

CONTINUED FROM BULLETIN 11 • Bulletin 11 quoted a report of the final SCCA Championship race at Thompson Raceways. Bill Greer won the Championship. John Iglehart was very close. Two comments about all this:

THE ZINCK PETTIE, incidentally, is powered by a DKW with a fine-looking dual side draft webber. Bill Greer is a fairly tall, youngish (maybe about 35) sort, a jolly, easy-going (when off the course) chap. John Iglehart is a bit older, a bit stockier, and a very tough guy to beat. Consider him one of New England's best drivers -- regardless of car class.

THOMPSON RACEWAYS, incidentally, is owned and managed by a grand driver and enthusiast, George Weaver. Most everyone knows of George Weaver as our youngest-minded old timer. He holds competition license No. 1 (permanently) and won many a race in the "FAR EAST" (such as Watkins Glen) as far back as 1946 or so, and still races occasionally. You might expect that, because he is a race course owner, would be all out for pro racing. But he is definitely not. He not only believes thoroughly in maintaining the sport for the amateur race driver, but he backed up this conviction during his terms as a governor of SCCA.

Today, George looks and talks like the president of a brokerage firm or head of the research department of a chemical combine. But as a young fellow he dressed and looked like a starlet's or an illustrator's dream of what a great road racing driver (which he is) would look like. He would have a snappy white hat like Sir Henry Seagrave, a dark polo shirt, neatly pressed grey flannel slacks, and was thin enough to wear all this (and his car) sort of like Adolph Menjou wore his white tie and tails. We want everyone to know that George is one of HM's staunchest supporters.

NEW CARS o We just received word from Tom Van Hoozier that John Gordon ordered a new Zinck Petite Mk III. He will install an aluminum 850 OSCA motor and a Hewland 5-speed gear box.

RECOGNITION o Ed Zinck (builder of the ZINCK Petite, DKW-powered car in which Bill Greer won the National (east of West Coast) Championship, received an exquisite silver bowl from Germany on which was inscribed "Auto Union DKW Fur Sportliche Erfolge 1963". We doubt if Coventry Climax, Crosley, Renault or OSCA ever sent such a thing to winners in previous years.

HM COOKIES • It is doubtful if the owners, drivers and crews of the cars of any other class had their own cookies at the races last summer. But we had them for H Modified drivers and crews here in the Midwest. Skipping cheerfully (as usual) about the paddock was Mrs. Hier, mother and Pit Crew Chief of the owner of a Bobsy, Kay M. Hier. She always had an enormous cookie jar neatly labeled (with an official decalomania), H Modified Racing Club (cookies) and anyone wearing the jacket emblem whom she could spot was promptly offered handfulls of the tasty (homemade by Mrs. Hier) tidbits. The moral is, one can't expect (nor does he deserve) HM cookies if one drives a production car, or C, D, E, F or G modified car.

GO WEST, YOUNG MAN. Hugh Pryor (Los Angeles) sends us bits of news as follows: Because of my back trouble bum discs), I was away from my business so long that I have to stick to it closely now, so I must forego racing in '64. (Hugh's car is listed for sale in this Bulletin.

Donna Mims has been getting much publicity for winning the National Championship in H production.

and I just wanted you all to know that we had a gal who won the Pacific Coast Championship in H Modified -- Prudence Bexter! Prudence drove an Osca powered Lotus II (much lightened). (Your HM Club office will forward Miss Bexter a copy of a certificate of congratulation for her achievement. Also a similar certificate to Bill Greer. As you may recall, we prepared an affidavit, last year, for Glenn Baldwin who won the championship in his Lotus Climax.)

To proceed with Hugh's note: "Rick Ericksson was second in a Crosby VIKING Mark III. Dan Oderberg of Oregon was third with a Mercury-powered Special and I (Hugh Pryor) was 4th although I raced only from March 2 to May 12." (When driver pitted due to bum discs).

RACING TIRES. (Continental and Perellis) for all 11 cars in all sizes are available from Bell Tire Co., 12190 Grand River, Detroit, Michigan. This concern has about the finest, biggest inventory in the U.S. They answer their mail, they ship promptly, and their prices are right. We have had considerable experience and can definitely state that this firm is O.K.

PLANS FOR '64 • To continue keeping all posted on next year: Al Cervenka says: I will run the Dolphin Climax next season with 750 as is. Am afraid 850 on this engine would impair its reliability. Will change gearshift linkage to eliminate problems of this past season. (So it will go into third instead of 1st.)

GEORGE AVENT writes: "With my HM car we started only 6 of the 8 divisionals (Southeastern) yet we accumulated more total points than any other car in any class. Who says H Modified are unreliable?"

STEVE HAWKHURST, our most articulate correspondent from the Chicago area sent in a most detailed report of a race at the New Lyndale Farms Course there. Battling tooth and bolt were Dick Jacobs (1962 Central Divisional Champ), John Weatherbee (Stengel line -- BMC), Frank Issacson (Martin T-2) and Steve Himeself (ex-Cunningham Stengellini with Panhard). Steve's comment about the course: "A beautiful circuit and you can see most of it from almost any place around it."

HERSCHEL HARKINS, who did so much to reorganize the entire National Stewards program in 1963, sends us copies of his reports and data that he sends to the governors, main office, etc. But on ours is always a handwritten footnote. One says: "Down here (South Carolina) we still wave and blow (horn) at other sports cars and it has not occurred to us that this is old fashioned." The latest note concerned the article in Bulletin 11. Herschel said: "Thanks for the latest, greatest issue of HM Bulletin". It is so good to know that the highest ideals of brotherly love are still being practiced -- and applauded -- in our sport."

