

# Ferrari®



# of LOS GATOS

1951 ALLARD J-2

8M536

Original Jack Armstrong car, very extensive race history on west coast. Articles appear in Road and Track on this car. Migla Milia eligible, would be accepted to any vintage race association.



Memo from ..... RON KELLOGG

48<sup>th</sup> car built of 49 11/21/50

1<sup>st</sup> J S/W 1512 1/30/50

S/W 1788

41 J2 1950

At least J2 built in 1950

90 cars total 1950+51





Subj: **Re: Bugatti**  
 Date: 2/22/2007 6:20:26 A.M. Mountain Standard Time  
 From:  
 To:

Dear

Firstly let's deal with the J2, J2X. As I said to you one of my employees is a huge fan of J2s and has two himself so while I don't profess to be an expert on the subject I do have an expert here. As far as I can tell the J2, J2X, is a very similar story to the

Type 35b / Type 51 in that the J2 and the J2X are virtually identical cars. The biggest difference being on the J2, the radius arms on the front suspension go backwards and the engine is mounted 7" further backwards in the chassis frame than the J2X, where the suspension radius arms go forward and the engine is correspondingly mounted further forward. **The J2 was the more successful sports racing car as it was made from 1948 to 1951 and the J2X followed it in 51/52, by which time it was an out of date design, although being the later car in most peoples minds, it is the better version.**

Your last question regarding J2s is with regard to the value. The last J2X that sold was Josh Saddler's car which was the car that I was telling you about on the last email, and that sold for \_\_\_\_\_ and the car that Marcel Rokhs has is also for sale at \_\_\_\_\_ the past the opinion of people in the know is that a J2X is worth somewhere between \_\_\_\_\_ more than a J2.

As I say this sounds very much like the Type 35b / Type 51 argument where the Type 35b is a vintage racing car i.e. fits into the vintage category of racing whereas the 51 is a post vintage thoroughbred. So while the 35b is a winner in its period the 51 has to compete with later cars such as the ERAs. Another thing I much prefer about a 35b is the engine is Bugatti designed and **not** Miller inspired, like the 51.

**Speaking of your 35b, I have recently been to Retromobile, in Paris, and while I was there I came across a 1929 newspaper which has photographs of your car competing at Le Mans. Obviously I have bought it and its here and I will send it to you either with the car or before.**

As for the wheels: We ordered the new wheels for you car as soon as we knew we needed them and at the time we were given a 10-12 week delivery, but that became 14 weeks when we included Christmas in the middle of it. It means that we should be receiving the machined wheels sometime in the next 3-4 weeks. Once we get them here they then have to be polished, tyres fitted etc and fitted to the car. I would say to be on the safe side we should be looking at shipping the car to America around Easter. This means we will have time to put something like 1000 miles on the car before it goes back to America, as I've found from experience the best way of making sure that you have no problems in the future is to thoroughly test the car prior to sending it as far away as the United States. Ideally it would be quite good if you could come over and spend a day here so we can show you how the car works and the things that you need to be aware of when you are driving it.

With regard to the car that Marcel has for sale, while this is a very good car, the last people that worked on it were EDB racing, or Dean Butler's outfit. With competition in mind they fitted a 390 engine, which is not correct; 4-speed gearbox, which is also not correct; and the central differential has been changed for an American Halibrand or Winters, but a modern version. So if you are looking for something that is historically correct all of these modifications are reversible and while not widely available the parts are available in this country.

Subj: Fw: J-2 # 1788  
Date: 8/24/2007 1:05:47 P.M. Mountain Daylight Time  
From:  
To:

Here is the info on the Allard from the Allard club.

----- Original Message -----

From:  
To:  
Sent: sexta-feira, 24 de agosto de 2007 11:23  
Subject: J-2 # 1788

Jim,

I have known of this car since it was first raced in 1951 by Jack Armstrong, "The All American Boy"

See the picture on page 42 of the Pebble Beach book. He came in second to Pollack in the May 27, 1951 race.

The car left the London Docks on Nov. 21, 1950  
Sold to E. Alan Moss the Allard Distributor in Hollywood.

Painted Black with red leather.  
Sold without an engine or trans. but set up to accept a Cadillac engine.

