

The Preservationist

The Member Newsletter of the Elkhart Lake Historic Race Circuits Preservation Society
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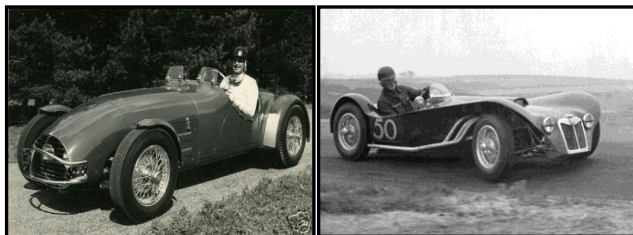
Remembering the MG Specials

There is no question that the MG T-series started America's love affair with Sports Cars. With cars that agile and quick, owners were naturally drawn to racing, testing their driving skills and the performance of their cars. In the period between 1949 and 1952 there were thousands of T-series MGs entered in races across America. The Elkhart Lake open road races reflected the ubiquitous presents of the T-series as 65 percent of the cars entered in the under 1500cc class were T-series MGs (67 of 102).

It was not long before innovative, engineering minded enthusiasts began to modify their MGs seeking greater speed and performance. Windshields were removed and replaced by racing wind screens. Stock air scoping fenders were removed or replaced by cycle style fenders with less wind resistance. Engines were modified and tuned for maximum horse power. Entire bodies were replaced with more streamline and lighter aluminum body work. They became known as the MG Specials.



MG Specials over the year from simple cycle fenders and wind screen to Ken Miles Flying Shingle (lower right).



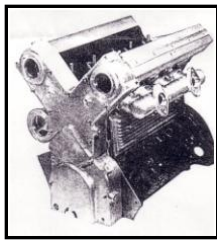
Although California seemed to be the center of MG Special innovation, there was at least one Wisconsin native who wanted to take the concept even further. He was David Uihlein noted car collector and member of the well-known Schlitz brewing family. Uihlein wanted to build an American sports car that could beat the Europeans. Working with racing legends Carl and Tudy Marchese, Allis-Chalmers engineer E.J. Healy, and famed race car constructor Weikko Leppanen, the team used a heavily modified MG-TD chassis and largely TD components. A custom aluminum body 600 lbs. lighter than the original was built that gave the car the look of an Indy roadster of the era... but underneath it was all sports car. It was named the "Uihlein Special".



The iconic two-place Uihlein Special with its characteristic twin cam engine fully exposed.

Perhaps the most interesting feature of the Uihlein Special was its twin cam engine. The bottom end was an MG-TD 1250cc unit. On top of the block sat a hemispherical head with dual overhead camshafts. The head and cam housings are cast in nickel-

alloy steel. The stock cam was left in the block to drive the oil pump and distributor while the two overhead camshafts were gear driven. Dual S.U. carburetors fed the fuel mixture to the intake ports on the left side while on the right side, four ports lead to the external straight exhaust pipe. The hemispherical head allowed valves that were approximately 40 percent larger than the original and the engine produced over 90-bhp, significantly more than the 54-bhp of the stock 1250cc engine.



Uihlein's intention was to offer a twin-cam head in kit form so that others could build their own twin-cam T-types. The plan never came to fruition.

In 1958 MG came out with aluminum twin cam head of its own design mounted on a 1600cc engine that produced 108-bhp. However, it suffered from development problems from the very beginning and was discontinued in 1960.

Note: David Uihlein, who was a second cousin of HRC member Robin Uihlein, died in 2010 and his extensive car collection was broken up and sold off. The location of the original MG based Uihlein Special appears to be unknown.

HRC Spring Dinner Social

On Thursday, May 15th the main dining room at Siebkens once again overflowed with the combined energy of historic racing fans as 80 plus members and friends of HRC gathered on a cool, clear evening for the Spring Dinner/Social.



Due to the cool weather the pre-dinner social hour was held inside the Siebkens tavern building but some of the braver participants ventured outside to enjoy a display of cars from the Shelby American Automobile Club and SVRA. They had assembled following the SVRA escorted tour of the 1951-'52 Historic Race Circuits.

Following the dinner centered on Siebkens famous Beef Wellington, Chairman Calhoun recognized HRC's newest Lifetime Member Walter Vollrath, Mary Jo Vollrath and Charles Brumder.

