



JACKSON ARMSTRONG  
 1820 OLD ORCHARD RD.  
 LOS ANGELES, CA 90048

Dear Scott:

Here is a cc of a few articles where  
 my "old" (your "new") 52 is mentioned.  
 Sorry for the poor copy but the  
 "originals" were copies.

I am loaning you this book  
 about all and so that you can  
 copy what you want and/or get  
 a book for yourself.

You should also contact Bob  
 Deakin (415-981-3455) and see  
 if he has any copies of his

book Pebble Beach - a matter of  
 style as he has written the  
 history of the race there.  
 I can't put my hands on the  
 movie film of my 1951 Pebble  
 Beach race but I will keep  
 trying.

Sincerely,  
 Jack Armstrong

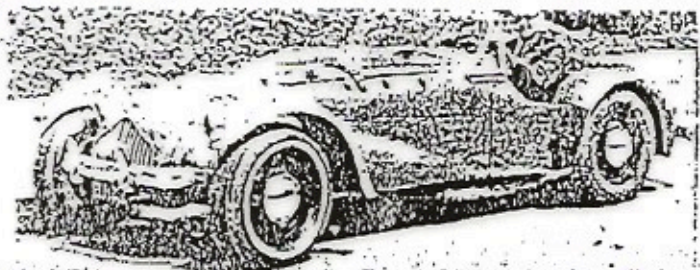
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# ALLARD:

## An owner speaks

BY TONY HOGG



THE LIFE of the enthusiast who desires something more than the general run of production sports cars can be extremely frustrating. Exotic machinery is expensive and, if purchased after it has depreciated to the point where the price is within the reach of mortal men, the cost of putting it in shape may still be prohibitive, and the fear of an expensive mechanical breakage can seriously detract from the pleasures of driving the car. My personal solution to the problem was the purchase of a 1951 J-2 Allard and, after a year of daily driving, it appears to have been a wise solution. I have derived infinite pleasure from the car and my bankroll, such as it is, has remained intact.

Originally designed with Le Mans in view, the J-2 is basically a clever assembly of readily available production parts from both sides of the Atlantic, enclosed in a very striking aluminum body. For this reason, the car is comparatively simple and cheap to maintain, although the general impression one obtains from a casual acquaintance with it is that the precise engineering normally associated with very high performance cars has, in this case, been replaced by a lot of brute force and bloody ignorance. Admittedly, a lot of brute force is involved, but what might be construed as ignorance is actually the necessity for compromising in the design so that little specialized equipment is used. A case in point is the de Dion rear axle which incorporates inboard rear brakes, and is so designed that practically all the components can be purchased from your friendly neighborhood parts house.

One of the problems of buying a used competition car in America is that it has almost inevitably been butchered by amateur mechanics. However, in this respect I was extremely fortunate, because the car was practically virgin. The two previous owners were older men who hardly ever drove the car, although they appreciated what they had, and spared no expense in providing it with the best professional attention.

Used daily for commuting in the city of San Francisco, the Allard presents no serious problems, provided certain allowances are made for its idiosyncrasies. The Cadillac engine always fires up at the first touch of the starter and idles at a steady 500 rpm. The Cad is practically stock with the exception of a single 4-barrel carburetor and an Iskenderian camshaft of an excellent "commuting grind," and this combination tends to extract more of the potential of the engine without lessening its tractability. Fuel consumption is high, and the combined efforts of a Bendix and an SU fuel pump are required to keep the float bowls full. Nevertheless, the car does give several superb miles to every gallon of gas.

The 3-speed transmission is entirely adequate for all purposes and shifting is very positive, although low is not synchronized. The foot pedals require some practice before they can be operated smoothly because the 11-in. truck clutch is exceptionally heavy in its action, and the accelerator is extremely light with a short and awkward movement. For optimum efficiency, the most satisfactory combination of footwear would be a deep sea diver's boot on the left foot and a ballet slipper on the right. The best compromise I have found is to remove the right shoe altogether, though this makes constant

braking rather tiring, because the brake pressure required is considerably higher than normal.

Although all this leg work may be rather exhausting, it does have the advantage of keeping the little woman out of the driver's seat, removing the attendant possibility of damage to the machinery.

On the road, the Allard is potentially the most dangerous car I have ever driven. The massive torque of the engine is transferred most efficiently by the excellent arrangement attributed to Count de Dion, so that wheelspin is reduced to a minimum, although tire wear is high. However, although one knows exactly what the rear end is doing, the same cannot be said for the front. The front axle is a beam which has been chopped in half and pivoted in the center to give a form of independent suspension, with the result that the car has a violent understeering quality, or an equally violent oversteering quality, depending on whether one is accelerating or decelerating. Furthermore, it will not run in a straight line unless the road surface is absolutely smooth. However, a busy driver is a happy driver.

Reverting to the disadvantages of the Allard for daily use, it can never be parked on the street because people seem compelled to touch it, perhaps to make sure they aren't dreaming. The result is a multitude of small dents in the aluminum body. Another hazard is that it tends to stop traffic and distract other drivers, and then there is a certain class of driver, usually a member of the Volkswagen-Sprite set, who feels obliged to pass it, which leads me to believe that there is some truth in the old saying that "If all the cars in America were lined up end to end, somebody in a Volkswagen would try to pass them."

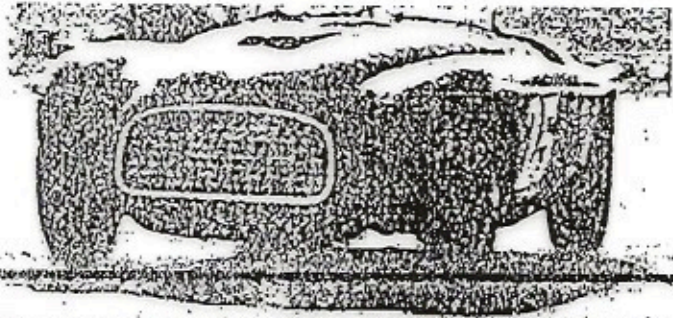
Fortunately for me, San Francisco has a short rainy season, because the Allard is not designed to keep the driver dry in wet weather. It comes with a top which was definitely an afterthought, and also side curtains which screw onto the windshield. However, nothing fits accurately and the problem is compounded by the cycle fenders, which tend to direct additional water back at the driver. One is also vulnerable from below. The floor is made up of a number of different ill-fitting pieces of aluminum, and you can expect to receive a jet of water up the trouser leg from time to time.

The idea of combining a big American engine with a European chassis and body is by no means new, and predates the Allard by many years. An early example was the Railton of the Thirties, which was powered by a 4-liter straight-8 Hudson engine. The best known contemporary application of this idea is the Ford-engined AC Cobra.