The first owner I show was Jack Armstrong who painted it light Grey. Then it went thru several owners finally ending up in Ron Kellogg's living room in Whittier, Cal. painted Gold !!! I saw the car at La Guna Seca in the parking lot in 1990, painted black but have lost the car since then.

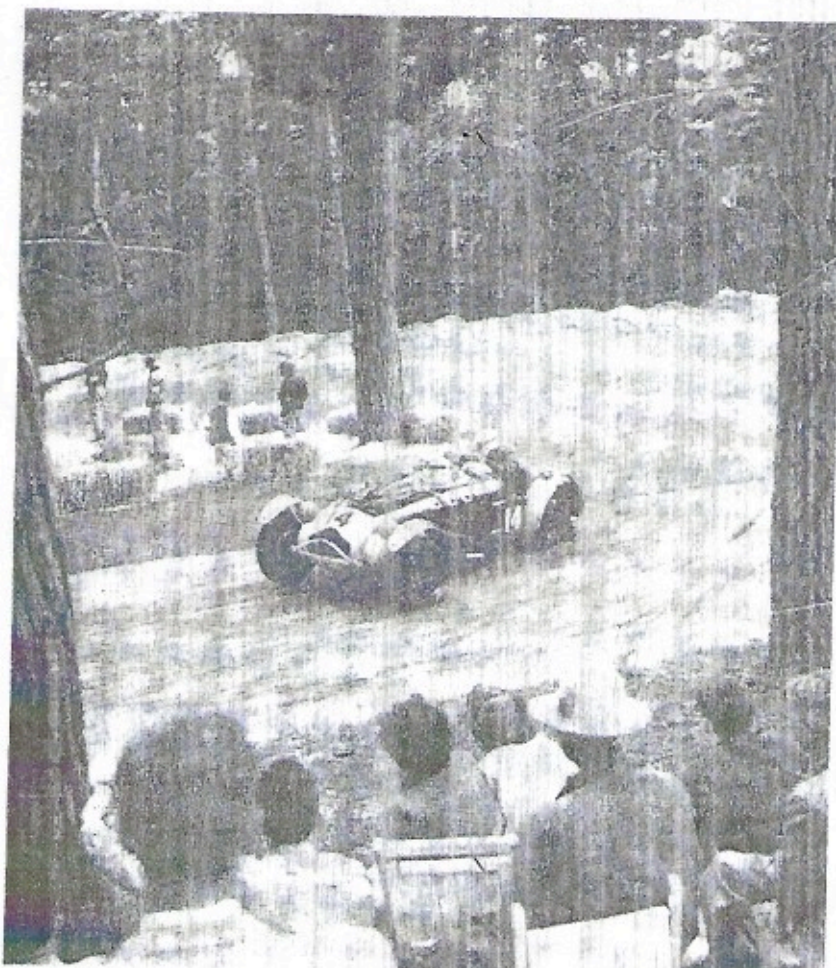
It's the only Allard I have ever seen with those round portholes.

Incidentally Jack, R.I.P., was a test pilot for Douglas Aircraft Co. He once went off the runway in Santa Monica and ended up in a lady's backyard.

If you end up with the car or, even if you don't, please send me the owners address so I can keep track of the car,  
Thanks, Bob

=





—PHOTO BY JOE AL DENKER

## 2nd ANNUAL PEBBLE BEACH ROAD RACE



Pebble Beach road course runs thru tall pines. X's mark scene of crashes at haybale chicane.



—PHOTO BY CHESEBROUGH

Curt Parker and other members of Friedauer's pit crew change clutch in von Neumann's MG.



Top, above, & below: Bill Pollack, winner in Carsten's Cad-Allard. —PHOTO BY CHESEBROUGH



Leprechauns and motor gremlins played happily with the swarm of MGs parked among the towering pines of Del Monte forest. 'Twas a grand day for the wee people as the Second Annual Pebble Beach Road Race had brought a busy crowd of interesting folks and unusual cars.

The weather was dry and the black top surface of the course was just soft enough to give good tire bite without developing ruts . . . except for one at the right angle end of the Portola straight. It mainly bothered the hot MGs as the heavier cars swept over it and the slower cars didn't develop enough turning G's to drift out that far.

There were three races, the first being the 10-lap 21-mile Del Monte Handicap with the smaller fry sent off at intervals, depending on displacement. The handicaps were quickly used up in most cases as the giants roared thru the pack with the Crosleys scattering out of the high speed groove to keep out of the way. Phil Hill's charging red Alfa 2.9 led the way home by a wide margin.

