

# small TIMES

Volume 5 Issue 4 .....Official Publication of the H MOD - Over-the-Hill-Gang WINTER 1994

**Ahh! H-Mod...Its time for wind in your face and oil on the shoes!**

## RACE RESULTS

## SHOWTIME AT SEARS

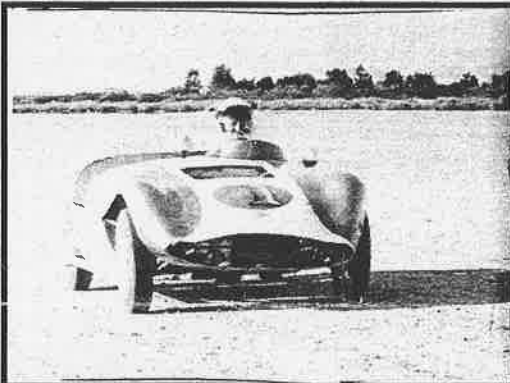
**W**e don't mean Sears and Roebuck either folks! we're talking about Sears Point Raceway in Sonoma California. Sears is a challenging, bootie grabbin', no nonsense driver course set in rolling hills just off highway 37 north of San Francisco. VARA a Southern California based club raced there November 26-27 in weather that was cold for westerners (40-48F.) and alternatingly rainy and sunny. H MOD had only 3 cars there but as it turned out things were pretty wild since VARA ran us with the faster/bigger/muttier/production cars and drivers and the course was slick as greased owl pucky in several places. We took the 60' Phoenix Saab (Lynn Mills) and the 56' Miller Crosley (Kip Fjeld) up there and Bim Shook took his 64' PBS. Bim was several seconds faster than both of my cars on Saturday but kept spinning out! Lynn got the Saab lit up and seeing her chance got after it. She went in too fast once and spun in some mud then couldn't get it going again! So Bim won on Saturday and Kip followed about 20 seconds back. Sunday could have been a repeat or simply a disaster. Gene Leasure was without his Tanner T-5 helped us as crew. A change of plugs in the Saab on Saturday found drops of water on the middle plug. The team had a meeting and decided that a head gasket was going and we should sit Sunday out. To our surprise Bim got a stop-and-go penalty in the event and had to play catch up with the little 728cc Miller. It took him until the 3rd lap from the end to take the win from the ailing Miller which had fouled a plug. AWWRATZ!!

## Le Petite' Galleria



*Top: Charlie Hayes' Tanner T-6 to return to racing.*

*Bottom: Ex-Walker Edmiston Miller-Crosley in Arizona circa 1960.*



## H MOD CALENDAR

### key upcoming race events

- \* CSRG Apr. 29/30 Fab 50's  
Thunderhill Ca.
- \* June 3/4 H MOD Reunion  
Las Vegas

## Monterey Historics find Aardvarks can Hurt!

The 1994 Monterey Historics race for cars of the H MOD genre was in Group 1B at this years big one. The race contained a variety of cars in addition to the humongous cadre of 13 H-Mod's that showed up! Don Racine fresh off winning the H MOD Reunion Series there the week previous, chased hell outof a frightened Porsche 550 driver to garner 2nd O.A. and be the first H MOD at the checker. Behind Don came a slew of "bigger" cars including an OSCA 1300cc, a Lotus 9, a Cooper Climax and several Porsche Supers. Then came Jim Jensen in the other Racine entry, the Nichols Panhard. Next was an MG Spl. 1500cc, then the Terry Mathery/Don Baldocchi entered 1954 Dale Tholen Spl. Trailing behind them were the Alva Rodrigues Devin Panhard, the Giuar of Jarl de Boer, Eric Schulof in the Bob Shulof entered Crosley Spl. Two Siat 330BC's of G. Winger and Marty Stein then a bit farther back The Ernie Mendicki Siat, Dan Mullins Crosley Spl. and Mike Cleary's just restored Devin Crosley in it's first race in 30 years! This was an example of the kind of turnout we should always expect in H MOD.

## Inside This Issue you'll find:

*VARA'S Sears Point Finale' 1994*

*"Lost" Candy Poole Intake Manifold*

*Profile: Nick Brajevich- H Mod Legend*

*An epic race story by Bill Cunningham*

*Ads, Letters, Area Reports, and Braje*

small TIMES IS THE OFFICIAL PUBLICATION OF THE H MOD-OVER-THE HILL-GANG. IT IS A QUARTERLY NEWSLETTER PUBLISHED SOLELY FOR THE MEMBERSHIP. THE ASSOCIATION IS A NOT-FOR-PROFIT SOCIAL, HISTORICAL AND RACING ORGANIZATION.