Some of the purists may look on the J-2 Allard as nothing more than a form of automotive bestiality. However, for those of us who have Ferrari tastes and Ford incomes, it is a good compromise. Furthermore, when blasting down the freeway with all systems GO, it has the additional advantage of providing fresh air and exercise (as a reflection on the steering, the car has been called "Sydney Allard's rowing-machine") and, in general, can be considered a most stimulating and therapeutic method of going to and from one's daily task. ☐



SPORTS  
E. ECONOMY LANE  
7050 CRENSHAW BLVD  
LOS ANGELES



# FERRARI WINS AT PALM SPRINGS

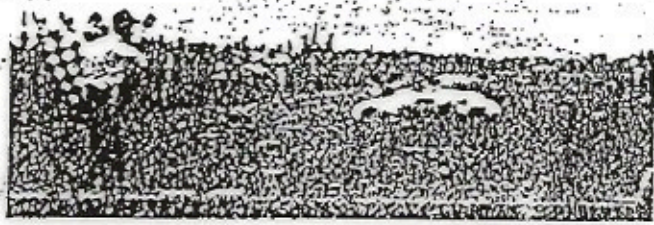
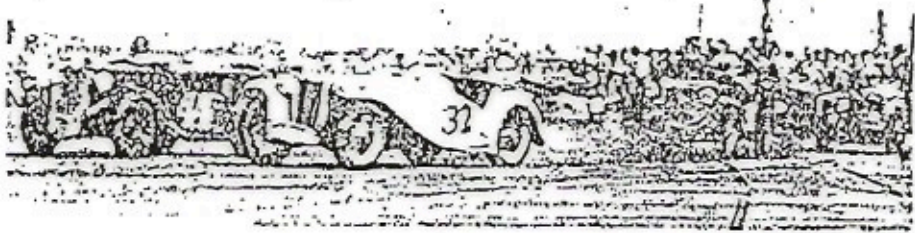


PHOTO BY CAMPBELL



The crowded first turn, Ferrari (behind Crosley) took lead on first lap. #31 is Mark II MG.



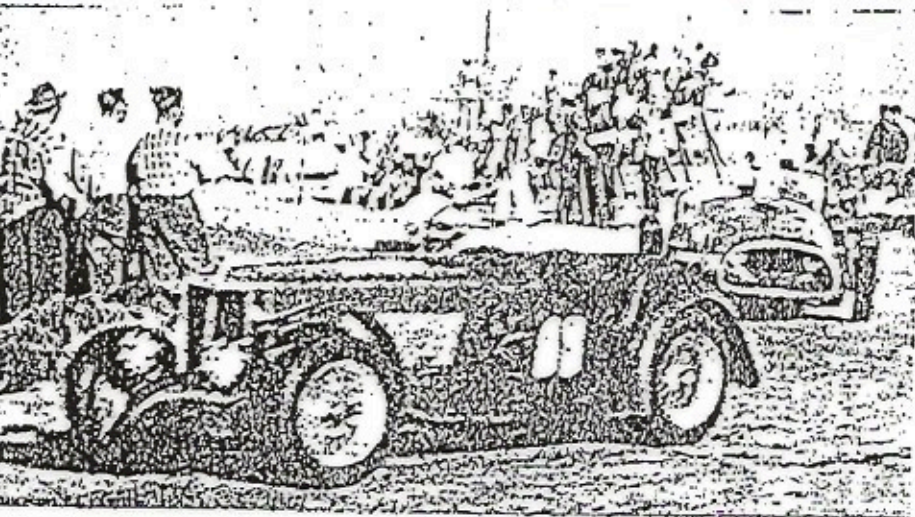
Mike Graham made fastest lap in Cad-Allard.



Don Parkinson drove steady race to finish 4th.

PHOTOS BY CAMPBELL

Jack McAfee in John Edgar's hot MG leads the Cannon Sports around corner in 40th lap.



On April Fools Day, Palm Springs, swank California desert resort, was rudely jarred by crackling exhausts of a swarming mass of MGs, Jaguars, Allards, Austins, and all those other "odd little cars" buzzing madly up and down the street.

Cadillacs feared to venture forth . . . for this was the day of the 2nd Annual Palm Springs Road Race. Organized by the California Sports Car Club and the Sports Car Racing Association, this event was held at the Palm Springs Airport. Camp roads and dispersal area taxi strips, rather than airport runways, were used.

### EVENT #1 FOR STOCK SPORTS CARS UNDER 1500 CC 10 laps—23 miles

This event drew an entry of seven MGs and one Singer 1100. Starting positions were drawn from a hat. E. "Robbie" Forbes-Robinson (MG TD #45) started on the pole and led into the 1st turn, followed by Bob Menfee (MG TD #23) and C. M. Short (MG TD #40). Fourth was Bill Quinn in Singer roadster #44. Thomas Ferrell (MG TD #27) was running second to Robbie. A spirited duel developed between Menfee, Ferrell, Robbie, and Quinn. Altho Ferrell spun out several times, he was able to recapture the lead again and again. Shortly after crossing the starting line at the end of lap 5, the Singer managed to get into 2nd place, but was unable to hold the position and 3rd place again. Going into the 1st turn on the 7th lap, the Singer braked to avoid a collision with Robbie and thus lost 3rd spot.

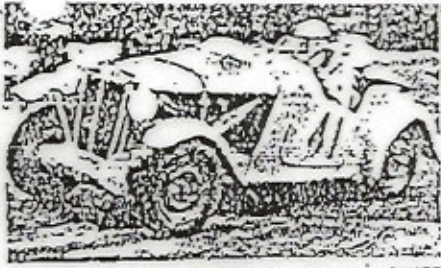
Final positions: Ferrell, first; Menfee, second; Forbes-Robinson, third; and Quinn, fourth.

MAIN EVENT—45 laps 149.8 miles  
Time—2 hr. 42 min. 39 sec. (55.1 mph)  
Best Lap—2 min. 18.5 sec. Graham, #1 Allard (59.3 mph)

Starting in an inverted order, the Ferrari, Alfa, Edwards, and several Allards went storming into the field of MGs, Singer, Crosley, and Simon to pack the first turn. All 31 cars made it safely, however, and rapid position-swapping began. Marshall Lewis (#25 Ferrari) immediately took lead and was quickly followed by Sterling Edwards (Edwards Spl.). Phil Hill drove his #2 Alfa Romeo to third spot by lap 3. In the buck stretch, he was started to see a wheel following him . . . 'twas his own. H. N. Manney's blown Crosley (#38) hit sand and overturned (Manney was unscathed) in same lap. Bill Palmer's Crosley (#60), running with a brand new engine, froze up. A Brooklands Riley, driven by Buckman, had throttle linkage trouble in lap 4 and retired.

By lap 5, the field had settled down with Armstrong (#4 Allard) pushing "Robbie" (Forbes-Robinson) in Bill Gramer's hot ex-Hill engine XK-120. On lap 4, Parkinson (#26 XK-120) passed von Neumann (MG TD #56) as old Hastings-Harcourt (#23 XK-120) to set a new 7-3-9 order. Armstrong forced past Robbie in lap 8 to fourth position and Saxon Marsh, in the Altamira "auto-banking" Special, moved into 7th . . . which he held for 16





—PHOTO BY JOE AL DENKER

Bill Friedauer corners rapidly in his bored-out

The first lap of the 48-lap 100-mile Pebble Beach Cup race fooled most of the experts . . . betting was that one lap would see Hill (Alfa), Edwards (Edwards), or Kimberly in the Ferrari out in front but two Allards showed more urge and Pollack in the quite new bored-out 6-litre Cad Allard was too much for the smaller cars. Alho Hill and Chapman managed to pass Pollack, they were quickly repassed. Incidentally, it is quite unusual to see a brand new competition car win without trouble. Its first time out shows outstanding preparation and attention to detail on the part of the crew.