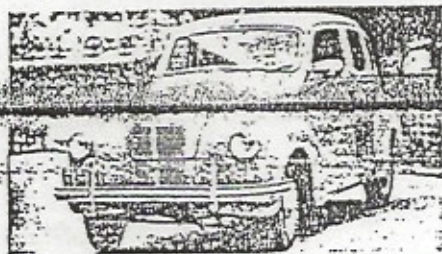
The 6-lap 13-mile Cypress Point Novice Handicap showed that the old timers had no monopoly on smooth cornering. Tip Blaine in '98, who started last, stopped to ask the way, or something, then tore on madly to pass half the field, which he did in the last four laps. His TC MG may not be the fastest but it certainly was by far the noisiest. Dick Johnson, in Hastings Harcourt's XK-120 was followed in by Dick Jones in his MG-V8-60.



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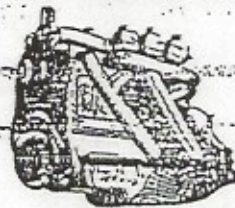
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PEBBLE BEACH

(Continued from page 5)

MG-V8 lost a spindle on this same corner. Fortunately, all escaped personal injury. Parkinson later drove MacDougal's TD. Bill Friedauer's fine bored out MG TD #41 was a mass of parts on the garage floor on the Tuesday before the race. After getting it together Wednesday his fellow 4-Cylinder Club of America members rallied round and drove it on a round the clock schedule to break it in for the big race.

Between races—spectators running like mad to a new vantage point from which to watch the next race. The grass is always greener just over the fence. Crowd control was excellent (except escape roads and end of races) and running of the race.

Sports Car Club. In this brand of stewardship keeps up, sports car racing is here to stay. Concours d'Elegance—great—admirable—crowd—there were many cars on hand (but not entered) definitely qualifying as elegant.

Let's see—slightly taller pistons—somewhat cooler plugs—one size larger jets and I've got to do something about those brakes—well, see you next time.

### RESULTS

THE DEL MONTE HANDICAP (10 laps—21 miles) Time 21:42.89		
Pos.	No.	Car Driver
1	26	Alfa Romeo Phil Hill
2	26	Edwards Sp. Sterling Edwards
3	52	MG-V-8 Ritchie Ginther
4	240	Cad-Allard Jack Armstrong
5	14	Cad-Allard Bill Pollack
6	20	Ferrari Jim Kimberley
7	1	Jaguar XK Bill Breeze
8	17	Cannon Sp. Jim Seely
9	38	MG-TC-S Jack McAfee
10	60	MG-TD Don Parkinson

THE CYPRESS POINT HANDICAP (6 laps—13 miles) Time 13:45.13		
Pos.	No.	Car Driver
1	8	Jaguar XK Dick Jackson
2	28	MG-TD-V8 Dick Jones
3	5	MG-TD Sam Weiss
4	23	Jaguar XK Bob Menefee
5	78	MG-TD George Rush
6	98	MG-TD Tip Blume

THE PEBBLE BEACH CUP (48 laps—100.8 miles) Time 1:35:37.16		
Pos.	No.	Car Driver
1	14	Cad-Allard Bill Pollack
2	40	Cad-Allard Jack Armstrong
3	4	Jaguar XK Bill Breeze
4	2	Alfa Romeo Phil Hill
5	62	Simca Roger Barlow
6	39	Jaguar XK Jack Cooper
7	11	MG-TD John von Neumann
8	36	GMC Allard Basil Panzer
9	38	MG-TC-S Jack McAfee
10	60	MG-TD Don Parkinson
11	17	Cannon Sp. Jim Seely
12	9	MG-TD Bill David
13	44	MG-TC Barry Wagner
14	19	Merc-Allard Colonel Steinmetz
15	10	Crosley HS Gene Devin

### BARLOW'S SIMCA

(Continued from page 33)

The stock radiator was retained. However, an overflow tank (1 gal approx.) was bolted to the firewall above the engine and the instrument panel was cut from aluminum sheet as was the 15 1/2 gallon fuel tank. The headlights were moved to a position behind the cut down grille, which won't affect your calculations any. A Nardi "Torino" cork-covered steering wheel was used.

