

Vintage American Race Cars Traveling Museum

President - Jim McDermott 440-552-8149
jbmcflyboy@yahoo.com
Vice-President - John Morton 517-404-5524
jmorton3323@gmail.com
Secretary - Melinda Ahleman 517-673-5607
vintageracecars@hotmail.com
Treasurer - Dori Ordos 423-836-0730
dorio7177@gmail.com
Marketing Director - Bill Layton 517-861-7308
jwlaytonathome@aol.com
Newsletter - Melinda Ahleman 517-673-5607
vintageracecars@hotmail.com



February 2021

Notes from our President Jim McDermott

Well I just came in from a short trip in our winter wonderland. I'm a sure glad I live in Ohio even with the challenging snow and cold. The roads were tricky in spots and on my return I got stuck in my drive. So why does that make me feel good about the Ohio weather? I just saw some terrible crashes on highways around the country and the loss of life and injuries that were the result. It seems as though drivers lose their sense of perspective when the weather gets really bad. To be travelling so fast on snow covered roads with zero visibility is a recipe for disaster. This comes from lack of experience or wisdom. Ohio weather makes one learn early on the consequence of not exercising good judgment. Understand what is acceptable and what goes over that line into carelessness.

As members of VARC we must demonstrate wisdom on the track when we are racing. We have that working for us as our events are well planned and received. VARC members have demonstrated this time after time. That is why I feel completely comfortable when racing at our shows. It is a tribute to the

members that we are highly respected and sought after to perform our traveling vintage car museum. Our type of racing is a lively exhibition style where drivers push their cars to the limits but keep displaying good wisdom and safety sense that comes from years of experience on and off the track. It is looking like we will have a more normal season with the number of events on our schedule. It is still difficult to get dates at some places and the overlapping of dates can now become a bit of a problem. We will put out our tentative schedule as we have it. As other dates fill in we will update the website and Facebook. If you know of any tracks that might be interest let me know. If you have any connections give them a call and see if we can work out a show. I know there are times when it seems like it's too much trouble but any help will be appreciated.

We are enclosing an updated Membership/By-Law book. It is important for all members to become familiar with this information so that we all are on the same page when it comes to fulfilling our mission as outlined by our 501c3 non-profit status. Remember we are tasked with the mission of keeping the history of oval track racing alive by placing our cars on display so fans can see them up close and then racing them on the track to reproduce the sights and sound of

yesterday. In performing our racing program we use the best safety practices that are available. We have started using RACEceivers so that our drivers can be in contact with the track officials in the event of a problem. Many of the tracks now require the use of the receiver for any car that takes the track.

Since last year was abbreviated due the pandemic we decided that anyone that paid dues for 2020 would not be required to pay for the 2021 season. If you have not paid your 2020 you will need to pay for the 2021 season. Any new membership application and dues should be sent to our treasure Dori Ordos. The application and information is on the website at www.vintageamericanracecars.com and on our Facebook page - VARC.

Even as the snow is falling I am thinking of the smell of methanol, hot engines, burning rubber, and the sound of thunder. It's the feel of flying close to the ground, dirt flying, shiney paint, chrome pipes, pushing the limit, and enjoying the company of other vintage racers that occupy my brain.

With cars to get ready and a million other tasks I think I am getting wired for the season and it only February 15th. I guess I am like the rest of you ... Just can't wait for the show. Hoping to see you at the track. So get excited and get ready I think the world is looking up to better times once again.

Respectfully Jim McDermott

Notes from our Vice-President John Morton

Well here it is February and winter is half over. The ground hog saw his shadow so settle in for 6 more weeks. Maybe one of you hunters could solve the ground hog problem. What do you think Butch? With the elections over, at least we can settle into a no problem summer since all the promises will fix all the problems. By the way, I have a bridge in Brooklyn for sale. Any takers? Just kidding. I just wish we could all work together like a good marriage and make things work. Reminds me, this is Valentines month so be sure to step up and take care of that "special one" (politically correct)

Enough chatter, things are looking up as Jim is working hard on our schedule. It should be an exciting year. I think we will see some new cars and I see new names on the membership roll. Looking forward to some good racing and fellowship along the way.

How is everyone's projects coming? Haven't heard much. Terry and Jim are working on a sprinter. Carl, I believe has a surprise for us as does Scott Shelhorn. I have been working on putting together a sprint car from a pile of parts I have collected. A 1969 springer front frame that wasn't completed so I am fabing a lot of my own ideas into it. I told the wife this would keep me busy 2 years. She was happy that I would be slowing down but I think it will be done in 1 year. I am in need of some parts, if anyone has a vintage copper radiator that is 16" wide, I would be interested. Also, some 15: 6 pin Anson front wheels and (1) 16" firestone diamond rear tire. Those seem to be my stumbling blocks at this time. I am going to call it my "one piece at a time" car like Johnny Cash's Cadillac.



I see there probably will be a Winchester show this year. I always enjoy seeing all the different cars at that meet. It makes my mouth water. That reminds me that the Hoffman boys are slimming down their collection. They have some nice stuff but a little out of my league, but still good to dream.

