 1/20/11

Name: TAMPADA Automobile
Address: TAMPADA Automobile
City: MISSION State: FL Zip:
Home #: Work #:
Alternate:
Date: 1/20/11 Time: Proposed Completion Date:

INVOICE ESTIMATE

*U/Used R/Repaired A/Aftermarket S/Straightened M/Manufacturers Part

City	Part No.	Description	Body	Paint	Mech	Misc
		All over paint service on 1953				
		All kind, some primary graphite in color will be photo matched. Secondary color to be chosen by client, graphic design provided by photo image.				
		All panels, doors, bonnet and trunk need to be adjusted and trimmed superior fit. All outside visible body work to be corrected. Base coat/sealer coat/paint system to be used. 3 coats Base colors, 5 coats clear, wet sanded, buffed and detailed.				
		Note: @ (ARE holes on RHT & LFT side to be filled on rear quarters) ? @ will bumper be provided and need to be mounted or pay it?				
		1 color \$400. - 2 color \$600. -				

All parts and labor are warranted for _____ months/_____ miles unless otherwise stated.

Vehicle Information:

Vin: 1953
Yr/Make: Alard
Model:
Tag:
Miles In:
Miles Out:
Save Parts: No Yes
Core may apply No Yes

Charges based on:
 Hourly Rate
 Flat Rate
 Both Apply

Estimate/Diagnosis:
Fee: \$ 0 or Hourly at \$ 0 /hr.

Payment Method:
 Cash Check Visa
 MC Amex

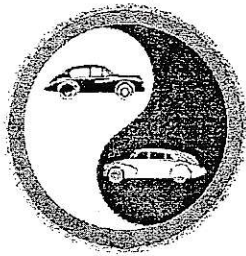
Estimated Cost: \$

This charge represents costs and profits to the motor vehicle repair facility for miscellaneous shop supplies or waste disposal *s. 403.718, F.S. mandates a \$1.00 fee for each new tire sold in the State of Florida. ***s. 403.7185, F.S. mandates a \$1.50 fee for each new or remanufactured battery sold in the State of Florida.

Estimate good for 30 days. Facility is not responsible for damage caused by theft, fire or acts of nature. I authorize the above repairs to my vehicle including the necessary materials and sublet work. You and your employees may operate my vehicle for the purpose of testing, inspection and delivery at my risk. If I cancel repairs to my vehicle for any reason, I understand that a leaddown and reassemble fees of \$ _____ will apply. I understand that a charge of \$ _____ per day will be charged if I fail to pick up my vehicle within (3) working days of notification of completion.
Date: 1/20/11

Body Hours/@	\$	Parts:	\$
Paint Hours/@	\$	Labor:	\$
Mech Hours/@	\$	**Shop Sup:	\$
Paint Supplies	\$	Sublet:	\$
Body Supplies	\$	***Fees:	\$
Tow/Storage	\$	Subtotal:	\$
Epa/Waste	\$	Tax:	\$
Miscellaneous	\$	Total:	\$ <u>6000</u>

Note: Thousand dollar Required on two tone Deposit \$400



PURCHASE REQUISITION / CHECK REQUEST

DATE: 1 / 21 / 11

PURCHASE FROM:	SHIP TO:
<u>Bruce's Body Shop</u> <u>2101 Starky Road #M5</u> <u>Largo, FL 33771</u>	<u>TAMPA BAY AUTOMOTIVE MUSEUM</u> <u>3301 GATEWAY CENTRE BOULEVARD</u> <u>PINELLAS PARK, FL 33709</u> <u>(727)578-5000</u>

QUANTITY ORDERED	STOCK # / DESCRIPTION	UNIT PRICE	TOTAL
	<u>Allard Paintings</u>		<u>\$6,000⁰⁰</u>
	<u>Deposit required ASAP</u>	<u>-</u>	<u>\$1,000⁰⁰</u>
	<u>Balance due upon completion</u>		<u>\$5,000⁰⁰</u>