TEMPUS NON o Les Morrisett writes: "Although you'll see from my for sale ad, in this issue, that I am selling my HM project, never fear, I am not deserting HM. It's just that I haven't time now to build. So I will continue to run my Renault Alpine in HM and GT3 races. Hope you fellows living north of New Orleans are not snowed in."

DREAM CAR AND DRIVER • Eric Alexander writes: Send me details for joining the HM Club. After production car racing for a few years, I now know that H Modified is the class for me. Naturally, I plan to build a 42 lb. car with a 150 hp engine. Also, slim my own racing weight to 1081!

HM RACE 1964 • The date for the big all HM Race for 1964 has been set. It is August 29 and 30. This conflicts with no other race that any of us would be inter-



ested in, in this part of the country.

-●-

HALF-A-PORCHE ● The most interesting new car that showed up at the great all HM races last August was Curt Thew's' (South Bend Region) Centaur-Bodied Half-Porche. By removing two of the cylinders and rods from a 1600 Porche Carrera Engine, Curt came well within the 850 limits and has himself a machine that he knows how to repair and knows where to get parts (he is a VW dealer). Curt is, incidentally, an old time HM man having built in 1955 a beautiful (albeit a bit heavy) little H car that looks like a small Allard. Curt's latest creation was driven by Dick Wissler at the races with considerable success. And, Curt's crew of some 17 members (including his own press agents) helped greatly to finance the weekend for everyone. By far the most interesting, best written and nicest report of our HM race appeared in the South Bend Region's publication, the Pit Board. It was written by Maryline Fry.

Curt's ingenuity and enthusiasm has probably affected -- directly -- more members in any one region than several of the rest of us put together.

-●-

JOHN GORDON SAYS ● John Gordon (OSCA, New Jersey), runner-up for Nationals Championship in 1962 keeps us informed from time to time. John has been especially helpful to those in HM with OSCA problems. Here are parts of his latest news:

"Bill Greer has sold the MK 2 ZINK PETTIE to Mal Donaldson of Bedford Village, N. Y. He will run the MK 3 ZINK next year. J. O. Iglehart sold the 850 OSCA to Scott Gerrish of Spencer, Massachusetts, and will run an Elva 7 with OSCA 850 (68 mm bore x 58 stroke) next year. I am thinking of putting my 850 in a Lotus 23 or a Bobsy or a Zink MK 3."

"Guy Bates is converting his 64 x 58 OSCA-LOILA to 68 mm bore like J. D."

"The switch to DMP 847 Stage 3 looks like a good bet."

"To destroke the IMP 875 to 847 requires 2 mm re-grinding. This is '079', not just a few thousandths."

"Candy Poole solved the con rod babbitt melting problem on OSCA engine with an oil cooler plus Federal Mogul copper lead inserts for the Hercules industrial engine plus reworked con rods, extra width washers heliarced on. Have run 5 races since 9-1-'63 with no decrease in oil pressure. Mains are still bab-bitt. Best wishes to all in HM --
Jack (John S.) Gordon"

WANTED

TEMP PLATES, drawings or finished adapter for SAAB to VW and SAAB to FIAT 600 transaxles. Send facts to H M Club offices. We will put you in touch with those who inquire.

DUAL MASTER CYLINDER set-up.

REAR AXLE SEAL RETAINERS for FIAT 500 topolino.

FIAT 500 topolino steering post splined end and FIAT 500 topolino rear axles (with or without bearings).

JABRO MARK II without engine, transmission or rear end. Front suspension, body and frame should be in good condition.

H MODIFIED CAR. Send picture and state price, weight and gears in first letter.

BALL JOINTS ● We finally found out that there are two kinds of Ball joints made by Spherico -- Regular and extra strong. The regular cost, 2.80, for a 3/8" joint (the TR series) is rated at 3400 psi. The Extra Strong cost \$5.19 for a 3/8" joint (the AR series). Most ball joints can be had with grease fittings. We found one case where a joint had broken (under unusual sudden force). And, of course, it broke right at the grease fitting. You might as well saw each joint half in two to begin with.

-●-

2 1/6 H. P. PER CU. IN. ● W. J. Harris writes: By the way, who is going to be the first to use the new NSU Wankel engine in HM? 65 horses from a calculated 500 cc and it looks so small and light. Sounds like a natural for a 400 lb. screamer. I wish I had an oil well or two right now.

-●-

PROFESSOR AITCHEM'S COLUMN

Dear Professor: I am an H Production driver and I don't mind so much getting beaten in a race by you HM guys but why is it that I also lose in the bull session after the race? Jim Silbar.

Dear Jim: You should know that whenever you get into a bull session with an H Modified driver, you're bound to come out with a burn steer!

-●-

Dear Professor: I see advertised a Mercedes 220 SL for \$1800 which I like very much. Do you think this would be a good machine for street use? Sporty

Dear Sporty: Yes. It would be much better than driving it down the sidewalk.

-●-

Dear Professor: I am souping up my Sprite. Now what I want to know is: if I put in stiffer double valve springs, an Iskenderian full race cam, grind down the push rods and chop the flywheel to 4 pounds, what will it wind up? Jarvis Wickes

Dear Jarvis: You do all that to it and it will wind up back in the garage.

Paul Coffield, Route 1
Durand, Michigan

M. W. Tanner
311 Brockway Place
Saginaw, Michigan

Martin W. Tanner
Address above.

C. Max Farrington, Jr.
9202 Piney Beach Rd.
Apartment 101
Silver Spring, Maryland

Jerry Greaves
12421 Sara Lane
Bowie, Maryland