I am planning a trip to Bristol in April for the World of Outlaw Sprint show on Dirt. It should be exciting. Me and my four brothers try to make a "boys out" trip every couple years. We have gone to Colorado for the Hot rod drags on dirt. We had a great time with 50s style hot rods drag racing on dirt. We went to Texas to the Big Texan Steak House one year for the biggest steak dinner I have ever had. We did lots of sight-seeing on the way. Great times, but sadly one brother won't make it this year as he has Alzheimer's. So sad and I don't wish that on anyone.

Well my sprint project is calling me. I am welding on body mount tabs. It's always fun trying to look ahead to mounting points before you paint the chassis. Don't want to have to grind paint and repaint. It's Daytona weekend and seems like the same old NAPCAR so the sprinter is a relief. Let us know what you are building.

John how is the modified coming?

Well sunny side up and see you at the track.
John H Morton

2021 VARC Schedule

May 30 & 31	Angola Speedway (Michiana Vintage Racers)
June 4 & 5	Winchester Speedway
June 12	Shady Bowl Speedway
July 2	Ohio Valley Speedway Parkersburg, WV
July 10 & 11	Oakshade Speedway
July 31	Butler Speedway (Michiana Vintage Racers)
August 13	Corrigan Oil Speedway (Spartan) (Michiana Vintage Racers)
August 14	Springport Speedway (Michiana Vintage Racers)
August 14	Manchester Reunion
August 21	35 Raceway
September 5 & 6	Angola Speedway (Michiana Vintage Racers)
Oct 2 & 3	Fremont Speedway Johnny Auxter Days (North Coast Vintage)



New Member Gary Worthington

I have an interesting story about the car I bought from Larry Smith. Here it goes. I won't bore everyone as to how I got hooked on race cars at the age of 12 at Fremont Speedway, but I grew up every Sat night watching guys like Larry Smith and the rest of the drivers of that era.

In the Mid 70's I owned an old car that must have been built in someone's garage as were many back then. It wasn't much but I could not have been prouder. Gary Willey and Lee Potter drove it for me for a couple of seasons. We never won but had fun and I still love the memories.

In addition to this my uncle, Walt Worthington owned some very successful supermodifieds. After 50 years of hot-rods, boats, and motorcycles I decided to see if I could find an older sprint car or super to restore.

Now the story begins...I saw an ad for a Leffler car that Larry had for sale so I went to look at it. The car was pretty complete however it was a little newer than what I was looking for. Talking with Larry he showed me another car he had which he thought was an Edmunds car. It was the era I was looking for so the deal was made. I got the car home and removed the body and started to do some research since the frame just didn't look like an Edmunds. The pictures I could find on the internet looked like a Nance frame, but I had the brand new Edmunds body which was one of the things that was throwing me off. I found a web page on Facebook for Nance cars and asked the group (after posting a couple of pictures of the frame) was what I had was a Nance frame with an Edmunds body which was not uncommon back then. Well about a day later a gentleman from Abilene, TX (Kim Parsons) contacted me and

said what I had was a Parsons frame built by his Dad (One of 40 made). We have been in contact ever since.

It wasn't long and Mr. Parsons asked me to make some measurements of the roll cage, I sent them to him and Kim Parsons contacted his Dad who lives in AZ now and verified it was a one of cars built for a Driver named Dale Cross. Mr. Cross was a very large driver and had his cars built with a taller cage and about 2 inches wider than the rest of the cars.

Since all this came out I have talked to the original driver (Dale Cross) who is 77 years young. I am meeting with Dale Parsons (81) and his son Kim and his sons who have restored a couple of the Parsons cars. The first picture is of the car I got from Larry, the second is the same car when it was brand new in 1975 for Dale Cross. The very first year Mr. Cross won the track championship with this car. His story page is under Dale Pop Cross and is very interesting. I will be starting the restoration when I return to Ohio this spring.

Thanks Gary Worthington





Gene Steele at
Dayton Beach Road Race



Dori Ordos in Gene Steele's
RU21 Car



Gene Steele, of Pemberville, Ohio, always brings a couple of cars to the Historic North Turn Legends Beach/Road Course Parade each year and he battled ice and snow to make it to Ponce Inlet, Fla. for the tenth annual parade. Dori Ordos is driving this modified 1941 Chevy Coupe in the parade, held on Saturday, February 6, 2021 on the same race course where autos and motorcycles raced before the Daytona International Speedway was built. This car campaigned on tracks as far north as New York State and is one of the fan favorites at the parade. We might add that Dori Ordos is the first lady to drive a race car in the parade!



Don Bok Photo
Historic North Turn Legends Beach Parade

New Member – Todd Tower



The Manchester Speedway reunion inspired me to buy this vintage modified. I will take it to dirt tracks in Michigan and Ohio for some exhibition racing. I am thinking of honoring the late "Great" Sam Henson with his paint scheme.

By Todd Tower



Hey does your race car turn into junk storage shelves during the winter? I think I need a bigger garage. Or maybe getting rid of some junk!!!! Oh forbid!!! Might find a use for stuff someday, know what I mean? Always looking for something useful to repair farm equipment.