MUST HAVE BY: 1 / 24 / 11

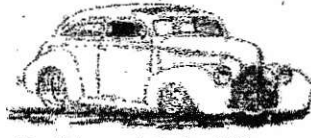
PURPOSE: Allard Paintings

SPECIAL INSTRUCTIONS: Need \$1,000 deposit, then balance upon completion

Susan CERF
SIGNATURE OF REQUISITIONER

SUSAN CERF
PRINT NAME

X [Signature]
MANAGER'S APPROVAL



**BRUCE'S
BODY SHOP**
40 Years Experience

You'll Appreciate the Difference

Office: 727-230-9434
Fax: 727-230-9408

2101 Starkey Road, Unit M5
Largo, FL 33771

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I REQUEST A WRITTEN ESTIMATE.
I DO NOT REQUEST A WRITTEN ESTIMATE AS LONG AS THE REPAIR COSTS DO NOT EXCEED \$
THE SHOP MAY NOT EXCEED THIS AMOUNT WITHOUT MY WRITTEN OR ORAL APPROVAL.
I DO NOT REQUEST A WRITTEN ESTIMATE.
SIGNED: DATE: 1/20/11

Name: TAMPA BAY Automobile
Address: Museum
City: State: Zip: Work #:
Alternate:
Date: Time: Proposed Completion Date:
 INVOICE ESTIMATE

Qty	Part No.	Description
		All over paint service on 1953
		All kind, same primary graphite in color will be photo matched. Secondary color to be chosen by client, graphic design provided by photo image.
		All panels, doors, bonnet and trunk need to be adjusted and trimmed to super fit. All outside visible body work to be corrected. Base coat/clear coat paint system to be used. 3 coats base colors, 5 coats clear, wet sanded, buffed and detailed.
		Note: @ (Are holes on RHT & LET side to be Altd on rear quarters) ? @ will bumper be provided and need to be mounted on paint?
		one color \$5400. - 2 color \$6000. -

LABOR HOURS

All parts and labor are warranted for _____ months/_____ miles unless otherwise stated.

Vehicle Information:
Vin: 1953
Yr/Make: Alard
Model:
Tag:
Miles In:
Miles Out:
Save Parts: No Yes
Core may apply

Charges based on:
 Hourly Rate
 Flat Rate
 Both Apply

Estimate/Diagnosis:
Fee: \$ 119 or
Hourly at \$ /hr.

Payment Method:
 Cash Check Visa
 MC Amex

Estimated Cost: \$

*This charge represents costs and profits to the motor vehicle repair facility for miscellaneous shop supplies or waste disposal ***s. 403.718, F.S. mandates a \$1.00 fee for each new tire sold in the State of Florida. ***s. 403.7185, F.S. mandates a \$1.50 fee for each new or remanufactured battery sold in the State of Florida.

Estimate good for 30 days. Facility is not responsible for damage caused by theft, fire or acts of nature. I authorize the above repairs to my vehicle including the necessary materials and sublet work. You and your employees may operate my vehicle for the purpose of testing, inspection and delivery at my risk. If I cancel repairs to my vehicle for any reason, I understand that a leaddown and reassemble fees of \$ _____ will apply. I understand that a charge of \$ _____ per day will be charged if I fail to pick up my vehicle within (3) working days of notification of completion.
Date: 1/20/11

Body Hours/@	\$	Parts:	\$
Paint Hours/@	\$	Labor:	\$
Mach Hours/@	\$	**Shop Sup:	\$
Paint Supplies	\$	Sublet:	\$
Body Supplies	\$	***Fees:	\$
Tow/Storage	\$	Subtotal:	\$
Epa/Waste	\$	Tax:	\$
Miscellaneous	\$	Total:	\$

Note: Thousand dollar Required on two tone Deposit \$1000

\$6000

Tampa Bay Automobile Museum

From: DICK HOWARTH [rchowarth@yahoo.com]
Sent: Monday, January 02, 2012 12:47 PM
To: Tampa Bay Automobile Museum
Cc: PETER WRIGHT
Subject: Re: Attn Susan Cerf

Mrs Serf,

Thank you for the prompt reply. Happy New Year to you!

