

THE ALLARD REGISTER

President

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Vice-President

FRED G. WACKER, Jr.
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THE BULLETIN

January/February, 1975.

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Our Hon. Secretary wishes all members a very happy New Year, and thanks them for their many communications of greetings and good wishes.

We wish to advise members that we have just received from our suppliers a new supply of plastic stickers "THE ALLARD REGISTER", which will adhere to either bodywork or windshield. We would mention that they do not damage the cellulose. Price 25p or 60p, inclusive of air mail postage.

We are pleased to extend a very warm welcome to our new Vice-President, Mr. Fred G. Wacker, Jr., President and Chairman, Ammco Tools Inc., and Liquid Controls Corp. of North Chicago, Illinois, U.S.A.

Fred is a very versatile and talented gentleman who raced the famous '8 Ball' Allard J2 with considerable success in the early 1950's. Born July 10th, 1918, he graduated through Yale University in the late 1930's (Bachelor of Arts) and during the second World War saw action in both the Atlantic and Pacific areas particularly in the Luzon, Okinawa and Iwo Jima Operations.

He was married in 1958, and has three children. His eldest son, Frederick G. Wacker III, is 15 years of age.

Companies and Products.

Ammco Tools Inc. manufactures and sells automotive brake service, engine rebuilding, wheel balancing and alignment tools and equipment. Liquid Controls Corp. manufactures and sells positive displacement flowmeters, valves and various liquid measurement devices for petroleum, food, chemical, general industrial and military use.

Auto Racing.

1949 - Founded Chicago Region of Sports Car Club of America.

1951 - Vice-President, Sports Car Club of America.

1952/3 - President, Sports Car Club of America.

Fred Wacker appeared as a sports car race driver on various circuits and Air Force bases, and drove as a professional in Europe for two seasons on the International Grand Prix circuit for the French Gordini team. He also drove for Briggs Cunningham and later for Maserati Brothers.

RACING RECORD

<u>Date</u>	<u>Place</u>	<u>Car</u>	<u>Position</u>
9/17/49	Watkins Glen, N.Y.	M.G.	6th overall, 3rd class. Spun once, hit hay once.
1/3/50	Palm Beach Shores, Fla.	M.G.	Retired.
6/10/50	Bridgehampton, N.Y.	Healey-Silverstone.	1st in class. Tore fender in hay.
1950	Elkhart Lake, Wis.	Healey-Silverstone.	2nd overall. 1st in class.
9/16/50	Watkins Glen, N.Y.	Cad-Allard.	3rd.
12/31/50	Sebring, Florida.	Cad-Allard.	1st. Burrell hit hay.
3/51	Buenos Aires, Argentine.	Cad-Allard.	2nd. Spun.
6/51	Bridgehampton, N.Y.	XK-120	3rd in class.
1951	Le Mans, France.	Cunningham.	Retired.
9/15/51	Watkins Glen, N.Y.	Cad-Allard.	Retired. Spun twice on main straight.
12/8/51	Palm Beach Shores, Fla.	Cad-Allard.	2nd.
3/8/52	Vero Beach, Fla.	Cad-Allard.	Retired.
5/24/52	Bridgehampton, N.Y.	Cad-Allard.	2nd.
8/3/52	Janesville, Wis.	Cad-Allard.	1st.
9/7/52	Elkhart Lake, Wis.	Cad-Allard.	Retired.
9/19/52	Watkins Glen, N.Y.	Cad-Allard.	Retired.
10/26/52	Turner AFB, Albany, Ga.	Cad-Allard.	3rd.
2/12/53	MacDill AFB, Tampa, Fla.	Cad-Allard.	Retired.
4/12/53	Bergstrom AFB, Austin, Tex.	Cad-Allard.	2nd. Threw rod.
4/19/53	Pebble Beach, Calif.	XK-120	Retired. Clutch.

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<u>Date</u>	<u>Place</u>	<u>Car</u>	<u>Position</u>
5/24/53	Chimay, Belgium. (Grand Prix des Frontieres)	Gordini.	3rd.
5/31/53	Nurburgring, Germany. (Course de l'Eifel)	Gordini.	9th. Spun in practice.
6/14/53	Le Mans, France.	Osca.	Retired.
6/21/53	Spa, Belgium. (Grand Prix de Belgique)	Gordini.	9th
7/4/53	Offutt AFB, Omaha, Nebr.	Allard JR.	1st in class.
7/26/53	Wilmot Hills, Wis.	XK-120C.	1st.
8/23/53	Berne, Switzerland. (Grand Prix de Suisse)	Gordini.	Practice. Concussion, broken rib, black eye, bruises.
11/21/53	Wilmot Hills, Wis.	Cad-Allard.	1st.
5/2/54	Andrews AFB, Washington, D.C.	Cad-Allard.	2nd, Class B.
5/23/54	Wilmot Hills, Wis.	Cad-Allard.	1st overall.
5/30/54	Atterbury AFB, Indianapolis, Indiana.	Arnolt-Bristol.	1st in class, 5th overall.
6/6/54	Chanute Field, Rantoul, Ill.	Arnolt-Bristol.	Retired.
7/4/54	Offutt AFB, Omaha, Nebr.	Arnolt-Bristol.	Retired.
8/8/54	Lockbourne AFB, Columbus, Ohio.	Arnolt-Bristol.	2nd Class D.
8/22/54	Grand Prix de Suisse, Berne.	Gordini.	Car broke down.
9/5/54	Grand Prix of Italy, Monza.	Gordini.	6th.
9/12/54	Cahours, France.	Gordini.	4th
9/19/54	Grand Prix of Berlin, Germany.	Gordini.	6th
7/3/55	Milwaukee Grand Prix.	Porsche.	Throttle linkage broke while in 2nd place.
9/17/55	Watkins Glen G.P.	Cunningham C4RK.	8th Overall. 2nd Class B.
3/10/56	Walterboro, S.C. 105 Mile Race.	Cunningham C-4 roadster.	6th overall. 1st Class B.