Those are most of the salient facts except that the Emil Dietz body, being aluminum, is practically featherweight and there was but one coat of French Racing Blue paint used. Don't laugh! A little thing like an extra coat of paint or two means extra ounces, and it is the accumulation of ounces adding up to pounds which makes the difference in a road race.

Now that we have confused you, how much does it weigh? The best method of arriving at an accurate figure is to keep in mind the light aluminum body and the extensive hole-boring operations and then close your eyes and make a wild stab.

Be sure and guess fast and get your estimate in early. Don't forget, in case of a tie, it is the earliest postmark which wins the 2-year subscription and the ten simoleons.

When the car is finally put on the scales, it will be without gas, water and oil, so adjust your calculations accordingly.

ROAD and TRACK, July, 1951



**AUSTIN-COOPER:** 1969 S Mk 2, 1275, rhd, red/black top, walnut, revolutions with 165 sports (new), newly rebuilt engine and trans with 731 cam, genuine car, \$6,995. PH: 408-978-7509, CA.

**AURORA:** 1983 Cobra, 3,400 original miles, red with black leather, 5 speed, chrome wires, stereo-cassette, chrome roll bar, outstanding performance and still like brand new, current list price \$42,200, now only \$27,900. Greg Grams, 815-385-3896, Volo, IL.

**AUSTIN-COOPER:** 1967 1275 S, restored body, new full fabric sunroof, new Carrera seats, new 12" Minilites, rebuilt modified engine and transmission, flares, twin tanks, roll bar, oil cooler, wood dashboard, new chrome and trim, \$6,900; many other Minis, Lotus, vintage race and classic sports cars in stock. New England Classics Inc, 203-377-6746, Stratford, CT.

**ALFA ROMEO:** 1966 SS, red/black, all original, concours, 25,000 original miles, \$16,950; Alfa 6C 1750 engine and transmission, \$15,000. Fantasy Junction, 731 Dwight Way, Berkeley, CA 94710, PH: 415-849-2324.

**ALLARD:** 1953 LeMans, J2X3202, only 6 built, Chrysler powered, factory LeMans backup car, originally Master Gregory's, Walter Gray campaigned 10 years, never crashed, beautifully restored, super fast, \$40,000, quality trades considered. Joe Egle, 3901 Wyoming, Kansas City, MO 64111, PH: 816-931-7201.

**ALVIS:** 1962 TD 21 Park Ward convertible, navy blue with chrome wire wheels, rare left hand drive, looks like a baby Rolls-Royce, excellent condition. John Hoke & Co, 405-236-2847, Oklahoma City, OK.

**AUSTIN-COOPER:** 1964 S, 1275, red/black, famous car, ex-rally, really nice condition, \$5,995. PH: 408-978-7509, CA.

**AVANTI II:** 1967, like new, auto, air, 350 Chev, leather, maintenance records, 9/85 restoration, pampered, \$10,900. PH: 313-885-2932, leave message, MI.

**ALVIS:** 1938 4.5 tourer, capable of speed to 120 mph, nice restoration, dark blue, cream fenders, blue leather, tan canvas top, sacrifice, \$49,500. Greg Grams, 815-385-3896, Volo, IL.

**ASTON MARTIN:** 1965 DB5, James Bond look alike, silver w/dark blue leather, excellent condition, \$19,500. PH: 619-342-5399, CA.

**AMERICAN Motors car for sale:** 1970 Rebel, The Machine, 390 4-bbl, 4-spd, ps, pdb, posi, stabilizers, air induction, hood tach, etc, rust-free. 602-298-0498, AZ. ((OCT))

**AUSTIN-HEALEY:** 1954 100-4 BN-1, restored in original Healey blue with blue leather, top and tonneau, no miles since restoration, priced to sell at \$8,500, car is located in Chicago area, 312-447-5828, IL; or 714-996-5583, CA.

**AUSTIN-HEALEY:** 1960 Bug Eye Sprite, excellent cond before recent accident, rear panel damage, \$1,995. PH: 804-780-3856, Richmond, VA.

