
2004 Allard J2X

Lot sold	USD 110 399 - 124 199 GBP 80 000 - 90 000 (listed)	Drive	LHD
Year of manufacture	2004	Condition	Used
Mileage	14 075 mi / 22 652 km	Location	
Chassis number	2SAAQM105053101	Exterior colour	Other
Lot number	629	Car type	Other
		Engine number	1M02203MN

Description

A stunning J2X MkII finished in Metallic Racing Green with colour-matched wire wheels, chrome roll-overs, aluminium stone guards, chrome nudge bar and flip-top fuel filler. Based on a CAD-designed racing chassis, with independent suspension, fully adjustable shocks, large vented and cross-drilled disc brakes, and rack & pinion steering. 350 bhp GM Ramjet V8 with a Tremec 5-speed transmission. Fabulous interior in tan leather with fully adjustable bucket seats, Willans harnesses, engine-turned dash, Moto-Lita wood rim wheel, fullwidth removable windscreen + fly-screens and a split tonneau cover. Left-hand drive, showing just over 14,000 miles and accompanied by some UK history. An interesting, rare and very cool summer classic to use and enjoy. In late 2003, the Allard Motor Works Inc. (AMW) in Boucherville, Quebec began construction of the MkII version of their popular Allard J2X, a commemorative edition of the legendary British competition roadster of the 1950s, the Allard J2X. Following extensive testing of two prototypes to ensure that the J2X MkII met the company's safety, reliability, comfort and performance objectives, AMW's production began in earnest early in 2004. Following the delivery of #001 to a new owner residing in Lawrence, KS, company President, Roger Allard commented that "This day is the culmination of years of development and testing that has seen the creation of a modern version of the Allard J2X. This is the vehicle that Sidney Allard would have dreamed of campaigning on the many race circuits that made him a legend. True to the look of the original J2X, the J2X MkII rests on a solid CAD-designed racing chassis, with all of the performance features one would expect from a modern vehicle: independent suspension, fully adjustable shocks, large vented and cross-drilled disc brakes, rack & pinion steering,

a 9 differential, a 5speed gearbox with overdrive and a highperformance V8.Tailored to todays market, the J2X MkII integrates a number of convenience features that were not part of the 195154 original offerings: fullyadjustable bucket seats, large and deep footwells, leather interior, a bootthat can accommodate 2 sets of golf clubs, 12v socketsin the cockpit for mobilephones or GPS, a fullwidth removable windscreenwith wipers, convenient storage compartments in the cockpit and a split tonneau cover. We have targeted our J2X MkII to the owner who is looking for an unmatched WOW factor, but wants exclusivity, adds the company President. We faced many challenges in designing our roadster to meet todays market. The critical one was increasing the level of userfriendliness without compromising the traditional look of the car. By stretching the cockpit slightly, lowering the seating position and distributing the vehicle weight evenly front to back, we achieved a very stable and comfortable ride that optimises the high power toweight ratio of our J2X MkIIs.The J2XMkII on offer here is Chassis Number J2X 9019, which is also its number on the official UK-based Allard Registry, and according to the 'Certificate of Origin' with the car became the property of Roger P Allard on 5th March 2004. Whether all the production cars were initially transferred into Company President RP Allard's name before being sold on is not clear but he is certainly listed as the car's first owner. It was finished in "British Racing Green" with Tan upholstery and powered by a 350HP General Motors Ramjet 350. There is a limited amount of history with the car and the V5states that it was first UK registered on 22/03/2018 with one previous owner and the engine and chassis numbers match its Allard C of O, however, there are a dozen invoices totalling around 5,000 (mainly Atspeed Racing in Essex) dating from 2010 to 2012 and it appears the car was in the UK from 2010. That lack of early history, however, does not take away from the fact that this is a simply splendid machine. This is not a V8 powered kit car like the dozens of Cobra replicas that are floating around. It's a production sports car that takes a number of visual and styling cues from Sydney Allard's creations from the '50s. Allards were putting V8 powerplants into European bodies in the 1930s before Carroll Shelby even thought of creating the Shelby Cobra. In fact, Carroll Shelby raced Allards in the 1950s and there's no denying the influence it had on him. Think of it more as a Lotus 7 on steroids, a flight of fancy that has taken form in chrome, steel and rubber.As you can see from the photographs, the Allard is in fantastic condition and every inch(and there are a lot of those) gleams. It has obviously been cherished and by definition (there is no hood), has always been used in dry weather. It's last UK MOT was on 29/04/2019 at 13,651 miles and the current indicated mileage of 14,075, although not warranted, seems to fit with the car's condition. It's now registered as DS53 TFA and quite a lot of the paperwork has been over stamped by the DVLA. It's accompanied by an extremely smart folio faced with the car's identity plaque and containing lots of brochures, price lists, spec sheets, articles, photographs, certificates and the V5s, and MOTs etc.This is not a car for the shy and retiring, nor is it ideal day to day transport (unless you live in California), it is simply a statement. It says - Look at me, I'vegot a couple of quid, I like big hairy V8-engined roadsters and the BBC have said it's not going to rain all day.We would encourage you to make an appointment to view this well-crafted, well-engineered and superbly detailed tribute to Sydney Allard and decide whether it would fit into your life.2004 Allard J2X MkIIhttps://youtu.be/BUa4SRsVKXkfalse

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