

THE ALLARD REGISTER

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1950 WATKINS GLEN GRAND PRIX

From a report in the December, 1950 issue of Motorsport of the meeting which included the Seneca Cup Race, the Queen Catherine Montour Cup Race as well as the International Grand Prix we extract the following:-

"Erwin Goldschmidt of New York driving a Cadillac powered Allard took the main Grand Prix event in an exciting exhibition of fast, but heady driving. Goldschmidt, a member of the Motor Sports Club of New York, got away in 24th position and by the sixth lap of a 15 lap, 99-mile race, had moved into the lead. Accidents, of course, contributed his rapid gain. Collier was riding in second place at the time he was injured and Tommy Cole of Sayville, N.Y., who was driving a Cadillac-Allard, had the lead. In the second lap he hit some loose gravel near Corning Hill and went into a spin. He got out of the spin but slid over an embankment to the left and was out of the race. Bill Milliken, tooling a Bugatti owned by Dr. S. L. Scher of New York, drove into Townsend Corner too fast. He hit a self shoulder coming out and rolled into the left ditch where his car caught fire.

From about the sixth lap on, the race became a three-way contest with Goldschmidt leading, followed by F. G. Wacker of Chicago in a Cadillac-Allard and Briggs Cunningham in third spot in a Cadillac-Healey. Cunningham passed Wacker in the 12th lap but Goldschmidt had built up such a lead that he was practically running alone. Considerable suspense was brought on in the final lap when a false report stated the Goldschmidt car was throwing oil. Later it was reported he was having engine trouble. At the end of the race, he said, he had had no trouble at all.

Goldschmidt had warmed up for the final race by grabbing second place in the Seneca Cup event which started the program. First place went to Phil Walters, a former midget driver who ran under the name of Ted Tappett and now operates a garage at Freeport, Long Island. Walters was driving the Cadillac-Healey owned by Briggs Cunningham who drove the same car to second position in the Grand Prix Final."