**AUSTIN:** 1959 London Taxi, all original, good condition, \$7,000. PH: 515-244-4163, IA.

### LONDON TAXI HORROR STORY!

A couple of years ago we purchased a 1967 Austin London taxi for approx \$5,000. We then took the car to a restoration shop that was unequal to the task. Close to \$10,000 was spent there (have complete documentation). The car is basically solid but 100% apart. Many new parts included, such as wiring harness, pistons, chrome, etc. I don't know if the car is complete but think it is stored inside and must be sold and moved immediately.

**Asking \$3,000 cash or MAKE OFFER**

call, I am a highly motivated seller and wish to act quickly! Car stored in Phoenix, Arizona. Don't to make offer.

**602-944-2078, AZ**

**AUSTIN-HEALEY:** 1960 Bug Eye Sprite, red with black interior, ground-up restoration, many spare parts including engine, trans, excellent condition, \$5,600 or best offer. 315-677-3340 evenings, NY.

**AMX:** 1968, the AMX Connection is offering for sale an extremely nice California AMX, newly repainted Matarador red w/ white stripes and restored tan interior, 1968 sales brochure color combination, 390, automatic, AM-FM, Go-Pak, chrome wheels, posi, tinted windows, visibility group, ps, pdb, truly a wonderful AMX to own and a pleasure to drive or show, detailed description and photos available. David Simon, AMX Connection, 19641 Victory Blvd, Reseda, CA 91335-6621, PH: 818-344-4639.

**AUSTIN-HEALEY:** 1965 3000, 59,000 miles, one owner 19 years, excellent condition, \$9,000. PH: 203-565-4518 days, 203-828-9240 eves, CT.

**AUBURN:** 1927 boattail speedster, needs restoring, \$25,500. PH: 512-423-3167, TX.

**AMX:** 1969, #13329, under 10,000 miles on rebuilt drivetrain, 390, auto, ps, factory mags, new Breedlove style paint, new suspension, brakes, interior, can deliver, \$3,700 or best offer, 515-753-5018 eves, Marshalltown, IA.

**AUSTIN-HEALEY:** 1959 Bug Eye Sprite, ground-up restoration in 1985, 700 miles since, wires, disc brakes, factory hardtop, built 1,275 with Isky valve train and Weber, rhd, Olde English white, red interior, 2nd place National Healey meet, \$7,500. PH: 412-443-1028, Pittsburgh, PA.

**AUSTIN:** 1967 London taxi, diesel, all original, correct, appraised \$5,000, \$2,800, delivered anywhere. 206-754-7147, WA.

**AMC:** rare 1967 Ambassador convertible, 290 V8, 1986 state inspected, good condition, one owner, \$3,500. John Booth, 215-659-2797, suburban Philadelphia, Abington, PA.

**ALLARD:** 1953 K-3, restored, new top, paint, pinstripes, mid \$20s, would consider partial trade on car or pickup truck, 216-324-2266, OH.

**ALLARD:** 1953 Palm Beach roadster, rough, needs total restoration, must sell, best offer over \$1,500. John Peterson, 413-734-7311 days, 413-625-9414 evenings, MA.

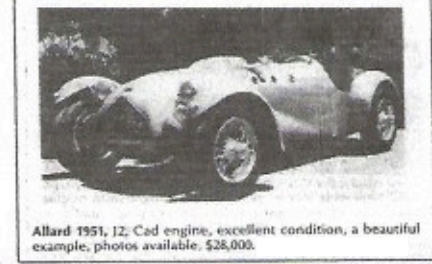
**AUSTIN-COOPER:** 1966 S, 1340, rhd, red/black, neg camber, Minilites, 165 tires, custom dash, Weber, straight cut gears, may be fastest S in USA, \$6,995. PH: 408-978-7509, CA.

**AVANTI:** 1969, burgundy with black upholstery, 350 cid Corvette engine, automatic, ps, pb, air, power windows, 54,000 miles, \$9,800. Penn Auto Sales Co, 703-237-0058, VA.

**AC ACE:** Bristol, good orig car, needing cosmetics, great vintage racer material, some spares. 818-989-7671, CA.



1936 Auburn speedster, silver/red, factory reproduction, GM running gear, full power, air, stereo, 3,000 miles, \$32,500, delivered free to any 48 states. PH: 214-247-0050, TX.



Allard 1951, 12: Cad engine, excellent condition, a beautiful example, photos available, \$28,000.



