

S. C. C. A. CONVENTION • At the annual convention in Dallas last month, we attended all meetings, banquets and seminars. But of pertinent interest to you is the fact that we talked with thirteen of our HM members. Here is a brief report . . .

JOHN WESSAIE (pronounced Wesley), the Governor from Area 4, is his same old self. He always seems quietly at peace with the world (even when he tears up 3 differentials in 3 weeks). He has acquired a Hewland gear box.

DICK HARRISON (Arkansas) any day now is expecting the return of his OSCA engine from Italy. It has been there so long that Dick could not race all last summer. The factory converted it to 850 at a cost of about \$1200. Dick frequently races in Texas. So he sometimes runs against Hugh Grammer, Ross Sandall, etc. Dick is a great competitor and so we hope Mr. OSCA gives him his money's worth.

GUY BATES is a tall good looking gent and with his turtle batted glasses, he looks studious (though we suspect he enjoys a lively party even more than books). Guy is co-owner (with John Holmes) of Oille Schmidt's ex-championship Lola-Osca. They are having it brought up to 850 by Candy Poole (the old-time master of us all in H Modified). Guy is rapidly getting the feel of this wonderful little car and will probably be difficult to defeat this summer.

JOHN HOLMES, the other partner in the Lola-Osca is an S.C.C.A. Governor from Philadelphia. John drove some last summer but his business plus his Governor's work keeps him from campaigning as much as he would like to.

HARVEY SEEL (Ohio) is one of those characters who can dexterously juggle fact and fancy -- at least during cocktail hour. But Harvey has done a great deal for the NE Ohio (Cleveland) region and deserves much of the credit for that region's receiving the most improved Region of the Year Award. Harvey now has a Lotus-Ford 850 and "admits" that he has (during practice) chopped 15 seconds off your Editor's best lap time at the Mid-Ohio course. We have not as yet concluded just how this bit of psychological warfare will work out). Your Editor, hoping to contribute to Harvey's present 220 lb. avoirdupois, will soon present him with a six month's membership in the Gourmet Club.

LES MORRISET came over from New Orleans. Les is one of our very few members in HM who is a fugitive from Class A production. (He was formerly a mighty effective Corvette driver).

BILL GREER, as you know, is the 1963 National Champion (East of the Rockies) and was at Dallas with his attractive and charming young wife to accept his plaque. Bulletins 11 and 12 explained a bit about Bill and his car. We are proud to state that Bill was one of the very few national champions who made the long trip to Dallas to accept his trophy in person.

GORDON GRESHAM (Oklahoma) did not campaign much last year, but expects to, more from now on. Gordon is one of our young new members with a tired old car.

HOWARD HANNA, an old-time campaigner from the East (member of RRDC) will run his DB with a beautifully tuned Renault 850 motor. We found out a bit about all this from Howard as follows:

The Renault Alpine is named after a mister (or monsieur) Alpine -- not after a mountain or a rally route. Bonnet, like Alpine, has a small factory in France and also builds special cars. Bonnet used to work with

Panhard engines; now uses Renault, Gordini specializes in Renault engines. Alpine and Bonnet design and build the cars. They get their highly tuned Renault engines from Gordini. They may even tune them a bit more, but primarily they are chassis designers, like Broadly and Nichols in England. To get a Renault 850 racing engine is as easy as getting a good 1922 Cadillac Phaeton.

JOHN WALKER is another of the loyal HM members who almost, but not quite, got up to the big HM race in Michigan last summer. He broke his engine the day before he was to start the trip. He is one of our young members, is about 5'7" and looks as if he had been a star halfback two years ago. Always wears a pleasant smile (maybe this was wiped off, momentarily when the con rod went through the block.

ED WALSH, as handsome, as busy, and as charming as ever, was very much in evidence at the Dallas meeting. As you probably know, Ed is one of our HM members who does so much work, so well, for the S.C.C.A. nationally. He is now head of the important Insurance Committee. We are sorry to report that we have heard that Ed's already superb Lotus 23 SAAB will be further superbed by the addition of a new Hewland 5-speed gear box. (And, probably, by a few other fine bits of tuning.) There is, of course, one complaint that your Editor has against Ed Walsh, -- he goes to considerable effort to beat you (both in preparation of his car and in his driving). We would prefer to see him relax a bit and tour about at a more leisurely pace.