The spectators may not have realized it but most of the MG owners in the 100-mile cup race had from \$4000 to \$6000 invested in their cars.

The Concours d'Elegance, held Sunday morning before the races at the Pebble Beach Lodge, brought out nearly a hundred shiny cars, including the LeMans Jowett, the Mark VII Jaguar Saloon with the XK-120 engine and a couple of fine vintage Duesenbergs. No mashed potato drives, no portholes and a minimum of chrome but lots of fine lines, tasteful finishes and fine workmanship. The blue Mark VII Jag was overall winner.

**NOTES AND COMMENTS**

Best prepared car, a toss-up between Barlow's Simca and Carsten's Allard, the latter showing its tremendous superiority as it spun out four laps from the finish, waited for traffic to clear, and then easily regained 1st. Kimberly's eyes puddled up ever so little as he gazed at the remains of the Ferrari, and you can't blame him.

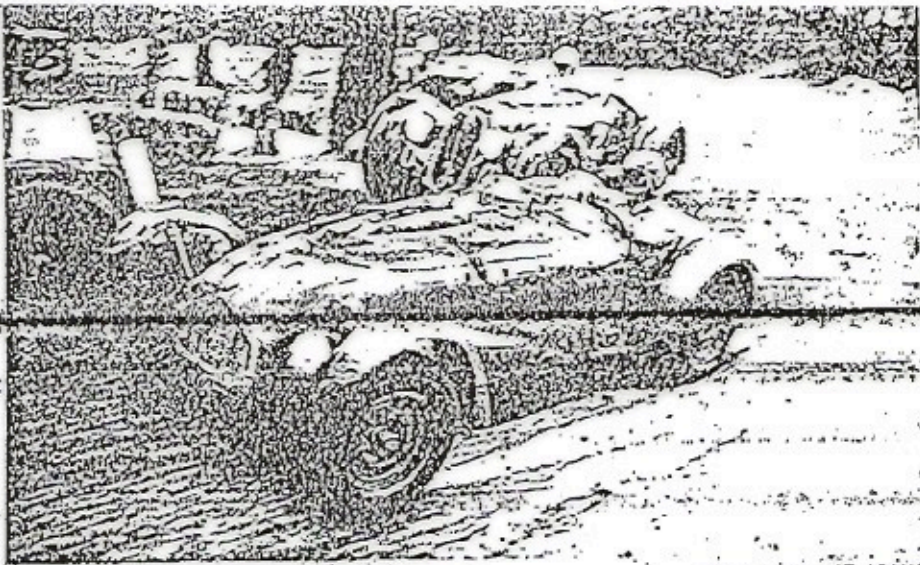
Why not an event for strictly stock production cars? Talked to several who were dying to compete, but who knew their untuned cars would look silly. If the sport is to last, production cars must be given a run. Eastern drivers and spectators still complain that Western driving is too wild and discourteous. Drivers will obey existing rules if they are enforced. Colonel Steinmetz, determined to finish, pulled around too slowly . . . collected a dented rear. The blue Simca was another very new car that was outstanding for rest and brakes, yet was free from the usual teething troubles that plague new models. It was a real thrill to see the Simca pull away from the Ferrari after one of the turns. Would like to see Barlow's Simca go East and give the boys a run. Watch for duplicates from this Seuderin.

It was feared that Jim Sealey in Ted Cannon's "Mark I" would suck up a Grosley in his fearsome air scoop. It would have held a hay bale without trouble, and nearly did several times.

Sportmanship in the pits was outstanding. Johnnie von Neumann lost his clutch during first race . . . Curt Parker, heading Friedauer's crew, took his gang next door to von Neumann's pit, helped pull the MG engine and install a clutch while the 10-lap novice race was on. Thanks to Curt, von Neumann led the MGs home, but alas, he couldn't catch the fleet Simca. Sterling Edwards was thought by many to show among the top drivers. No fuss, no overcontrol, always in the same fast groove and never remotely in trouble. Mechanical troubles took their toll and forced him out. Singers spun out again and again.

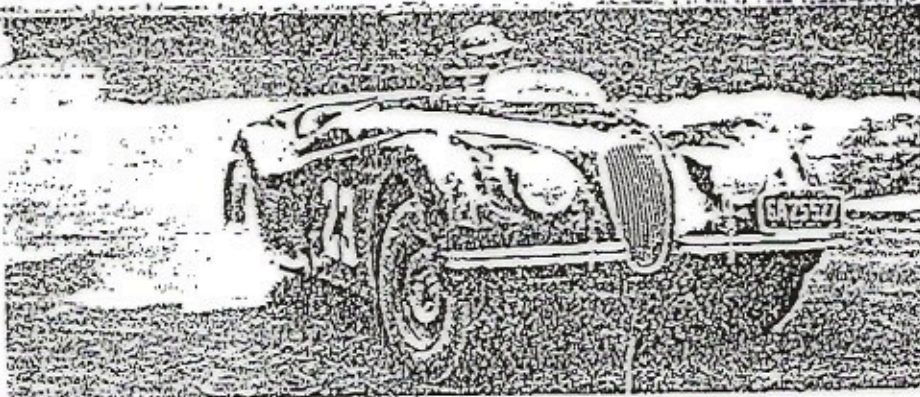
The old timers rightly forecast that the unfortunate excess of hay in the straws and wonderful chicken (?) at the Alvarado sweep would trap the unwary. Amazingly enough this hazard caught three of the smoothest drivers while the wilder optimists managed to keep clear. During practice, Don Parkinson lost his Jaguar on loose gravel there and crashed in a tree. Jim Kimberly ripped hay bales and flipped his Ferrari during 100-miler, and Dick Jones'

(Continued on page 40)



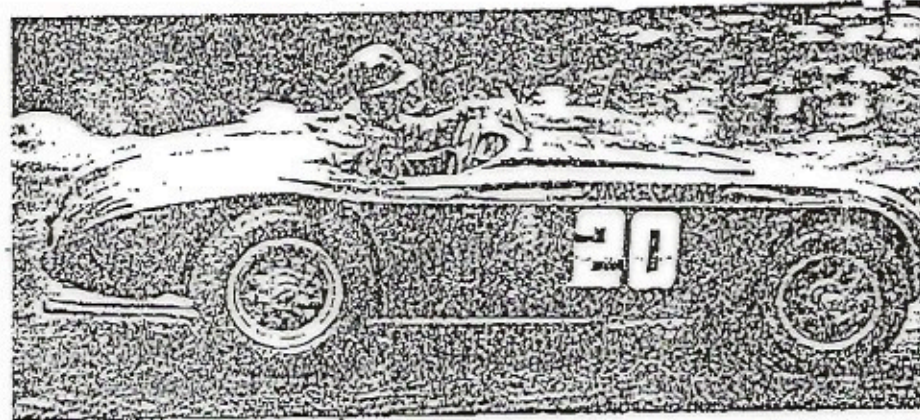
—PHOTO BY ART ADAMS

Jack Armstrong (Cad Allard #40) overtakes MG in turn at Phil Hill (Alfa-Romeo #2) gains.