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US DAILY AT 714/768-7882 OR  
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## H Mod car validation now a success!

Do you need to have *legitimate authentication* for your H Mod? Well Gerald Hite and Steve Soenke and several others have and recently received a study and certification of their cars authenticity! For our members we have setup a program which researches evidence that you provide, augments that data if possible, utilizes volunteer staff experts to ferret out old records and recollections. For only \$25.00 you receive our study document, and the authentication certificate. *If we can't validate you get your money back. We're the only H Mod info source recognized by VARA, SVRA, Victory Lane and Vintage Motorsports magazines!* Replicas will be a future target for the major organizations!

## Editorially yours Joe Puckett

The 1995 season should bring out more H-Mod cars. Several cars are now in restoration others have been down for parts and such and are expected to return. Steve Soenke is restoring the ex-Doc Young Crosley Spl. and Susan Racine's Jabro was bought by Des Telmont. Bob Thurlander is swapping an H Mod for Curt Andersons' Sprite. Gene Leisure should be back this next year with the Martin Tanner T-5 after waiting eons for wheels. More cars previously uncampaigned in vintage races are starting to show at the eastern events and Our H MOD membership has grown by 7 just since August. As I speak briefly of membership, lets welcome Philo & Greg Jacobson, Allan Bolte', Lynn Mills, Frank R. Righetti and Avery Dee to the H MOD Over-The-Hill-Gang. Incidentally both Frank and Avery, who are from opposite ends of this great country, were racing H-Mod's when the cars were new! The Aardvark edged the rear engined 1962 PBS. Nice to see Eric Schulof drive his Crosley Spl. at a recent Willow Springs outing. The pristine little car is owned and driven by Eric and his dad Bob. I just wish they'd finish it totally and put on some cycle fenders...Don Racine did for the Aardvark and Hell, he's abruptly gotten faster! Charlie Hayes one of our Midwest members got himself something special when he recently purchased the Tanner T-6 from Don Danford who drove the car to many wins in the mid 60's. Don had it stored in a corner of his shop for years waiting for someone and just gathering dust. (Photo page 1.) Sorry this issue is delayed I got sick with Pancreatitis and almost croaked again. Speaking once more on cars coming out this year....

I just bought John Murphy's Unicorn Crosley!

## TECHNICAL INFORMATION AND SPEED TIPS

### ---- PIT STOP---- BY NICK BRAJEVICH

*There is a lot of jawin' about Split Fire plugs by all the big car jocks and street racers. The concept of a split wire firing over the electrode has been by this way before, years ago but it has long since went away. These new plugs seem to be here for good. Anybody out there tried em? Do they make em for lawnmower engines like the J6C and J8C the Crosley uses?*

*Several of you guys are using NGK plugs with good results...I like em too! Joe Puckett uses them in the Crosley as well as the SAAB. The Bosch plugs for two stroke SAAB racing are like \$20 each now and Joe sez the NGK's at \$1.45 per. are just as good.*

*I remember Joe telling about one time he was driving his MPX spl. and the late Frank Davis was wrenching for Joe at Riverside. They had what they thought was plug trouble so every other practice lap Joe'd come in and they'd pulled the plugs out and throw em over the fence. after 6 circuits they gave up...Turns out the condenser was loose in the breeze and hanging by the pigtail! They both took the following Monday off to go and search the scene and get the plugs back. Oh well! Gotta go work on my Crosley Dragster now and I think I 'll...Probably check the plugs.*

