

THE ALLARD REGISTER

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FRED G. WACKER, Jnr.
U.S.A.

THE BULLETIN

January/February, 1978.

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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 recently received from our Mid-West U.S. correspondent, Don Hudgins, a copy of Hemmings Motor News and a catalogue of Joe Smith Automotive Inc. There is a wealth of information about supplies in Hemmings Motor News and in the Joe Smith catalogue are advertised many parts for early Fords '32 thru '48. For our members with P type saloons, early K1's and M type coupes which are fitted with old style s.v. Ford and Mercury V8 motors and gearboxes, this is a good source for parts. Their address is 3070 Briarcliff Road, N.E. Atlanta, Georgia, 30329. (404-634-5157)

Our Hon. Secretary writes:-

Whilst wishing all our members good motoring in 1978, I should like to say very many thanks to all those members who wrote me during the past year. In particular, those members who wrote such interesting technical articles and items for The Bulletin.

Member Everett E. Carlson on the article he wrote on his complete rebuild of his P type saloon, and especially the fitting of a U.S. Ford three speed all synchro-mesh gearbox with hydraulic clutch. Following on this came a most interesting contribution by member Tom Carstens, and the method adopted to stop gearbox failure on his very successful racing J2. Member Dean Butler's article on fitting Hilborn fuel injection to his Ardun-Mercury J2 was an extremely interesting technical contribution. Another interesting item was from Clive Richardson who fitted a 3.8 Jaguar motor and Jaguar Mark 9 gearbox plus overdrive to his K type; and Dr. Dave Cavicke using Chevrolet 4-speed transmission in his J2X with the appropriate adaptor ring for the engine, together with a shortened open drive shaft. Also I should mention member Robert H. Guile's ingenious method of dealing with rust in the gas tank of his K type.

Other interesting letters of a non-technical nature were much appreciated, and came from Dr. Cordell H. Bahn, Andy Picariello and John R. Queen (U.S.A.); Bill Wilson (New Zealand); Jim Donick (Paris, France); Dave Pidgeon (Ontario, Canada); Malcolm Saunders (Devon, England) and Len A. Bunn in Bahrain. Len wrote to say that the price of petrol in that Gulf State is 10p per gallon. It is odd to think that about 7½ gallons can be bought in Bahrain for the price of one gallon in the U.K.

Also I thank our Mid-West U.S. correspondent, Don Hudgins for dealing so efficiently with many queries and enquiries during the year.

Finally, I hope that during 1978 we can look forward to receiving as good a selection from our members as were received last year.

We reproduce the following article by kind permission of the publishers of 'Road & Track':-

FRED WACKER

At the tender age of ten, Fred Wacker saw his first dirt track race in Phoenix, Arizona. It all began right then and there. By the time he was 13 he was dragging his father to the "Big One" at Indianapolis; he has been there almost every year since.

It is not hard for Fred to recall his first automobile because of the memorable circumstances surrounding the deal. Before he knew there was such a thing as a driver's license, he played hookey from school and squandered \$15.00 (which he had carefully saved) on his first car, a Model T Ford. Upon returning home after his first day's tour with his proud new possession, he was met with a warm welcome by, not only his parents, but also the principal of the school. So ended "Operation Driving" for some time to come. Like most of us, Fred later took a fancy to motorcycles, owning at various times two Indians and a Harley-Davidson.

Sports cars entered his life after the war as a result of his reading an article in 'Fortune' magazine on foreign cars. There and then he decided to buy his first one - a jet black TC MG - one of the first to be delivered in the West.

When he went to Indianapolis in 1949, he became lost (in his MG) in the awful traffic prior to the race. He eventually found himself staring at the exhaust pipe of a handsome blue Bentley. Bill Spear and Sam Bailey (sympathetically looking down

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upon him) started a conversation, and it all ended with their arranging for Fred's membership in the Sports Car Club of America. Returning to Chicago, he got together with other enthusiasts, among them, Cameron Peck, Dave Garroway, Carl Mueller, and Corky Hamill. This nucleus originated what was to become the Chicago Region of the Sports Car Club of America. Fred was its Regional Executive during its first two embryonic years. Last year he was elected to the office of Vice-President in the national organization of the Sports Car Club of America, and this year, was voted into office as President ... as proof of his value to the club.