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SEPT 86





1951 JZ ALLARD  
GUN METAL GRAY

1951 - JACK ARMSTRONG BUICK NEWI - TEST ROLT  
DOUGLAS

WALTER GRATHER?

TONY HOGG 1963 TO 1967 - SILVER

ROBBIE HUNT 1967 TO 1989

ROY ANDERSON 1969 TO 1986 - M.B. GOLD 1975

ROW KELLOGG 1986



File 100-10000-100  
Washington, D.C.  
August 1, 1936

Dear Salt Slaves:

All communications received sent out to Allison's and looked over their log in QPL motor and it certainly is a wonderful piece of mechanism. I was not able to find out about any old motors that they might have on hand, as they are very strict and do not allow you to go into service places. They are very strict in showing you the general line of production. After going over the stuff out there I decided to try and get some more information. You will remember that I told you this last summer and that by Wilson was assigned from Allison's as manager, about ten years ago, was the proper man to see in order to get some inside information. As to when we might see and as we could really get to the proper authority. I found out lately that he was living here in the city again and is at present building a wonderful new home about twenty miles out. I went out Saturday and had a talk with him and he is arranging an appointment for next week with the present manager of Allison's Engineering. Mr. Wilson seems to think that it should not be much of a problem to get a couple of these motors for he says that the government has not got complete control of this model, and that after the motors have been run 100 hours, they are then discontinued and that they should come off these motors on hand.

If you expect to be out here very shortly I believe some arrangement can be made with them.

I have entered all the items in the book and balanced same with the exception of a list of articles that I am inclosing on a separate sheet with this letter. The reason that these are not entered is because I did not have the amounts of the various checks that were written at Salt Lake on October 11. The one item that has never been settled is the Universal joints received from the Gear Grinding Machine Company of Detroit. I considered the bills that they were received here after I came from Salt Lake too high and am trying to get a correction on the price of same. I have not heard from them lately but should have an answer at any time.

Am sorry to learn that you have been under the weather and hope by now you are better and that it is not necessary to operate, but if they do be sure they make no mistakes. I have been figuring on several propositions here but so far have not started on any yet, but hope to get busy very shortly. I have been doing a lot of drafting getting some propositions lined up, but no definite job as yet.

Best wishes to all



the curiously typical "V8 beat" rumbling from the four exhaust pipes. The Chrysler engine was entirely silent mechanically, and at a high cruising speed one heard nothing but the hum of the tyres and the wind. It was all most exhilarating and quite unlike any other car on the market . . . The three-speed gearbox is no disadvantage on the road, but for racing one would prefer four speeds. . . .'

Generally Bolster was impressed with the J2X, praising the brakes highly, but obviously somewhat uneasy about the handling: 'My only criticism of the suspension concerns its behaviour when a corner is taken at racing speed. Under these conditions, the rear end breaks away rather suddenly, particularly on wet roads. This makes it difficult to slide a corner in one smooth sweep without a certain amount of "dicing" at the wheel.'

Bolster praised the construction of the car and with regard to the body said, 'The body is entirely functional and achieves exactly the right degree of sleek raciness, allied with almost animal ferocity

. . . there is not an ounce of superfluous weight, yet there is nothing flimsy about the construction. It would be impossible to better the view from the driving seat, and all the controls are well placed, though the accelerator seems a thought far away.' The price quoted was \$4500 delivered in New York.

During 1952 Allard developed an improved version known as the J2X 'Le Mans' with rather ugly full-width aerodynamic bodywork and selling at a higher price than the standard version. Two of these cars were entered at Le Mans, both with Chrysler engines, 4-speed gearboxes based on the Ford commercial vehicle gearbox and somewhat tidied-up appearance. The car driven by Jack Fairman/Sydney Allard worked its way through to fifth place before retiring because of failed big-end bearings and the second entry for Arkus Duntow/Curtis was eliminated by rear axle failure.

Total production of the J2X amounted to 83 cars, many fitted with Ford and Mercury engines, but the export cars were usually powered by Cadillac or Chrysler engines. The J2s and the J2Xs were popular mounts in Club and National racing in both Britain and the United States and at this level achieved a reasonable measure of success, despite their limited performance.

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*The Cadillac-engined Allard J2X, Sydney Allard at the helm, in the 1952 Production Sports Car race at Silverstone. For a while Allard held fourth place, but retired because of mechanical problems (Guy Griffiths)*