The guest speaker for the evening was author, designer, photographer and race team manager Peter Brock. Peter was designer of the original Corvette Stingray racing car in the late 1950s. In a presentation illustrated by many photos, he explained the basic design of the car and its evolution into the iconic 1963 Sting Ray split window coupe. Nearly everyone agreed that Peter was one of the very best guest speakers to make a presentation at an HRC dinner/social.



Peter Brock speaking at the Spring Dinner/Social.



The pristine 1963 split window coupe on display courtesy of Rich Kohlhoff.

Copies of Peter's award-winning book, "Corvette Sting Ray - Genesis of an American Icon" were available for purchase. Special thanks to HRC Director Carl Jensen for his help in arranging the program.

Shelby American Automobile Club Luncheon



Chairman John Calhoun and President Clyde Morter along with Store manager Julie Morter made a presentation on Friday, May 16th to the Shelby American Automobile Club (SAAC) at a luncheon at the Victorian Village's Back Porch Bistro. The Club that was holding its annual convention in Elkhart Lake in conjunction with the SVRA Spring Vintage Weekend and had just returned from a police escorted tour of the Historic Race Circuits.

Following the luncheon HRC Chairman Calhoun presented a brief history of the Elkhart Lake Open Road Race Circuits and HRC's struggle to preserve them for the benefit of current and future generations.



Chairman John Calhoun narrates the presentation to SAAC members at Victorian Village luncheon.

The program was capped off with a showing of the HRC 60th Anniversary DVD of the historic Elkhart Lake Road Races held in 1950, 51 and 52. HRC thanks the SAAC and organizer, Jeff Holliday, for supporting the preservation of the Historic Circuits.

July Dinner Social Moved to Saturday July 19th

Please note that the July Dinner/social will be held at the Osthoff Resort on Saturday, July 19th rather than the usual Thursday. The event will be concurrent with The HAWK with Brian Redman vintage racing weekend.



The featured marque for the weekend is the Ford Mustang that celebrates its 50th anniversary in 2014.

The Nationwide Insurance Concours d' Elegance will be held on Lake Street on the same Saturday night so parking is likely to be a bit of a challenge. You may want to arrive early, take in the Concours and then join us at the Dinner/Social.

HRC officials are looking into the possibility of special parking and transportation arrangements. Watch for forthcoming announcements and plan to be there... this is a Dinner/Social you will not want to miss.

PRESERVATION NEWS

Annual Sheboygan County Highway Department Meeting

On Wednesday, May 21st HRC Vice President Mark Pfaller and Chairman John Calhoun met with Greg Schnell, Sheboygan County Transportation Director to review

2014 plans for the Historic Circuits. The meeting was quite amicable and seemed to entail a genuine desire for cooperation on everyone's part.

Chairman Calhoun opened the meeting with a discussion of how HRC creates good will and impacts tourism in the area through circuit tours and meeting with media representatives. Vice President Pfaller explained why the levels and widths of the road are important nuances in the character of the road and why they need to be representative of what they were when they were raced on. He also pointed out how certain traits of the Historic Circuits were purposely designed into the Road America track to reproduce an authentic “road racing experience”.

Turning to 2014 Highway Department plans, Director Schnell reported that they anticipated work (if weather and time allows) to clean out and reseal cracks on Hwy A between AJ and P. Scheduling would be coordinated with Road America and other possible clubs who may have a circuit tour scheduled. Work would be performed weekdays between 6 am and 4 pm. No work would be performed on Saturday or Sunday. All such work falls within the provisions of Historic Resource Management Plan.

HRC was also advised that the Village was planning to repave the South Lake Street portion of the Historic Circuits running from the east end of the Osthoff Walkway to the intersection with CTY AJ later this year. Chairman Calhoun was assured in a follow-up discussion with Village President Alan Rudnick, that there will be no changes in width, grade or elevations of the street. The HRC Resource Management Plan provides for such projects when required. In a follow up letter HRC reminded President Rudnick

of the need to comply with Wisconsin State Historic Preservation Statutes.