His success in developing one of the strongest regions of the national club stemmed from his full appreciation of the fact that a club's activity must encompass events to please every member. His MG was a contender in every type of event - rally, hill climb, acceleration trial, egg race, even serving as fresh air taxi to and from evening "clinics" where he joined other enthusiastic members.

But as is usually the case, his MG did not stay in stock condition long. He shaved 3/32" off the head, put in over-size valves, took off the fenders and other weight consuming items, and entered the car in the 1949 Watkins Glen Grand Prix with a big number 8 on the side. His father, a well-known Great Lakes sailor, used this number on his sails. Fred was the junior member of his dad's crew, and he has always considered 8 his lucky number.

In his stripped-down MG (this was before Sports Car Club of America strictly enforced the F.I.A. regulations governing sports car racing) and burning 100-octane aviation gasoline, he was successful in finishing 3rd in the 1500cc Class at Watkins Glen and 6th in the entire race. Incidentally, Tom Cole won this Class in an HRG and John Fitch was 2nd in another MG TC.

His next race was the 100-miler at Palm Beach Shores early in 1950. Halfway thru the race he blew a head gasket, which may have been subjected to undue strain (the car having been driven flat-out from Chicago to Palm Beach in order to make the event).

A snap-decision by the judges permitted him to continue the race in another MG whose driver had not been able to start. Wacker thereby earned the unique distinction of being the only sports car driver in America to drive two different cars in the same race. Incidentally, this strange interpretation of the rules did not make any difference in the final standings because Freddie was forced to retire ... loss of oil pressure a few laps before the finish.

He appeared at Bridgehampton for the first time in 1950, finishing First in Class D, driving Jim Kimberly's red 2.5 litre Healey-Silverstone. I can remember Fred's saying how highly embarrassed he was by the fact that in this race he had the most difficulty in shaking Miles Collier, who was driving Donald Millager's famed supercharged 750cc Le Mans MG. Nevertheless, Wacker and Kimberly shared a prize for being the most outstanding novice drivers at this event.

At Elkhart Lake that year he again drove Kimberly's Healey to 2nd, being beaten only by Kimberly in his 2 litre Ferrari.

He had been talked into the Cadillac-Allard idea by its daddy, Tommy Cole, and ordered one from the Allard works - with the added feature of the first Hydramatic transmission ever to be used in racing. In the 1950 Watkins Glen Grand Prix he drove this car to a solid 3rd after running in 2nd position for the first 12 laps. The car was completed just four days prior to the race.

In last year's 6-hour race at Sebring, Florida, Fred drove this same "8-Ball Special" to a Class B victory in the handicap event and actually covered the most distance of any car in the race, regardless of handicap. One of the highlights of this race was a three-way duel in the first two hours between Erwin Goldschmidt (another Cadillac-Allard), Phil Walters (Cadillac-Healey) and Fred, during which the overall lead of the race changed countless times and on almost every lap. Frank Burrell of Detroit, who developed the car, was Fred's co-driver.

In March of 1951 he went to Buenos Aires with the American team to drive against the best amateurs in the Argentine. John Fitch, driving Tommy Cole's Cadillac-Allard, led the entire distance and won the South American event, but not without being closely pursued for the first 75 miles by Fred, who at this point, in an over-exuberant effort to catch the flying Fitch, spun on a turn and ended up on top of the hay bales. With the help of about 30 volatile Argentine spectators, he got the car off the bales and finished 2nd - despite two exhaust pipes which had been almost completely closed by the crash.

He returned to Bridgehampton to drive Paul O'Shea's brand new stock XK-120. The event started with a three-way XK duel between Wacker, Ryder, and Gray, with Ryder coming out the victor in the last lap.