MALCOLM WRIGHT, one of our newest members, came over to the race on Sunday with the fantastically light car he designed and built and drives with such aplomb. The wheel base appeared to be about 72". The engine is Mercury. The gear box is from a motorcycle. I think the wheels were Crosley -- much drilled. The frame appeared to be welded 7/8" tubing. Body was fibreglass designed and made (we assume) by Malcolm and his friends. The steering wheel was the first one your Editor has seen that was exactly like his own -- welded all-aluminum. Malcolm intimated that the total weight was about 500 lbs. And this seems plausible. Now, if he can squeeze some power out of that Mercury, will have a going machine. We all welcome Malcolm to our Club.

We had hoped to see Ross Sandall, Robert Sann and Joe McCloghan since these three HM members are from Texas. However, we did find out after we got to Dallas that just because one lives in the State of Texas, doesn't necessarily mean that he can drive from his home to Dallas in 28 minutes.

HUGH GRAMMER was the one HM member we saw the most of, for we stayed overnight at his house in Fort Worth and went out to the race with him at the Green Valley Course the next day. Hugh has a wonderful ranch house right on the lake. Woods all around him. A road around the lands near him make a nice little test track. His petite wife and four children usually go with him to the races, maintaining headquarters in a mighty neat camper he built that bolts right onto a new Ford pickup truck. Hugh is an old-timer to SCCA racing. He has raced all around the southwest for many years with scores of firsts, seconds and thirds in Formula Junior (Gemini) in a mini minor team, in a Cooper GM and in an HM Crosley he built himself. His present car is a little beauty. It must be at least 6 years old, yet it still looks new. It is the Bandini with cut-away door, fenders 3/4" from the wirels, etc. He has a Bandini engine and a complete spare. This engine we've heard of but had never seen before. It may have started as a Crosley but the only Crosley parts left are the crank-case casting and the tower shaft. Cylinders are



sleeves pressed into cast iron barrels and sealed by O rings. Double overhead cams are driven by gears. The enormous cast aluminum oil sump is typical Italian as on Moretti DOHC, Stengellini, etc. Pistons are extremely domed and valves are enormous. Four exhaust parts on one side, four intakes fed by two 32 mm dual throat side draft webbers on the other. The chassis is typical of that period, being made up of FIAT topolino components (as are your Editor's cars). The exhaust note is extremely crisp, sharp and loud. Hugh revs to as much as 9,000. We saw Hugh run in practice and his times were excellent -- even though he was breaking in a rebuilt motor. Hugh was divisional champion last year, and expects to run in the Divisionals again this year. We will always recall with pleasure the 12 hours of conversation, information-exchanging and humor that we enjoyed with Hugh Grammer and his delightful little family down there at Fort Worth.

● **GEORGE AVENT WRITES** ● "The Spirit of HM" in Bulletin #11 was quite an article... we can add some to it....for example: Driver N twisted off a half-shaft in his Bobsy, at Spartanburg. HM driver X had a tiny portable welding outfit in the back of his VW, and suggested attempted repairs. N used X's hacksaw to cut out a section of jack handle, which X welded to N's axle flanges. N, with the help of X and others, reassembled his Bobsy, and started in the feature race. The home-made axle held..... At Daytona, HM driver S had trouble with his Crosley Special. Driver Y had some parts which could be used to fix the Crosley, and gave them to Driver S. Driver S was able to run. At Jacksonville, Driver Y arrived Sunday a. m., a few minutes before his first race, after driving all night. Driver S had blown his engine earlier, so he and his crew helped Y who was alone. Y won his first race, but ruptured an axle boot, losing grease all over the rear of the car. Driver Sand his crew helped clean up the mess, and repair the damage, then kept lap charts and ran the signal board for Driver Y who gratefully proceeded to win the race, and set new HM lap records, to the cheers of his borrowed crew. That's what we like about HM people!

● **MYRON MUNCHAK** (Pennsylvania) writes: I am looking forward to going to Waterford Hills this year. I hope to bring two (2) H-M cars (my new rear engine car if it is finished in time, and an SAAB bathub special.

● **CHICAGO REPORT** ● Our Chicago Editor, Steve Hawthurst (Ex-Cunningham Stengellini) writes, as follows:

Right after his very successful trip to California, Frank Manley (Topeka, Kansas) got transferred by Boeing to Yakota Air Base in Japan which is 26 miles from Tokyo. Frank had to put his LeMans D-B into storage, was trying to sell his coupe just before he left, and will be in Japan between 6 and 18 months. If 6 months, he will make the Garnett National and if 18 months, he will probably make it the following year. He hopes to run while in Japan with a one liter Honda on the Suzake circuit with the 200 member Tokyo Sports Car Club and perhaps work up some kind of a region there of the SCCA.