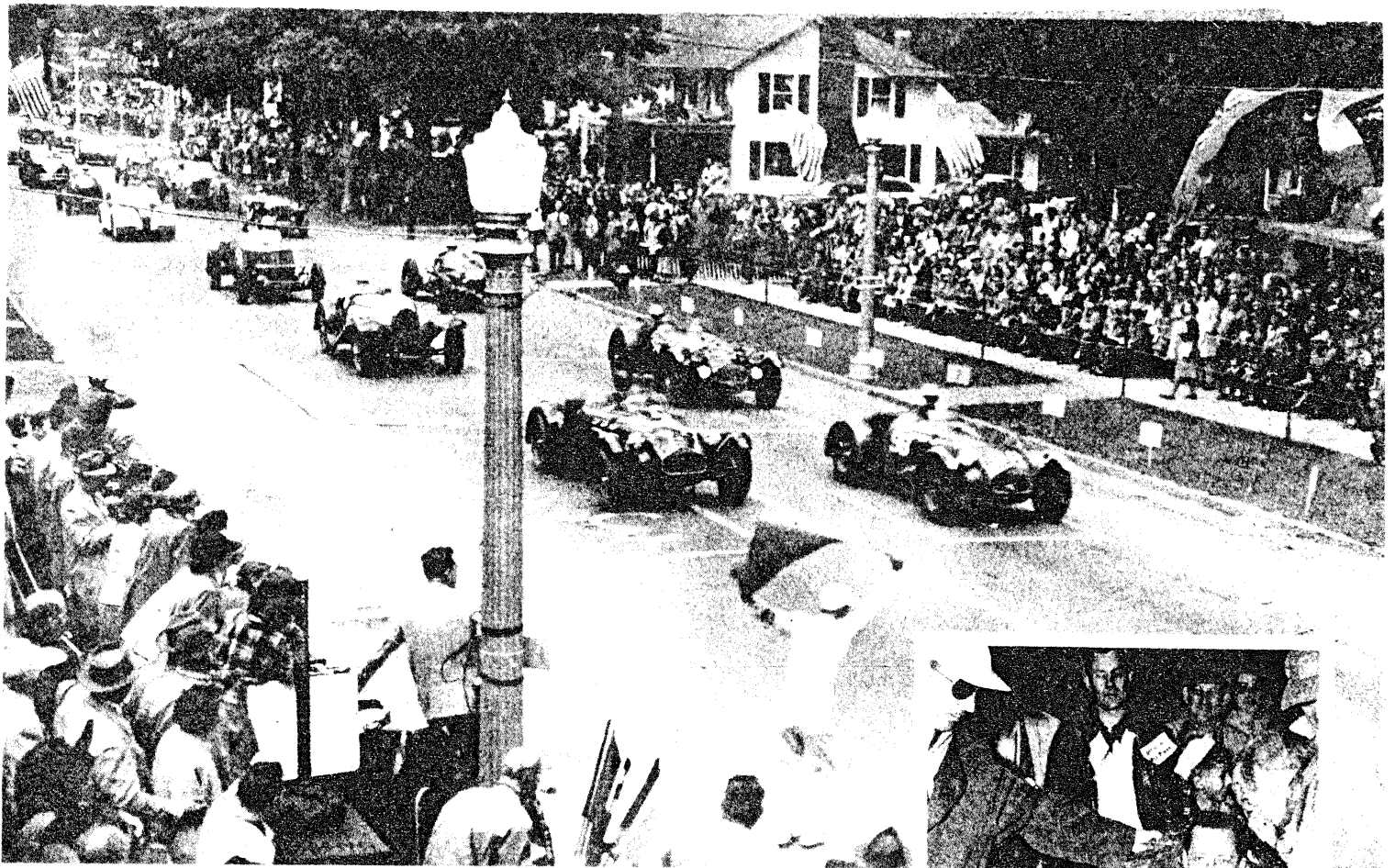
The result was as follows:-

- 1st: Alfred E. Goldschmidt (Cadillac-Allard)
- 2nd: Briggs Cunningham (Healey-Cadillac)
- 3rd: F. G. Wacker, Jr. (Cadillac-Allard)
- 4th: J. H. Kimberley (Ferrari)
- 5th: S. Bird (Alfa-Romeo)

Our picture shows the Allards at the start of the Seneca Cup Race. Many congratulations to our Vice-President, Mr. Fred Wacker for finishing in third place in the Grand Prix. ED.

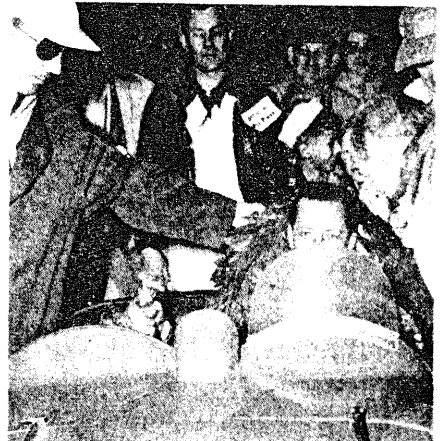
The 1985 VINTAGE Grand Prix to be held at Watkins Glen is scheduled for the 13th/15th September and reports from our Assistant Hon. Sec., who is kindly dealing with the booking of rooms at the 'Lodge on the Green' in Corning, New York, is that they are rapidly being taken up. Many members have expressed their intention of attending and it appears almost certain that this event will attract more Allard cars in one place than ever before anywhere in the world.

Member Don Milligan, of Andover, Mass., U.S.A. advises us that a good day's sport was had at the recent Hunniwell Hill Climb. Four Allards competed and they were Jim Donick (K2), Andy Picariello (J2), Ray Holtzapple (J2) and Win Hall (M2X). The Lotus people were the fastest. Don writes - "I enjoyed reading Tom Lush's account of his travels around this part of the world. He has seen a good deal more of it than I have!" Many thanks, Don, for your letter. ED.



# WATKINS GLEN *1950.* GRAND PRIX

**120,000 Spectators Brave Cold Breezes  
To Watch Third Annual Event of S C C A**



Off to a flying start in the Seneca Cup Race. Cars are moving at speed nearing the end of the paced first lap. The starter's flag is ready to drop. Formation is perfect. (Inset) Erwin Goldschmidt, Motor Sports Club, winner of the Grand Prix.  
*(ALLAPR)*

THE REBUILDING OF J2X:3162

- by our Los Angeles Rep, BOB LYTLE.

No. 3162 was the twelfth from the last J2X Sydney Allard built. It was sent to the U.S.A. in February, 1953 where it appeared in the World Motorsports Show in New York the following month. Its ownership changed hands five times until it was purchased by a 19-year-old "Hot Rodder". The car was converted to a dragster and campaigned in the State of Michigan for eight years. Its first Cadillac engine was replaced after it expired and the first of several experimental Buick engines was installed. The boy's father worked in the experimental engine plant of the Buick factory. Consequently, General Motors provided all the engines to go drag racing with. The rear springs were jacked up to accommodate 11-inch wrinkle wall slicks, tall gears installed in the rear end and the trans locked in second gear. The car's best time was 10.61 seconds and 160 m.p.h. at the end of the  $\frac{1}{4}$  mile run. After accumulating a room full of trophies, No. 3162 was sold to several subsequent owners until it found its way to my house in California. Enough of its former history.