Several days later Fred left for Le Mans with the Briggs Cunningham team as co-driver (with George Rand) of one of the Cunninghams. Fred got in only one shift at Le Mans, driving from eight in the evening until a little after midnight, the last

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three and a half hours of this "tour" being in a driving rain storm. Next to his first appearance at Watkins Glen, he regards this as his most thrilling racing experience. Co-driver George Rand, ran into brake trouble and, as a result, the Cunningham spun in the wet weather and was forced to retire.

By this time Fred had a bright red Cadillac-Allard on the way, also with a new and improved Hydramatic transmission. The red car made its first appearance at last Fall's Watkins Glen Grand Prix - this car, too, having been completed only four days prior to the race. In addition to the Hydramatic, its features, like the old one, were dual Carter Carburetors, magneto, Burrell intake manifold, Rudge wheels, and dual exhaust manifolds. He used a 3.78 gear in the rear end. The car gave promise in the early stages of the race, but was forced to retire on the next to last lap because of no power at the rear wheels - occasioned by shearing of the keyways in the two stub axles. The retirement was originally blamed on the Hydramatic, but it actually came thru the race in fine shape and is going to stay in the car. Fred says he got a "hot-foot" in this race because there were no floor boards in the car (due to the last minute rush). During the first three laps, 280°F. Hydramatic oil splashed out of the breather all over his feet and legs.

Fred is also the owner of a handsome yellow 1911 Delauney-Belleville, which he purchased from Cameron Peck and is a sister car to the Czar of Russia's favourite of that day. He drives this car regularly.

Automobiles are not only Fred's hobby, but indirectly his business. He heads a twenty-eight year old organisation (founded by his father) which manufactures the Amco line of engine rebuilding and brake service tools, including cylinder hones, ridge reamers, boring machines, and brake shoe grinders and is a director of the Motor Equipment Manufacturers Association. He was a fighter director officer on an aircraft carrier during the war.

Presently, his ambitions are to see more and better Sports Car Club of America amateur racing in this country, and to beat his Le Mans roommate, John Fitch, in just one race with Johnny ... preferably driving a Cunningham.

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The above article appeared in the May/June, 1952 issue of 'Road & Track', America's leading motoring journal. We regret that we are unable to reproduce the excellent photos of our Vice-President which accompany this article.

FOR SALE

ALLARD K1 two seater 1948. Reg. No: JKD 874. Present owner seven years. Jaguar 'C' type engine with triple 2 in. S.U.'s, 10:1 pistons, Mk 9 gearbox with overdrive, a real flyer. Regularly used, so mechanically excellent. Very sound body - no wood rot. Price: £2,300 o.n.o.
C. Richardson. Telephone: Aldridge 56302 (STAFFS.) May part exchange.

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ALLARD J2R. Chassis number 3402. This car was the car raced by Sydney Allard at the 1953 Le Mans 24 hours. Later it was completely rebuilt by Paul Emery. It is now fitted with Jaguar engine, and is in excellent condition. Price £4,000 o.n.o.
Dr. P. Haverland, Rue Guillaume Marechal 15; 4453 Villers-Saint-Simeon, Belgium.
Telephone: 041-78-65-97.

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WANTED

ALLARD J2X, all complete, but make of engine and trans., or their condition not important. Prefer something that has not been restored, just well maintained. Also does any member know the whereabouts of the '53 J2X original Harry Steel, Lincoln Allard? Sold to a Mr. Assamus of Long Beach, California about 1954. Contact: Robert Lytle, 6378 W. 79th St. Los Angeles, California, 90045 U.S.A.

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Pair of aluminium cyl. heads for 21 stud Ford V8 ALLARD.

ALSO

Information required or a drawing of tow bar equipment for a P type ALLARD saloon.
P. R. Morton, 46, Queens Drive, Heaton Mersey, Stockport, Cheshire. (Tel: 062-442-6363)

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ALLARD J2 or J2X. Contact Duncan Emmons, P.O.Box 381, Rancho Mirage, California, 92270, U.S.A. Phone: Area 714-346-1904. Home 714-328-5555.