—PHOTO BY CANNAN

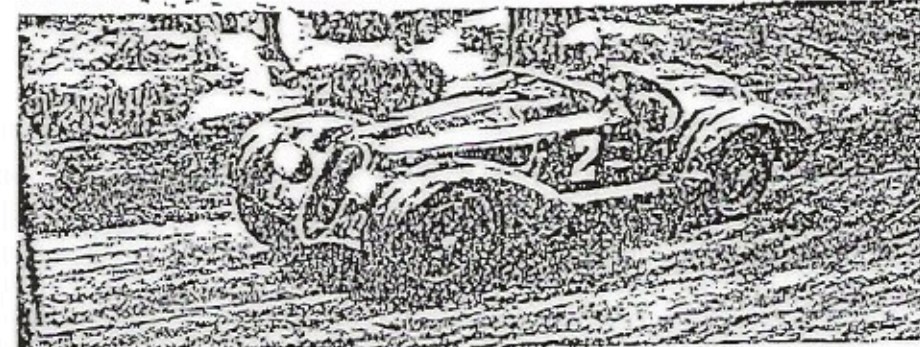
Bob Menefee (Jaguar XK-120 #23) burns rubber as he applies power to recover from slide.



Jim Kimberly of Chicago Region SCCA in his beautiful red Ferrari, cornered with great ease.

Phil Hill, in 2.9 Alfa Romeo, drove a very smooth race, was the fastest man in the turns.

—PHOTO BY ART ADAMS





Michael Graham (1925) passed Edwards on lap 13 and by to push the fleeing Ferrari. Hoxer Barlow (Cannon #21) retired in lap 18 with transmission trouble. On lap 21, Armstrong took third position from Edwards and Seely (#10 Cannon) passed Robble, only to exchange again on lap 25. The steady drive of the Altimus Spl. was halted in lap 23 when a carburetor jet plug fell out and the engine burst into quickly extinguished flames. Basil Panzer (Allard #11) threw a rod thru the block (lap 36) and the ensuing steam caused great excitement.

During one hard drive, Edwards passed Lewis but the Ferrari immediately regained its position. A hender stud came adrift and water loss soon caused Edwards to retire.

With brakes and transmission gone, W. J. Salter (Austin A-30) coasted over the finish line to take third place in Class 3.

With only 37 hp against 54 for the MG, the Singer gave a surprising performance. Although outclassed on the straightaways, it apparently had the edge on the turns. (The new Singer, with larger 1500 cc engine, should be hot.) Jack McAfee really gave the Don Ednar high-boost blown MG (built by Ernie McAfee) a ride. Moved from 15th on lap 1 to finish 6th against very stiff competition.

Another very hot MG was Johnny von Neumann's unblown TD. He held a very steady forward position thruout race to finish 6th. The crowd-control work of the Victor McLaglan Motorcycle Corps was excellent but most people would rather have seen another short race than the stunt riding exhibition people on the back stretch missed the whole deal. Why not a race for stock A-40 Austins or Morris Minors?

Most often heard complaints . . . keep spectators on outside perimeter of circuit . . . better crowd control (ropes, maybe) . . . too many delays . . . inadequate PA system . . . lack of control in pits . . . not enough hay bales . . . refreshment prices were absurd.

Qualification rules are very vague . . . Just what is a sports car in specific terms on black and white . . . Citroen was disqualified while Austin A-30 ran.

Non-driving members of California Sports Car Club worked like Trojans . . . super scrutineering was performed by R. H. Vandenberg and wife . . . the Barlows, Rorer and Louise . . . Noel Kirk, Bob Doidge, and George Cary, Jr., win "hard working" honors.

Members of Sports Car Club of America, Arrowhead Foreign Car Club, and Four Cylinder Club also participated or assisted.

At a Drivers' Dinner, held at the Racquet Club, awards were made . . . the shy visitor from Chicago taking home the lion's share.

As Lewis rolled in to victory, the race was flagged with 13 cars still running. The 4,000-plus spectators were soon homeward bound . . . despatching of a certain red Ferrari.

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Jim Kieberly, recently returned from South American racing, expected to drive his Ferrari but was called back to Chicago by important business—his co-driver mechanics took over.

The Edwards Special ran with Ardun drive conversion on V-8 60 engine. Unbalanced drive shaft slowed speed.

The Ferrari was almost passed by the Cad-Allard because Lewis couldn't hear the quiet engine as it approached.

Crosley #80 passed 9 cars in one lins before the new engine froze. Of 13 finishers, 2 were Crosley Hot Shots.

Great sportsmanship was shown by Hastings-Harcourt, who, after a few lins, handed his Jaguar XK-120 over to Peter Duetwyler, the Swiss sports car champion. Duetwyler drove a very nice race and was in 7th place on lap 36 when a previously cracked piston let go.

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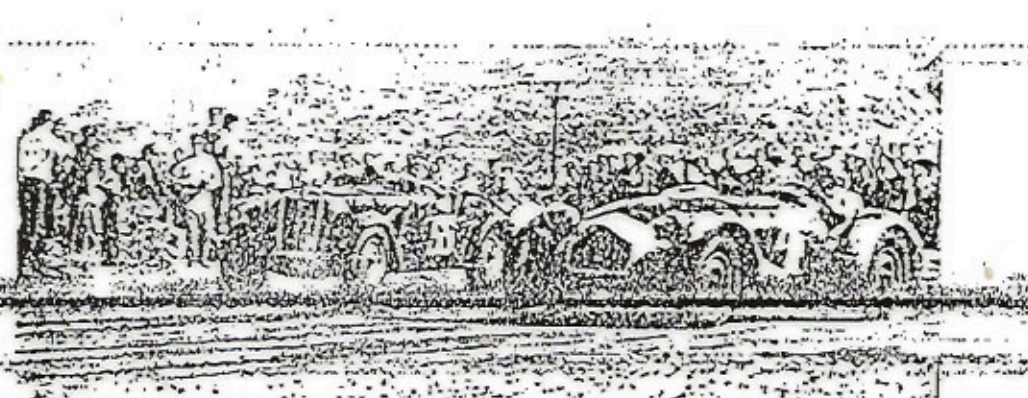


PHOTO BY CAMPBELL

Johnny von Neumann's fast unblown MG and Jack Armstrong (Cad-Allard) accelerate out of corner. Allard finished second, and won Class 3, while MG finished 15th and won Class 1.

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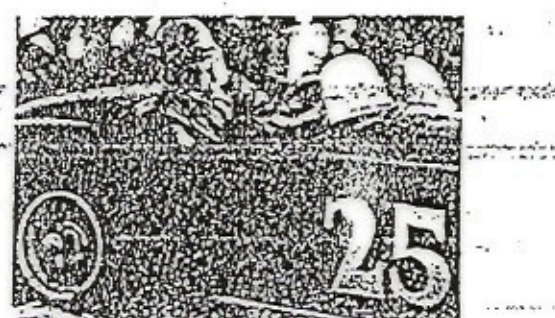


PHOTO BY CANAAN

Study in driving technique. Lewis in Ferrari.



