



vintage american road racing cars 1950-1970

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What I did was use some of the pieces from the Twareg when I built the Front-Runner Special.

Uhlein MG Special

The Uhlein MG was a very well thought-out design that just never ran the way it should have. While he was in school, David Uhlein worked summers at the race shop of Carl and Tudy Marchese. Although he had apprenticed in his family business (Schlitz Brewing), he wanted to build an American racing car to take on the OSCAs and Porsches in the 1,500-cc class. Starting with a pile of MG parts, he built a sophisticated twin cam conversion for the MG TD engine. The block and bottom end were from an MG TD 1,250-cc XPAG engine. In an article in *Speed Age*, Uhlein said he picked the MG block because he planned to sell copies of his race motor and the MG block was plenty strong and cheaper than the City midget engine.



The Uhlein MG Special had a long nose and a one-off MG engine. *Pete Lyons*

Uhlein fabricated a twin cam cylinder head with hemispherical combustion chambers and a gear drivetrain mounted on ball bearings. The cross-flow head was cast from nickel-alloy steel, and the stock cam was left in the block to drive the oil pump and distributor. Twin SU carburetors were fitted on the left side of the engine. Big 1 7/16-inch-diameter valves were installed with valve springs of 250-pound tension. Power was estimated at 90 horsepower.

The engine was installed in a cut-down MG TD special with a cigar-shaped aluminum body built by Joe Silvas, an Indy car builder. The new body cut 600 pounds off the weight of the stock TD. The bright purple car was driven by Karl Brocken, but proved to be no faster than other MG specials. It is still owned by its builder, David Uhlein, now a noted car collector.

UHLEIN MG SPECIAL

Constructor	David L. Uhlein
Location built	Milwaukee, Wisconsin
Year built	1953
Engine	MG TD twin cam conversion
Gearbox	four-speed
Chassis	ladder frame
Front suspension	independent
Rear suspension	live axle
Brakes	drum
Body material	aluminum

Van Dyke Special

See Barlow Simcas entry.

Vogel/Balchowsky Special

This special began life in the 1940s when dry-lakester Jimmy Summers of Los Angeles, California, built a channeled '32 Ford roadster. In the early 1950s, the car came to be owned by Fred Vogel, with Max Balchowsky serving as the car's driver and mechanic. These were the earliest days of