Music.

Fred Wacker started playing professionally in New Haven, Connecticut, in 1936. In 1955, upon retiring from racing, he organized his dance orchestra, which has played for numerous private and club parties and also at the Aragon Ballroom, Blue Note, Easy Street, and Black orchid. The orchestra also has been heard on Monitor and the television shows "In Town Tonight", and "Tonight". The 12" LP entitled "Freddie Wacker and His Windy City Seven" was marketed by Dolphin Records, a subsidiary of Doubleday & Co., Inc., in 1957. In 1959 he reorganized as a big band. LP Stereo "The Fred Wacker Big Band Swings Cool" was released by Cadet Records in 1966, receiving WSDM's Album of the Month award. Later the band has played for the Percy-Rockefeller wedding reception, the Memphis Symphony Ball, plus 3 months at the Adria in Lake Bluff.

Sports.

Sailing, golf, tennis, bowling and motorcycling.

We reproduce the following, by kind permission of the Singer Car Club:-

BATTERY EXPLOSIONS: A HAZARD TO HEALTH

By F. H. Davidorf, M.D. of Columbus, Ohio, U.S.A.

As the cold weather sets in throughout most of the country, many people find themselves having difficulty starting their cars. I personally was not aware of the potential health hazard of so simple a procedure as jumping a battery to start a car until recently, when I was confronted with several patients who sustained injury due to battery explosions.

Report of Cases

CASE 1. A 30 year old woman had a battery explode in her face while she was using jumper cables to start her car. She sustained a central corneal laceration that required hospitalization and intensive medical supervision while it was healing. Fortunately, she developed only a small corneal scar and now has

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good vision in that eye.

CASE 2. A 60 year old man underwent a similar episode as in Case 1. He sustained a contusion injury to the eye with foreign material in the conjunctiva. There was damage to the chamber angle resulting in a secondary glaucoma. The contusion to the eye was great enough to cause a retinal hole. It was necessary to seal the retinal hole with surgery.

CASE 3. A 47 year old man sustained an injury to the left eye when a battery exploded in his face. A severe ocular haemorrhage resulted in total loss of vision. In addition, multiple lacerations about the face will require plastic surgery at a later date.

This letter is written to document the danger involved in using a booster battery to start a car. Charging batteries releases a mixture of hydrogen and oxygen gases that will explode with great violence if a spark or flame is brought too near. Even in noncharging batteries, small quantities of hydrogen are given off at the negative plates.

Because of the danger of battery explosions and the frequency with which jumper cables are used, a procedure was described by the Frestolite Company outlining the proper method of starting a dead battery with jumper cables. One should check the water in the cells of the discharged battery. If the water is frozen the possibility of a battery explosion is greatly increased, and the battery should be allowed to warm sufficiently so that the water melts.

One must identify the positive and negative poles of both batteries. The colour of the cable wires is not consistent from car to car and is generally not of value in identifying the positive pole. The positive pole is connected to the starter switch and the negative pole (which is the ground) is connected to the engine block. Connect one end of the first cable to the terminal of the discharged battery that is connected to the starter switch (positive pole). Then connect the other end to the positive terminal of the booster battery. Now, connect the second cable to the negative terminal of the booster battery and then to the engine block of the discharged battery as far away from the battery as possible. Engage the starter of the car with the discharged battery. If it does not start immediately, start the engine of the other car to avoid excessive drain on the booster battery. After the car with the discharged battery is started and running normally, remove the cable connection at the engine block first, then remove the other end of the cable from the booster battery. Disconnect the other cable from recharged battery first.

The report is not meant to condone the use of jumper cables by the layman, but if it is done, it should be performed with the least amount of risk.

The Hon. Secretary and his wife visited the Racing Car Show in London on Sunday, 5th January, and were very pleased to meet several fellow members at the Refreshment Bar in the Gallery during the afternoon. Amongst the "out-of-town" members were John Patterson from Royston, Ken Wilks from Enfield, and Tony Robbins from Brierley Hills, Staffordshire.

THE CUMBRIA RUN.

This event comprises a road run for all historic vehicles (i.e. 20 years and over) from Penrith to Silloth-on-Solway with final concours and display in conjunction with the Cumbria Exhibition on Silloth Airfield. This takes place on Sunday, 25th May next. Further particulars from our Hon. Secretary.

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

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|-----------------------|---------------------------------|----------|
| Henry V. Wheeler, III | of Roy, Utah, U.S.A. | 99J 558 |
| P. R. B. Reilly | " London, S.W.19., England. | - |
| B. M. Golder | " London, E.C.3., England. | J2 |
| G. M. Sutcliffe | " Handforth, Cheshire, England. | 91P 2056 |

FOR SALE

1950 F type Allard saloon, 3633 c.c., Ford V8 engine plus one spare engine. Purchased by present owner in 1959, and in course of restoration. 90% complete. For further particulars, apply Mr. Guy Smith, 72, Marple Road, Charlesworth, Broadbottom, Hyde, Cheshire. (Telephone Glossop 5129)

REMINDER. When sending your subscription for 1975 increase it to include your car stickers requirement (see front page).