PHOTO BY CAMPBELL

Phil Hill came from 25th place to 3rd in 2 1/2 laps, only to have wheel come off.

| POSITION ON     | LAP 1 | LAP 2 | LAP 3 | LAP 4 | LAP 5 | LAP 6 | LAP 7 | LAP 8 | FINISH           |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|------------------|
| Ferrari - Lewis | #25   | 25    | 25    | 25    | 25    | 25    | 25    | 25    | Lewis Ferrari    |
| Edwards         | #24   | 24    | 24    | 1     | 1     | 4     | 4     | 4     | Armstrong Allard |
| MG TD           | #55   | 1     | 1     | 24    | 24    | 7     | 7     | 7     | Robinson XK-120  |
| MG TC           | #26   | 2     | 7     | 4     | 4     | 88    | 5     | 5     | Parkinson XK-120 |
| XK-120          | #7    | 7     | 4     | 7     | 7     | 5     | 88    | 88    | McAfee MG TC (s) |
| Allard          | #1    | 55    | 10    | 10    | 10    | 55    | 55    | 55    | VonNeumann MG TD |
| MG TC           | #43   | 5     | 55    | 3     | 5     | 31    | 31    | 31    | Breeze MG TD     |
| MG TC           | #38   | 26    | 5     | 5     | 8     | 26    | 26    | 26    | Kerrigan MG TC   |
| Alfa            | #2    | 4     | 8     | 8     | 55    | 43    | 43    | 43    | Evans MG TC      |
| XK-120          | #5    | 10    | 3     | 55    | 13    | 57    | 57    | 57    | Devlin Crosley   |

- \* #1 - Marsh - Altimus Special
- \* #2 - Duetwyler - XK-120
- \* #10 - Seely - Cannon Special
- \* #12 - Gillespie - MG TD

RESULTS BY CLASS

- Class 1 (0-850 s/e, 0-1500 u/s)
  - 1st - Von Neumann MG TD
  - 2nd - Breeze MG TD
  - 3rd - Kerrigan MG TC
- Class 2 (851-1500 s/e, 1500-3000 u/s)
  - 1st - Lewis Ferrari
  - 2nd - McAfee MG TC (s)
  - 3rd - Warren Austin A-30
- Class 3 (1500-3000 s/e, 3000-8000 u/s)
  - 1st - Armstrong Allard
  - 2nd - Robinson XK-120
  - 3rd - Parkinson XK-120

Ferrari's handling qualities made up for lack of horsepower, and then some. Superlative brakes were effective late in the race. Marshal Lewis drove at "cruising" speeds most of race.

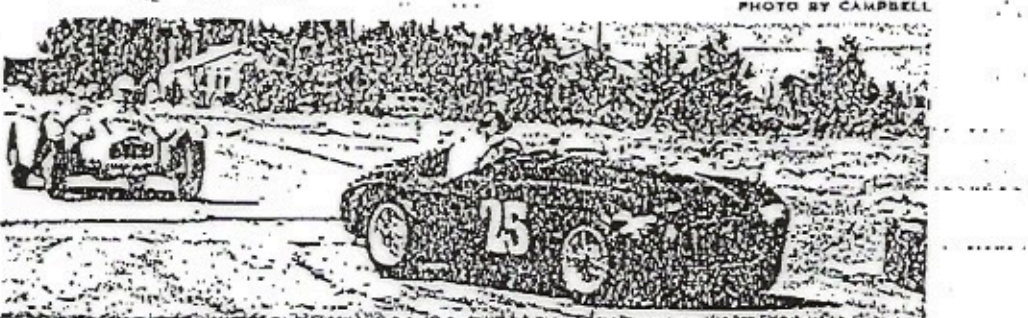


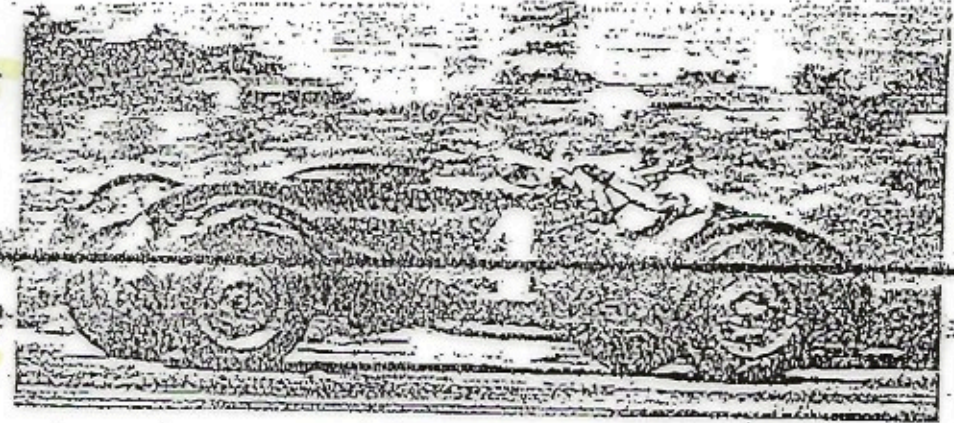
PHOTO BY CAMPBELL



The Cadillac-Allard model J-2 is the best all-around sports car in the world today! Now all of you Ferrari, Alfa, MG, Jaguar (etc.), lovers line up on the right and start your arguments from there. The above opinion is that of Jack Armstrong . . . Road and Track absolutely refuses to get involved in the middle of any such hassle as Jack's

many cars, of all any car, some cars available today can be used for competition as well as everyday use. However, Jack feels that only the Cadillac engine as installed in the J-2 chassis offers enough urge to be truly satisfying. After all, he reasons, it gets a little tiresome, always having to apologize for the performance of your hot little 1/2 litre machine. How many times have you had to say that it "goes very well considering its small engine" asks Jack?

Armstrong also believes that his sports car should be capable of carrying him about his business in reasonable comfort as well as being able to give a decent showing on Sunday at the acceleration, twist or hill climbs. True to his beliefs, Jack drives his Allard to and from work each day—work in his case being the duties of a test pilot for Douglas Aircraft. Inasmuch as the car must perform reliably, very few modifications have been made. The engine has been left completely stock, but the British "dampers" have been replaced by a set of Columbia shocks, and because the factory-specified Ford transmission practically spun the rubber off the wheels even in second gear,



a set of 1940 Lincoln Zephyr gears were installed. As it stands now, the Allard may be started rapidly in low gear as long as a delicate foot is used on the throttle. For some reason the original camshaft was faulty; however, the stock replacement has worked out well and the cam lobes this time seem to be adequately hard.

Jack Armstrong's J-2 has a top speed of 110 mph. But as he says, "she gets there quickly and then you are done." The 110 mph mark is reached at the point where the stock hydraulic valve lifters begin to "pump up."