Switching to longer range issues, HRC was advised that eventually CTY JP will need to be repaved, perhaps as early as 2015. HRC pointed out the importance of maintaining the exact profile and width of the road in any such project. Director Schnell talked about the potential problem of trees in the right of way and was advised that they were a part of the character of the road and needed to remain. As there was no state funding involved in the potential project, Director Schnell felt that the Highway Department had more flexibility in these issues. Vice President Pfaller pointed out various methods for milling up old road bed (asphalt) and relaying them that will allow the road height to be maintained.

Director Schnell discussed the fact that longer range (years) CTY J would need to be repaved from the Marsh to the Village. If State and/or Federal funding is involved there may be requirements to make changes in width and elevation attached that would adversely affect the Historic Circuits. HRC pointed out that leaving roads narrower and circuitous can aid in reducing speeds and may even reduce accidents. It was clear that this may be a future issue that HRC will need to monitor carefully in its stewardship of the Historic Circuits.

HRC appreciates the spirit of cooperation in the annual meeting and look forward to working with the Sheboygan County Highway Department as we jointly work to preserve this treasured resource.

Wisconsin Public Service Gas Line Relocation Project

In April, HRC Vice President Mark Pfaller received an email from Gary Winkler of Wisconsin Public Service (WPS) to discuss a gas line relocation project on the CTH P portion of the Historic Circuits between

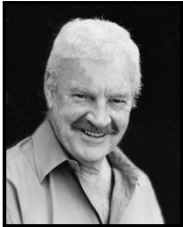
CTH JP and Lakeside Park Road on the west side of the road. Since the project involved the Historic Circuits, Mr. Winkler had been referred to HRC by Sheboygan County Transportation Director, Greg

Schnell. HRC was advised that the project is planned for sometime this summer and will entail digging 2-3 foot deep starter and splice holes then connecting the holes with a boring machine thru which the pipe will be installed. All work is on the shoulder about 20' from the center line. The roadway will not be touched and grass will be replaced. There should be no interference with the Dickens Ditch Historical Marker.

HRC contacted Chip Brown at the Wisconsin State Historical Society to see if the work fell under the provisions of Wis. Stat. § 44.0 (Historical Preservation Act). Chip reported that WPS is a public utility and not a political subdivision as defined by

the act and therefore would not fall under the Resource Management Plan. The state agency with jurisdiction over public utility projects is the Public Service Commission of Wisconsin (PSC). Since typically, utility companies confine their work to the existing, already disturbed utility corridor the planned project should not have an adverse effect on any historically significant elements of the Historic Race Circuits. WPS completed a similar project on CTH JP two years ago and the project had no adverse affect on the Historic Circuits. HRC felt that this project should be no different and has responded accordingly. We are extremely pleased when potentially impacting projects are handled in this manner.

In Memoriam



HRC is saddened to report the passing of Milwaukee native and well known race car driver Jim Jeffords. Jim began his racing career in 1954 and continued to race through the 1960 season. He

was best known for his success driving the racing corvettes of the era including the well know Nicky Chevrolet "Purple People Eaters". Jim co-drove Corvettes at the 12 Hours of Sebring with HRC members Augie Pabst in 1958 and with Bill Wuesthoff in 1960. During his career Jim raced in 82 races winning 22 time and finishing 1st in class 9 times, an over winning percentage of nearly 38 percent. In later years Jim served on the Board of Director at Road America as well as Vice President. HRC was fortunate to have Jim in attendance at the 2006 Dedication Ceremony of the Historic Circuits. In 2002 he was elected to the Corvette Hall of Fame. Jim will be greatly missed by his many friends in the racing community.



We also regretfully report the untimely death of HRC Life Member Charles "Charlie" Brumder. Charlie was a successful businessman, a community

leader and a well respected philanthropist. His life was dedicated to community and bringing people together. A true family man, his selfless love touched countless lives and he will be remembered for his overwhelming charisma, impeccable style, and passion for life. It was Charlie who made the original suggestion that HRC offer Life Memberships.... so that he wouldn't need to remember to send in his annual dues. He was a close friend of HRC President, Clyde Morter and served as Clyde's Navigator in the memorable 60th Anniversary Rally. It coincided with Charlie's birthday and he insisted that it was the best birthday he ever had. HRC sends its condolences to Katie Brumder, Charlie's wife of twenty-five years. He left this earth far too young.