*Bye! Braje*

## H MOD REUNION

JUNE 3/4  
LAS VEGAS  
PRIZES AND AWARDS  
CALL US FOR INFO:  
714/768-7882

**Bill Cunningham's  
Crazy Cornerz  
on oil, dirt and Victor Mature**

A lot of race cars leak oil and some H-Mods are among the worse. Ol' Rich Erickson once had it spray in his cockpit...Joe Puckett who I still call Poe Juckett, always got it all over his shoes and socks. But when it oozes out of the ignition switch Punkie...you've got a BIG problem. Back a zillion years I was trying to campaign this %\$F&\*\$+++ \$ Oil spraying Moretti I owned in HM. I found a guy who said he could make me a set of piston rings to Moretti millabobble specs. I tore the engine down and took the critical parts over to the guy. (Oh! you don't buy Moretti parts at Kragen or Pep Boys.) I called the guy regularly after that but got the old "tomorrow." In desperation I called him Friday, a week and a day from the event and said "Please...I need the rings now...Tech is Wednesday and I don't want to haul the car to Del Mar and find it won't run!" He said he'd be working Tomorrow (Saturday) and I could pick them up that evening on the lid of the garbage can behind his Inglewood home. Sure enough the rings were there! This Procurement Plan is really not too unbelievable for H-Mod. I rushed home to change into grubbies and got a call to work Sunday at the Airplane Place on a special project...DRAT! There went another day. I began to assemble the whole mechanical mess on Monday and was still at it Tuesday. We loaded the car on the trailer Wednesday night took it down and passed Tech easily. This despite the Tech Inspector who wanted me to start the finger tightened engine just, "To hear it sing." Fortunately, he knew H Mod's and believed me about the dead battery. Thursday and Friday are a blur but Saturday at 1 or 2 AM, She suddenly started and woke my sleeping crew. "Put it on the trailer...We're goin' racing!" By the time we made it to Del Mar the sun was well up and the other (Continued)

(Cunningham - Continued)

I told my disorganized pit crew that I'd skip practice and take a nap by the chain link fence behind the pit...I did just what I said I'd do and was awoken later by a crew member and noticed I was covered head to toe by Styrofoam cups, hotdog wrappers, newspapers, rubber dust and dirt. They plopped my helmet on my head and half drug me to the grid where the Moretti lurked ready to go. A short minute later and they flagged us off. As Poe Juckett once pointed out the track was dead flat except for a slight rise in the center for drainage. Across the main straight near the start-finish line was a ditch...Oh, only about 2 inches deep and 6 to 8 inches wide. This "canyon" played real havoc with my overweight, tall/skinny tired, leaf sprung Moretti that rode like the suspension was welded solid. It almost tossed me out of the car several times. On the first lap it caused me to go into turn 1 fighting frantically, arms knotted, to keep all wheels pointed in somewhat the same direction! On the next circuit the violence of the ditch not only brought pain but caused all the instruments not working to work and visa versa! This went on for what seemed 250 laps, when I decided to quit this torture and slow down for turn 1. Having done this...I promptly spun out! I managed to keep the thing running and retired to the pits. After I threw the helmet on the seat I announced "I'm sick of this...I'm going get some beer and go back to the motel." (See more on page 4)

**A FAMILY QUESTION**

**H MOD IS CONSIDERING ADMITTING A NUMBER OF ORPHANED CROSLLEY AND SAAB POWERED FORMER FORMULA 3 AND 4 AND FORMULA'S" CARS TO OUR MEMBERSHIP. THESE 750-850CC OPEN WHEELERS ARE REALLY LIKE "OUR H MOD COUSINS" AND HAVE NO PLACE TO RACE.**

**THE H MODS WOULD REMAIN CLASSSED SEPARATE AS HM WHILE THE FORMULA CARS WOULD RACE WITH US AS FH. WHAT ABOUT IT GANG? CALL OR WRITE ON THIS.**

**THINGS TO DO  
AND NOT TO DO  
by Count De Fumes'**

*The idea of getting ones' car accredited as a real H-Mod seems to appeal to some of you...The Vintage Racing clubs are getting a lot tougher and well they should. Several fake Ford GT's, D Jaguars, Kurtis 500's and Devin Reproductions have now been revealed. In the case of H MOD one car presented here could not be validated as legitimate since it had evidently been loosely copied after an original car with a non H-Mod engine (948cc) plus some obvious modern (1980's) flares and bulges. The angry recent buyer/applicant has since gone after the person he bought the car from with a lawyer in tow. Naturally we could not accept the car as an original.*

*Recently the driver of a rear engined car hoping to run it at the Phoenix VARA race as "an 850cc rear engined H-Mod built in 1969." was surprised when this scribe told him and VARA officials that since his car was built in 1969, or the year after H-Mod became history it was NOT truly an H-Mod! VARA officials agreed with me and placed his car in C Sports Racer. Make no mistake, VARA knows H Mod exists again today and that it's one of our club goals to keep things as much like before as possible.*

*Count de Fumes'*

**H MOD DUES ARE RENEWED EACH NOVEMBER. THE COST TO YOU IS \$12.00 ANNUALLY. NEW MEMBERS ARE \$ 15.00. IF YOU WANT TO REJOIN NOW NOTE THE DUES ARE FOR 1995 .**

**SEND YOUR \$12.00 TO:  
JOE PUCKETT c/o H MOD 22901  
LOUMONT DR. LAKE FOREST  
Ca. 92630. THANKS SO MUCH!**

*(Cunningham-Continued)*

The motel happened to be located next to a liquor store. I walked in oblivious to the fact I was still wearing my dirty, oil soaked driving suit and had a dirt track oil mask on my face which outlined my bloodshot eyes. As I waited for the change on my six pack purchase, a big guy placed a case of champagne on the counter and gave me a quizzical look I'd seen before... He had slick black hair, sleepy eyes and had raised one of his jet black eyebrows. A faint smile touched his full lips. It was Victor Mature. "What the Hell have you been doing?" He said with friendly but frank curiosity. I told him I'd been racing around the Del Mar parking lot. "Oh!" He said. "I thought maybe they were filming a World War I flying movie or you were in a minstrel show!" We said our goodbyes and I went back to the motel and studied myself in the mirror. Then I showered for a full hour.