I thought I would write a brief report on the tribulations of rebuilding this old racer. Perhaps some items will be of interest to those who are contemplating an extensive rebuild. I use the term rebuild since the car was upgraded, with some components redesigned as opposed to the normal cosmetic restoration.

First, several Polaroid pictures were taken from different angles, especially showing the placement and fitting of the steering connections and drive train. Details can fade from memory during a two year-plus disassembly. Next came the easy part - removal of the body and all the ancillary equipment right down to the bare frame. Suddenly I had a two-car garage completely filled with Allard bits and pieces. The body panels were hoisted overhead and tied to the rafters with ropes.

The frame was measured diagonally to make certain it was straight and true and not a parallelogram. The front crossmember was replaced as it had been improperly repaired after having been cracked, no doubt as the result of a giant wheelie on the drag strip. The center crossmember was replaced, as 90 per cent of its center had been torched away to make room for the transmission mount. A new center crossmember was fabricated with a dropped "U" shape to accommodate a lowering of the transmission and was welded in. New engine mounts were installed to lower the engine five inches. This, to provide added hood/air cleaner clearance and lower the center of gravity. Also, the engine was moved rearward two inches to make room for a larger radiator. This in turn necessitated a shortening of the driveshaft which was re-balanced. The differential was lowered  $\frac{1}{4}$ " to provide a straight driveshaft and also reduce the axles U joint angularity. New battery boxes were welded in, in their original locations. After all unessential holes in the frame were welded closed, it was sent to the sandblaster where 30 years of grime and rust was removed. The frame was now primed and painted silver.

The front springs were in good condition, but the rears had been stretched by installing coil spring jacks in an effort to get enough clearance under the fenders (wings) to allow for the giant dragster tires. After removing these jacks I found, to my amazement, that the springs were so crooked they would not stand on the floor without toppling over. They were sent to a spring specialist who straightened and brought them back to their proper standing height, after which they were reheat treated.

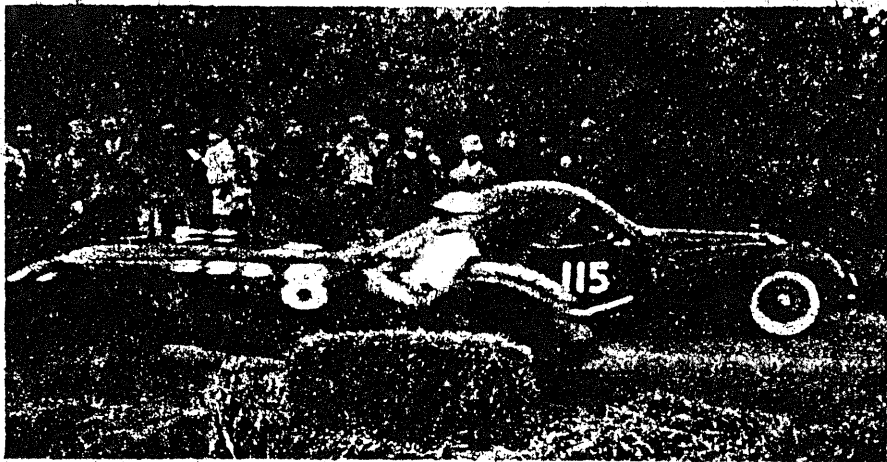
The differential was disassembled and a new ring gear and pinion installed. The old crown gear had a piece of tooth missing. Also replaced was the welded up center cross and side gears which provided a locked up axle. No wonder the car chattered when going around a corner!

The inner axles had been replaced at an earlier date and were in good condition. However, the two outboard axles were twisted and cracked. One had the drive key sheared off, which ruined the inner hub. New axles were machined and heat treated along with one hub. All six of the hubs were lapped into their corresponding axle tapers with valve grinding compound. This provided a perfect fit and reduced some of the driving force off the keys.