We are still finalizing the details of our visit and should be finalized this week.

I will call or email you later this week with exact arrival times etc

DICK AND LINDA HOWARTH

1606 FIELDSTONE CT
CHILLICOTHE, IL
61523-1390

309-274-9975

*Purchased in
September 1992
From Used Car
Lot in Largo -
no idea by previous
owner*

From: Tampa Bay Automobile Museum <info@tbauto.org>
To: 'DICK HOWARTH' <rchowarth@yahoo.com>
Sent: Monday, January 2, 2012 11:21 AM
Subject: RE: Attn Susan Cerf

Happy New Year! I've been out of the office last week and just received your e-mail. For the 2nd of February, Alain Cerf will be in Paris at Retromobile but perhaps my husband (Alain's son and fellow collector) will be in town. Our full time auto mechanic, Andy Kinworthy will definitely be here and can talk about the Allard P1 extensively.

The Allard has been repainted and spruced up since you saw it two years ago. We presented her at last year's Amelia Island Concours D'elegance so she is nice and spiffy now!

When you get in town, give us a call at the museum (727) 579-8226 and we will know more about schedules. I am in the museum on Mondays and Fridays otherwise, our mechanic will be able to take care of you and your guests.

Best regards -
Susan Cerf
Tampa Bay Automobile Museum

From: DICK HOWARTH [mailto:rchowarth@yahoo.com]
Sent: Thursday, December 29, 2011 4:08 PM
To: Tampa Bay Automobile Museum
Subject: Attn Susan Cerf

Tampa Bay Automobile Museum

Susan Cerf,

My wife and I visited your Museum in February on 2009 and I think you and I met at that time. We discussed returning with friends from the UK at that time. Peter and Pat Wright will arrive on Jan 31 and we were wondering if it would be possible to discuss the P-1 Allard with a knowledgeable member of your staff. I had with Diane Cotsirilos in October. We plan to be in your area on the Thursday Feb 2nd which might be slightly adjustable.

I think you and your staff will find Peter a enjoyment, he is very knowledgeable on Allards, an officer it the UK club. He is in the process of restoring his second Allard and owned an Allard in the early 1950'S as his personal car.

Could you contact me when you return from your vacation to see what we can work out?

DICK AND LINDA HOWARTH

1606 FIELDSTONE CT
CHILLICOTHE, IL
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309-274-9975
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From: Tampa Bay Automobile Museum <info@tbauto.org>
To: 'DICK HOWARTH' <rchowarth@yahoo.com>
Sent: Friday, October 28, 2011 8:47 AM
Subject: RE: info please

Hello Dick and Linda.

Thank you for your kind words about our museum. Our hours are 10-4 Monday, Wednesday, Thursday, Friday and Saturday. We are open from 12-4 on Sunday, and are closed on Tuesday. It might be possible to speak with the owner or his son to give you more background on the car, if you let us know ahead exactly which day it is that you will be visiting. I am from Chicago so it will be nice to see some fellow Illini down here!

Regards,

Diane Cotsirilos
Curator

From: DICK HOWARTH [<mailto:rchowarth@yahoo.com>]
Sent: Thursday, October 27, 2011 10:21 PM
To: info@tbauto.org
Subject: info please

We visited your museum a few years ago and were very impressed.

We will be in FL in Feb 2012 with friends from the UK. Mr Wright is an Officer in the Allard Owner's Club. What are your hours for Feb 2012 going to be ?

Also, could we learn as much about the P-1 Allard' history while we are there?

DICK AND LINDA HOWARTH

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