In talking to Chuck Reupert earlier in the week, I gather that we're going to have two or three new HM drivers in SCCA next year from the Milwaukee Region. The boys have been running in the Midwest Council in production cars and I gather have given up the battle. Chuck ran the old Siam before buying Mike Cleary's car and plans to get his license this spring in SCCA. In turn, he sold the Siam to Jim Wisniewski who may do likewise. Bob Snider sold the Devin Panhard to Michael J. Tesa, Jr., and he will also be racing HM in SCCA. Bob, as you may recall, bought John Wessale's Giaur toward the end of last season after going through the first part with the Devin Panhard. I'm not quite clear on how Bob is doing it, but I gather he is making an 850 Mercury out of the old 750.

John Wetherbee in Milwaukee will run two cars next year, his Stengellini-BMC in HM and his Ace-Bristol acquired at the tail of the season in C Production. Near as I can figure out, he'll have trailers following trailers.

Dick Jacobs with his usual fore-handedness, has completed his work already. He is a source of great embarrassment to the rest of us around here who are just starting.

There has been some talk and probably will be some action on widening and improving Wilmot, but the long awaited 2 1/2 mile course will not occur.

Actually, the boys around Chicago could race all summer and the longest trips would probably be to Elkhardt. Anything I can do on the "how to do or where to get", let me know and be sure I will do my best.

Best wishes to all in HM Steve.

● **Dear Professor:** I am planning on building an HM Modified car with an all aluminum frame. What can I do if I have any problem with fatigue? Fearful.

● **Dear Fearful:** Take Gertol.

● **Dear Professor:** I race a Triumph TR-3 and three times now I have rolled over and I am already getting a reputation for being a bum driver. What do you think I can do about this? G. B. S., Sr.

● **Dear G. B. S., Sr.:** Paint somebody else's number on your belly pan.

● **Dear Jim Carter:** I hear that you haven't lost a race in the past twelve months. How do you account for your success? -- Professor Atchem.

● **Dear Professor:** It's easy. I didn't enter any.

● **ISKIDERIAN T3 CROSLLEY CAM** ● and also Mallory dualpoint distributor (for Crosley Engine). Jules Williams, c/o Buxton School, Williamstown, Mass.

● **HM MONOCOQUE PLANS** ● Now available from James Carter, Box 481, Saosalito, California. Send \$5.

● **LES MORISET'S KIT** described in the "For Sale" sheet accompanying Bulletin 12 is only \$200. Here is an opportunity for a low budget start for somebody

● **FOR SALE** ● 875, 750 cc. SAAB Special. MG gear box, 13" wheels, disc brakes. Set new HM record at Chimney Rock Hill Climb. Silver grey fibreglass body, complete, ready to run. Price \$1000, including trailer. For further facts, write MYRON MUNCHAK, 641 N. Washington Ave., Scranton, Penn.

● **FOR SALE** ● 750 CC Abarth-powered Special. This car (Quick-Silver Special) finished sixth in the Pacific Coast Championship point standings in 1963, and is for sale at \$850.00. I have several extra wheels and tires for this car, as well as additional rear-end and transmission gears, and an 850 CC block for the new owner to play with. The car is in perfect running condition. Write WILLIAM SETTLER, JR., 16026 Wyandotte Street, Van Nuys, California.

● **FOR SALE** ● TOPOLINO GEARBOXES o Two stock transmissions \$25 each. You pay shipping. W. J. Harris, 2076 Bunts Road, Lakewood 7, Ohio. (44107)

● **WANTED** ● Drawings, facts or prices for adaptor inverted Renault Transmission to upright Renault 850 engine. Send to Club office. We have many requests for adaptor information and hope you can help us to help your fellow members. Also SAAB to Renault, SAAB to FIAT 600 and SAAB to Volkswagen.

● **WANTED** ● BORONI WIRE WHEELS o I need some wider rimmed Boroni wire wheels. Astri doesn't have them. Do you know who does. Steve Hawthurst, 4401 West North Avenue, Chicago, Illinois.

● **38NDIX CARBURETORS** ● Need a pair of these carburetors used, and at reasonable price. Have you any ideas where I might look?

● **WANTED** ● FIAT multipla half shaft. MYRON MUNCHAK, 641 N. Washington Avenue, Scranton, Penn.