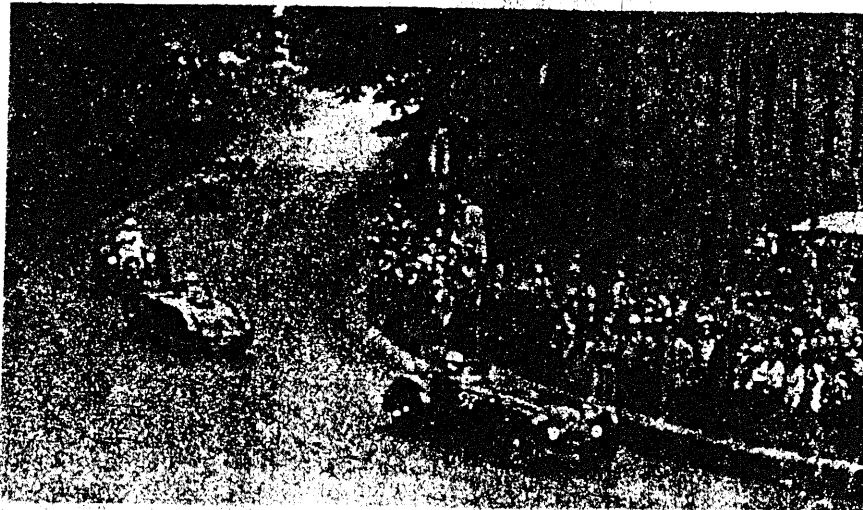
The front and rear axle assemblies were reinstalled with new restraint straps.

Two master cylinders were installed in the same location as the original. The cylinder that operates the front brakes is slightly larger of bore to operate the four wheel cylinders. The auxiliary cross shaft and linkage into the two masters

/continued on Page 3.

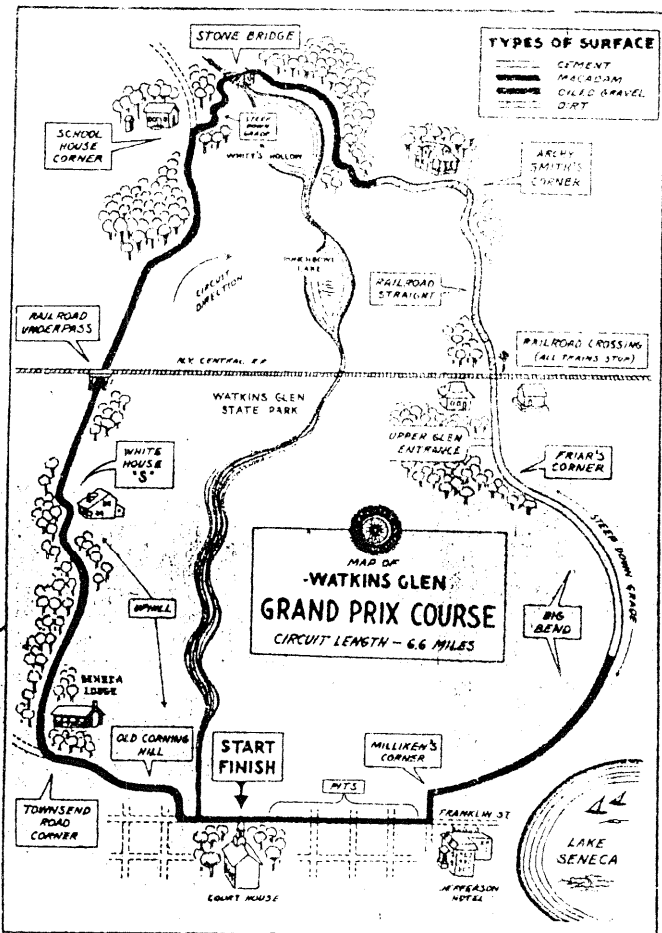


Talbot No. 115, driven by D. Floria, spins out in the Grand Prix at the foot of Old Cornish Hill. The cars swung clear soon enough to let Fred Wacker in his Cadillac slip by. Floria got back on the road and resumed the race. Wacker took third spot.

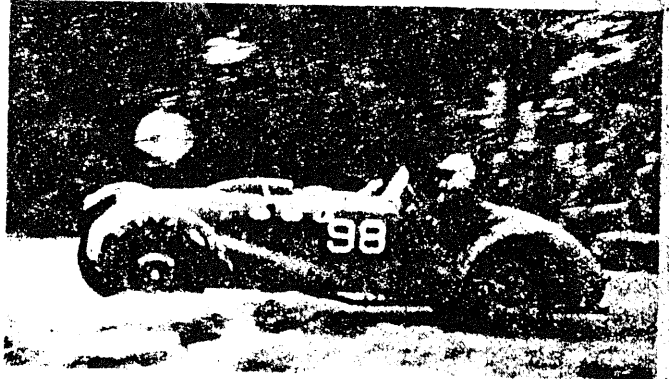


Rounding Milliken's Corner in the Grand Prix.