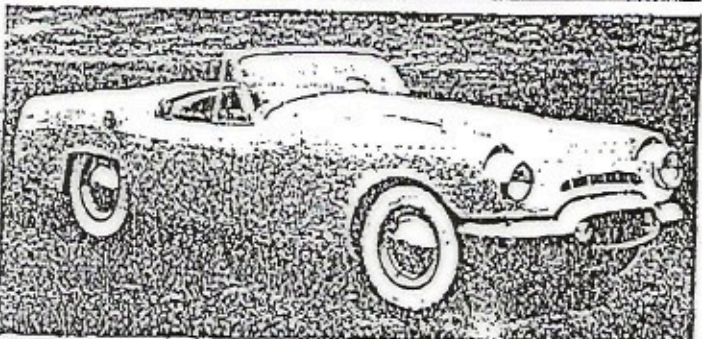
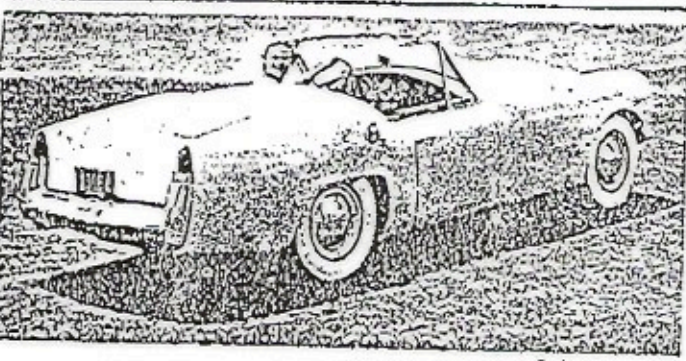
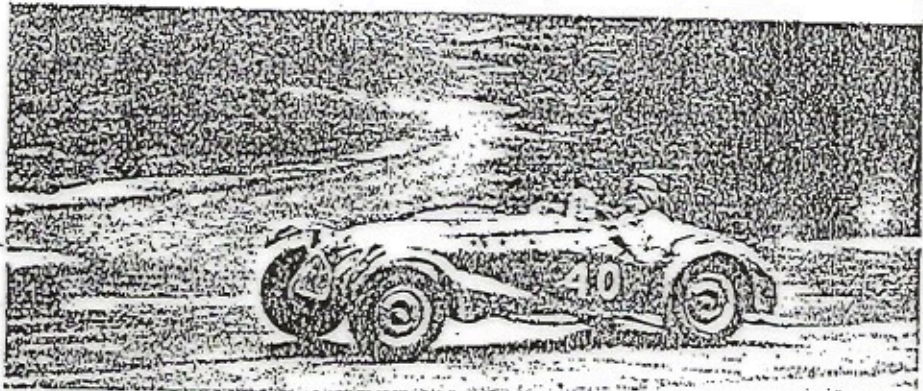
Maiden trial of both the car and the driver came at Palm Springs where they finished second to Marshall Levis (in Kimberley's Ferrari) after a very steady drive.

At the more recent Pebble Beach meeting, the car proved its reliability. Armstrong

drove the 350 miles from Hollywood to Pebble Beach Saturday morning and arrived just in time to qualify 4th with the rear locker still full of luggage. During the two races on Sunday, Jack drove as at Palm Springs. . . . Lippomost in my mind was the knowledge that the car had to get me back to Los Angeles in time for work Monday morning. Jack says, and it might be a good idea for more drivers to adopt this frame of mind, for in the feature race, Armstrong's Allard was only a few feet behind Bill Pollack who, of course, was driving Carsten's full-race Cadillac-Allard. Actually, Jack held first a couple of times during the race, when Pollack spun out, tho he realizes Pollack could have passed him at any time with perfect ease, and is quick to say so.

Admittedly, the J-2 is not meant for comfortable, long distance transport, mainly because the windshield and top give little protection from the wind. Even so, the riding qualities and seating position are excellent and a proper set of windwings should eliminate some of the tempest in the cockpit. Inevitably, a sports car must sacrifice something for the sake of lightness and the Allard is certainly not heavy at 2350 pounds.

Jack Armstrong started his sports car driving in an MG, which was later blown for more performance. However, since then he has had the Allard which allows him to enjoy the sport with a minimum of maintenance. Proof once more, Jack says, of the old adage that there is "no substitute for cubic inches."



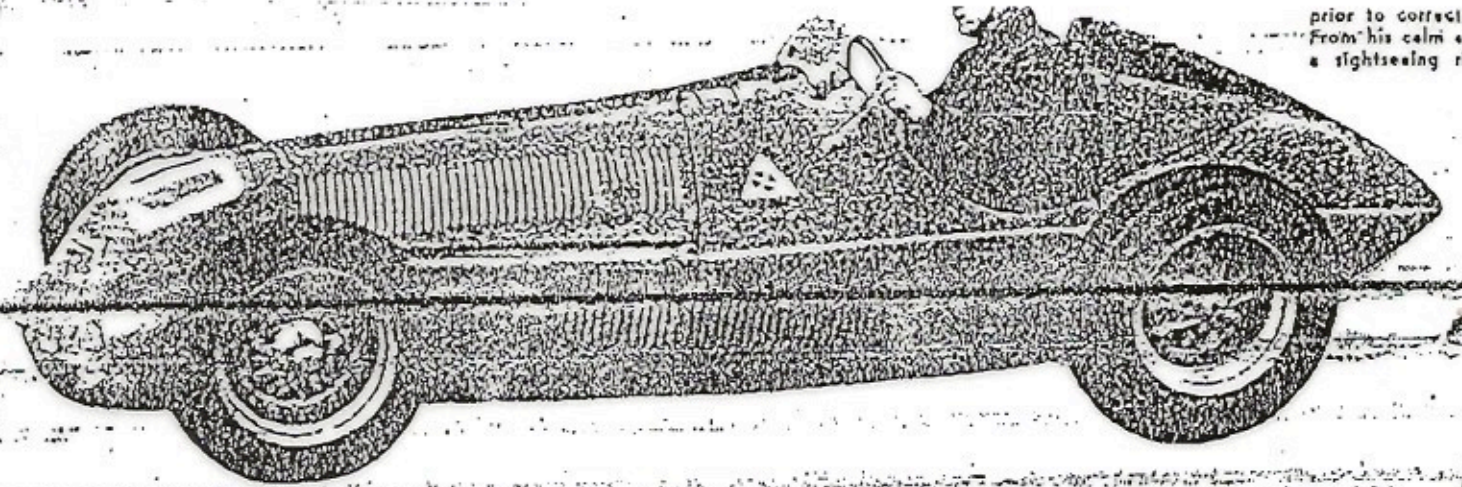
## CAR CONTEST . . . YOU NAME IT!

Here is an incentive for all little boys to grow up to become star baseball players. The Johnson Wax people are presenting this car (which appears to be a slightly customized Nash Healey) to Ted Williams of Boston Red Sox fame. Mr. William Flajole, who designed the car, said "I tried . . . to express the modern age. Along with the business of giving Mr. Williams the car is a contest, the winners of which will get free all-expense

trips to World Series games, money, autographed baseballs and portable radios. The girls will get sterling silver charms . . . Send your entry to Car-Plate World Series Contest, Box 6970, Chicago, Illinois. If you don't enclose a paper disk from a can of Carnu, you won't win anything . . . and your entry must be postmarked by Sept. 1. The contest should be easy. All you have to do is name the car.