THE ALLARD REGISTER



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Hurrying Erwin Goldschmidt hit a fast pace to hold the lead in the Grand Prix but drove a careful and heady race. His average of 72 miles an hour was about four miles an hour faster than the 1949

Bill Milliken's Bugatti goes up in smoke at the left of the road but the other drivers keep on with their knitting. The car rolled, but Bill was unhurt and got out before the fire started.



/continued from Page 2.

work off the original Allard brake pedal shaft. I designed the adjustable linkage to ensure the rear brakes would be applied a little before the fronts. All new brakes piping was installed along with the four flexible hoses. All wheel cylinders were reconditioned. Ceramic-metallic lining was mated to the Lockheed cast-iron drums.

As this car had never been road raced, there was never a premium demand for optimum stopping capacity. Consequently, the backing plates were never drilled. Now they look like swiss cheese. Air scoops were added front and rear with large flexible plastic tubes ducting the cooling air into the rear brakes.

To be continued.

See next issue for rebuilding of engine, transmission, body work, etc. ED.

We extend a very warm welcome to the following new members:-

R. Murray-Evans	of Gravesend, Kent, ENGLAND.	J.2138; K.617; 91P 2065
M. J. R. Knapman	" Surrey, ENGLAND.	J2.1559; K2.2080; P1.2292
H. E. Wilson	" Fulton, New York, U.S.A.	J2X Replica.

In a letter from Bert Fredrickson of Verona, Wisc., U.S.A. he writes:-  
 "... I have put a few new parts on my K3 and am looking forward to driving it again this summer..... The Allard today is still a beautiful masterpiece, and I think the style, etc. is the best...."

Many thanks for your letter, Bert. I entirely agree with your sentiments. ED.

We have received an invitation for our MIA, MAN, FP to participate in the following events organised by the Veteran Car Club of Czechoslovakia:-

June 20/22nd	9th International motor cars manufacture	1 39 638	ally "Ostrava '85" for 1956.
September 14/15th	International Circ Racing motor cars	2 41 648	ne Historic Sports, G.T. and
September 20/21st	International Hill G.T. and Racing m	3 42 668	les on the autodrome at Moet.
Entry forms from JIRI VANEK, Vyskovi		4 43 683	"HOMO" for the Historic Sports, manufactured before 1961.
		5 44 691	OSTRAVA-ZABREH, Czechoslovakia.

John Peskett, of Leicester, England  
 "...Thanks for the Bulletin - a good steadily, the latest job completed by sections..... At the Prescott speed was placed first in the classic car (Roger Murray-Evans (K.1) second, and Thanks very much for your letter, John for your fine performances. ED

We have received the following from:

MILLE MIGLIA

The Brescia Automobile Club which Mille Miglia informs you that the next will be held in May 1986, according to

The exact date will be communicated as well as the official manufacturers: Mille Miglia 86.

Other car shows programmed during Mille Miglia formula are to be considered the Brescian show.

Regarding this the Brescia Automobile name and the red arrow trade mark is especially foreign ones who do not know

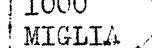
The C.S.A.I. (Italian Motor Sport) taken measures so that in the sports be named other than the one organized deposited and registered the name and concept and the historical propriety

All keys available on attached sheet: 4 sets Phase II brake linings (8) with 8 relined Phase I shoes: £15 plus postage J2, J2X: £14 each plus post. Appl: Herts. SG8 7JS. (Phone 0763-43182)

FOR SALE

14	46	701	
15	47	715	L. My K.1 is coming along
16	48	735	and refitting of the floor
17	49	740	May 4th/5th, the TR3/4 Special
18	50	741	1965 cars on handicap, with
19	FA	747	(L type) third..."
20	14	701	ulations to you, Roger and Sue
21	15	701	
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38	32	701	

Club Brescia, ITALY:-

Red Arrow 

1957 organized the classic the re-evocative Mille Miglia calendar.

European and overseas drivers given their adhesion to the

ear which ambiguously copy the which have nothing at all to do with

expresses the bad taste with which the organizers to cheat participants, the incorrect methods.

for their part, has already the car show called Mille Miglia may the Mille Miglia to protect the Brescian race.

stock: 50p U.K., \$1 U.S.A. + post. 2 per set plus £1.72 post. wheel cyls. Phase II suit P1, K2, person, 23, Hawthorn Way, Royston,