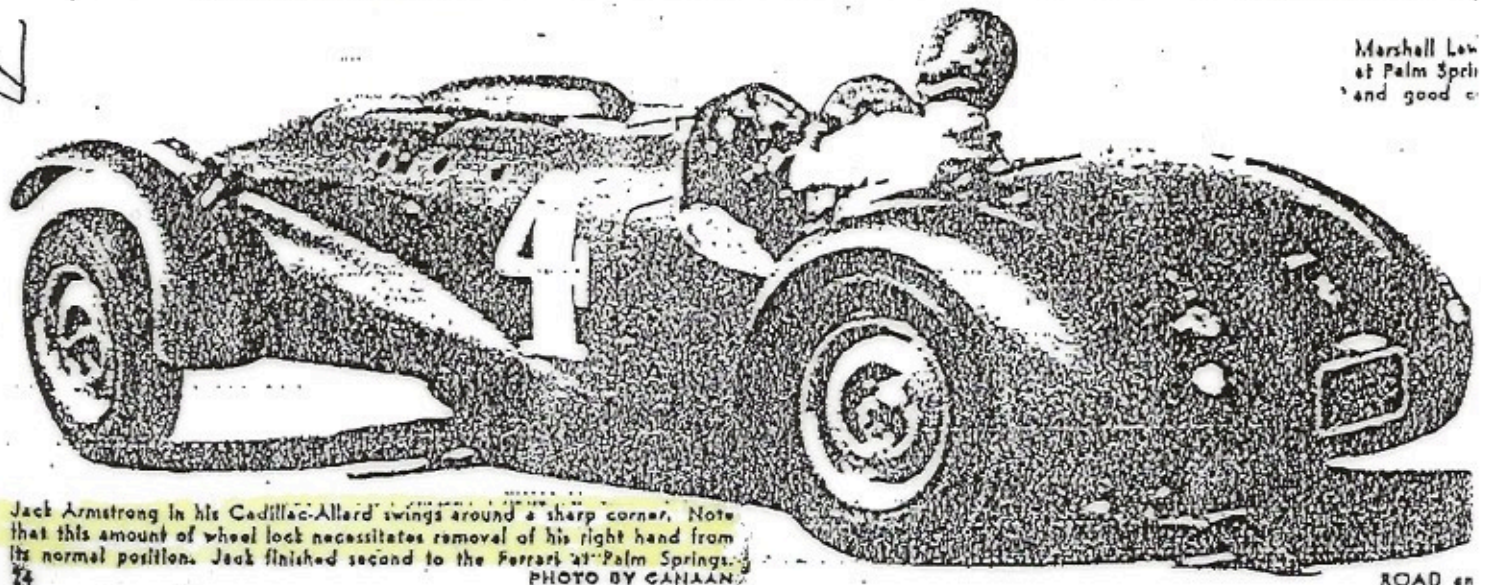
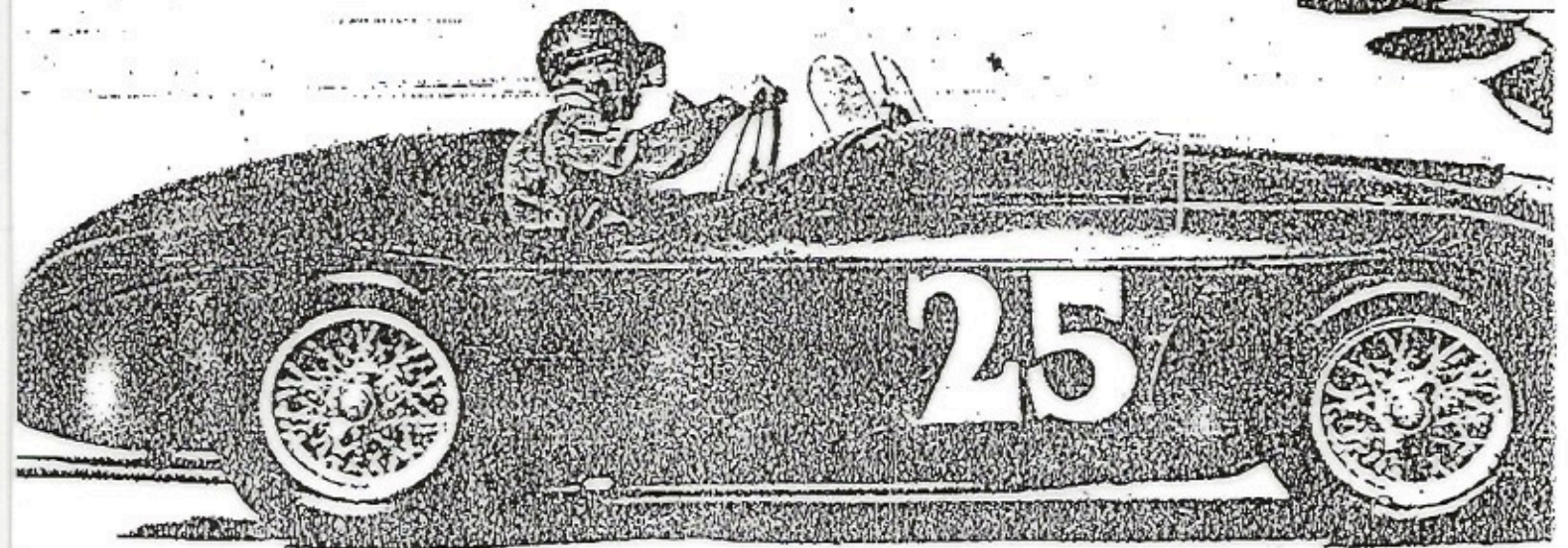


prior to correct  
From his calm  
a sightseeing ri



The late Jean Pierre Wimille, one of the true masters of Grand Prix driving, looks relaxed and comfortable as he enters the corner. Most road-race drivers wear gloves to protect their hands.  
PHOTO COURTESY "THE MOTOR" LONDON

## DRIVING TECHNIQUES



Marshall Law  
at Palm Spri  
and good c

Jack Armstrong in his Cadillac-Allard swings around a sharp corner. Note that this amount of wheel lock necessitates removal of his right hand from its normal position. Jack finished second to the Ferrari at Palm Springs.  
PHOTO BY CANAAN

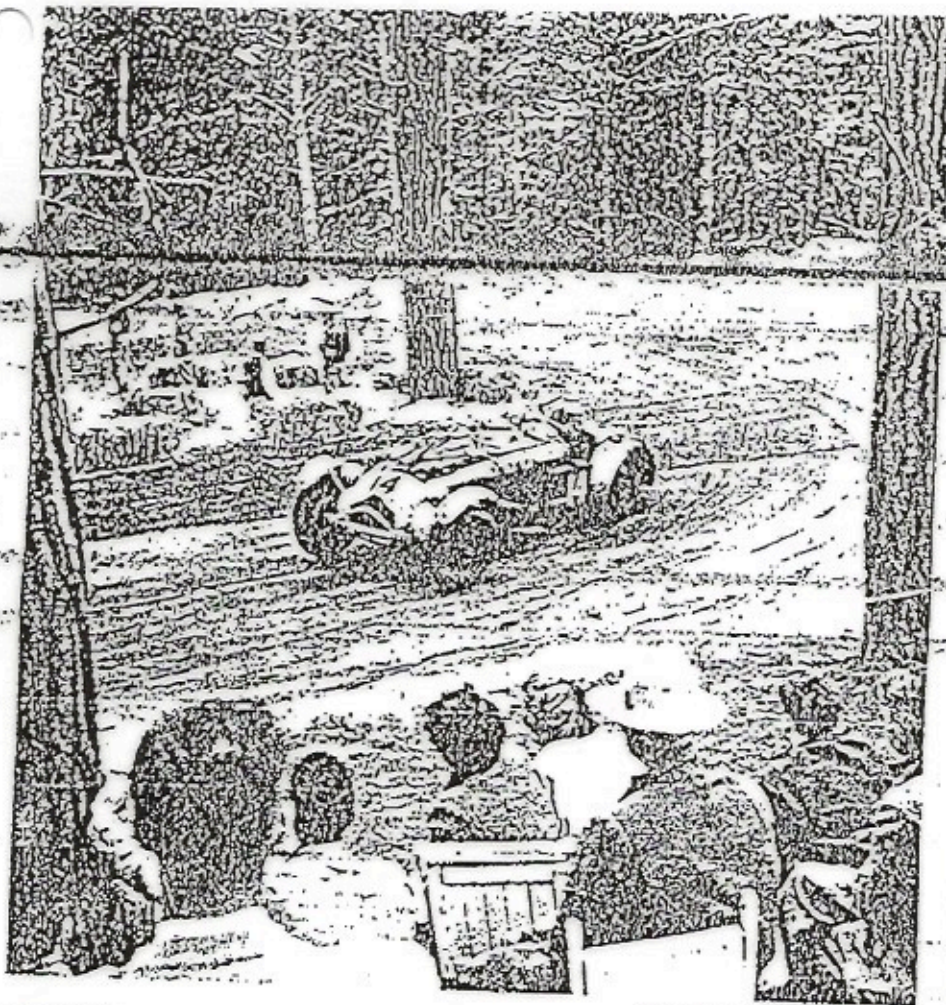




PHOTO BY A

Armstrong (Cad-Allard #40) overtakes MG in turn as Phil Hill (Alfa-Romao #7)





—PHOTO BY JOE AL DENKER



Pebble Beach road course layout. X's mark scene of crashes at haybale chicane.



—PHOTO BY CHESBROUGH

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

## 2nd ANNUAL PEBBLE BEACH ROAD RACE



Top, above, & below: Bill Pollock, winner in Caerstan's Cad-Allard.

—PHOTOS BY CHESBROUGH



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 ginnets 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.

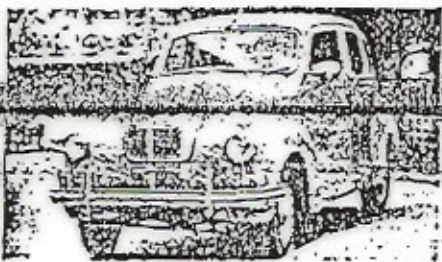
The 6-lap 13-mile Cypress Point Noxice Handicap showed that the old timers had no monopoly on smooth cornering. Tip Blume in 98, who started last, stopped to ask the way, or something, then tore on madly to pass half the field, which he did in the last four laps. His TC MG may not be the fastest but 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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### PEBBLE BEACH

(Continued from page 5)

MG-V8. Just a spindle on this same corner. Fortunately, all escaped personal injury. Bill Parkinson later drove MacDough'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.

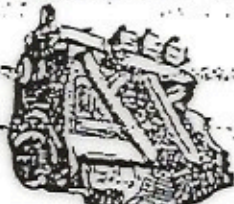
Between races—spectators running like mad to a new vantage point from which to watch the next race. The grass is always greener just over the fence. Crowd control was excellent (except across roads and end of race) and running of seats.

Sports Car Club. In this brand of stewardship keeps up, sports car racing is here to stay.

Concours d'Elegance. After an admiring crowd there were many cats 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.

## THE BIGELOW GIMMY PRODUCES 248 HORSEPOWER AT 4850 RPM



Equipped with the Iskenderian \$40.00 rocker arm track grind cam Kenny Bigelow's hardy 270 GMC (bored to 300 cu. in.) produced these enviable results on the Tony Corana dynamometer. This engine resulted in a 2300 pound '57 Chevrolet Coupe on its first two entries at the Santa Ana Acceleration Trials won the Coupe Trophy clocking 97.8 mph at the finish of 1/4 mile, and has also clocked 133 mph in Dry Lakes competition. The above engine was built for a total cost of \$250.00, which figures \$1.40 per horsepower—an important feature to consider.

A special brochure prepared by Kenny Bigelow is available. It gives important facts on converting the GMC engine for racing or fast road car use. Be sure to ask for it when sending for our catalogue.

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### THE DEL MONTE HANDICAP

| Pos. | No. | Car         | Driver           |
|------|-----|-------------|------------------|
| 1    | 3   | Alfa Romeo  | Phil Hill        |
| 2    | 26  | Edwards Sp. | Sterling Edwards |
| 3    | 32  | MG-V8       | Ritchie Ginther  |
| 4    | 14  | Cad-Allard  | Jack Armstrong   |
| 5    | 14  | Cad-Allard  | Bill Pollack     |
| 6    | 20  | Ferrari     | Jim Kimberley    |
| 7    | 17  | Jaguar XK   | Bill Broeze      |
| 8    | 17  | Cannon Sp.  | Jim Seely        |
| 9    | 38  | MG-TC-S     | Jack McAfee      |
| 10   | 60  | MG-TD       | Don Parkinson    |

### THE CYPRESS POINT HANDICAP

| Pos. | No. | Car       | Driver       |
|------|-----|-----------|--------------|
| 1    | 8   | Jaguar XK | Dick Jackson |
| 2    | 28  | MG-TD-V8  | Dick Jones   |
| 3    | 5   | MG-TD     | Sam Wells    |
| 4    | 23  | Jaguar XK | Bob Menefee  |
| 5    | 18  | MG-TD     | George Rush  |
| 6    | 08  | MG-TD     | Tip Blume    |

### THE PEBBLE BEACH CUP

| Pos. | No. | Car         | Driver           |
|------|-----|-------------|------------------|
| 1    | 14  | Cad-Allard  | Bill Pollack     |
| 2    | 40  | Cad-Allard  | Jack Armstrong   |
| 3    | 4   | Jaguar XK   | Bill Broeze      |
| 4    | 2   | Alfa Romeo  | Phil Hill        |
| 5    | 42  | Simca       | Roger Darlow     |
| 6    | 30  | Jaguar XK   | Jack Cooper      |
| 7    | 11  | MG-TC       | John von Neumann |
| 8    | 36  | GMC Allard  | Bustil 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   | 14  | MG-TC       | Barry Wagner     |
| 14   | 19  | Merc-Allard | Colonel Stelmess |
| 15   | 10  | Crosley HS  | Gene Davin       |

### 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 Diett 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.