Sunday things got a lot worse...But that's another story.  
Bill Cunningham

## New H MOD Tee Shirts! available

*rainbow of color blended on white premium 50/50 adult shirts... unique new design... send \$ 13.00 per ea. to Joe Puckett c/o H MOD shirts, 22901 Loumont dr. Lake Forest Ca. 92630 now! This cost includes s/h. Allow 4 weeks for delivery. Show your colors!*



## PROFILE\*\*\*

### Nick Brajevich An H-Mod Legend

I've known Nick since about 1958 and he is truly a LEGEND with Caps. At first I knew him only for his Crosley speed stuff which included manifolds, Braje valve covers, oil pans, and side plates. But later for his fantastically entertaining satirical wit and incredible knowledge of the high performance Crosley engine. Nick's rail once held the 1/4 mile dragster record in the 50's for engines of 45 cu. inches displacement. That car is long gone and probably scrap, but now he has a new double engine dragster almost ready to compete. Nick actually raced vintage from 1986-1991 in his hot Crosley S.S. Although the car and driver combo had lousy power to weight with the big man aboard, (Nick is over 6' 3" and 220 lbs.) he usually finished. I recall a well deserved first in class and several 2nds and 3rds..This IS GOOD for a kid in his 70's!

Nick still lives in Gardena California, still makes and sells Braje equipment, currently drives a quick street rod, and has a full equippe' of race cars including the first Miller, the ex Jim Paul front engined Miller a rear engine Crosley Formula car and an enviable cadre of old Crosley engines, cranks, tranny's, etc,etc. The grounds of Nicks estate, or as he calls it "The Popcorn stand" contains his family Machine shop business, two houses, his lovely wife Joan and a whole lot of H Mod history.



Nick Braje, seen in his neat Miller-Crosley, is recovering well from multi-bypass open heart surgery...Good Luck Pal!

## H MOD NORTH EASTERN U.S.A. VSCCA REPORT

*VSCCA Fall Finale and Beach Boys Trivia...by Glenn Reynolds*

Well I did my impression of the Maytag repairman at the VSCCA finale at Lime Rock September 24th. Not a single H-Mod in sight other than yours truly. J.D.Ingleheart and John Aibel were in attendance, but not with their equipe. John's LeMan's Crosley is in for an engine rebuild so we can look forward to it in the Spring. Rather than bore all of you with yet another picture of the VerValen Spl. circling Lime Rock, I though the following might be more interesting to the technically minded in our ranks:

Remember the Beach Boys tune that went, "She's solid ram induction, but it's understood...I've got a fuel injected engine under my hood!" Well about that time or before Dodge did it, Candy Poole was developing a unique fuel delivery system that would minimize the drawbacks of the Crosley's "siamese ports" and create a "ram effect"by having the air/fuel mixture rotate or swirl around the whole damn engine! Candy accomplished this by boring two precise holes opposite the intake ports on the distributor side of the engine and fitting another manifold and carb.(Unfortunately the photos are somewhere among the @\$%&^ missing!) The theory being that, because an additional manifold/carb assembly was mounted at an opposing angle of entry there would be a constant rotation of fuel, and each cylinder could grab the gulp it needed from this steady supply rather than steal its supply from the neighboring cylinder as prevalent in the stock Crosley intake system. All of this was forgotten until J.D.Ingleheart cleaned out his garage and came upon the manifolds along with a bunch of odds and ends that he passed on to Gerry Greaves, long time H-Mod racer from the 1950's. (Continued page 5)



**WE GET LETTERS**

All below addressed To the Editor:  
 Yeah, I guess I was an aggressive driver back in the old days, but a guy couldn't be a Casper Milquetoast, Featherfoot...in the highly competitive H-Mod class. I still have the ol' Forged-True piston with the nickel sized hole in it. Wondered about the missing piece...Maybe too much Nitro Propane? Sorry to hear about losing so many of the old timers we used to joke, laugh and race with. You can bet the farm...There's a lot of good racing going on up there. Here's my dues renewal check. I look forward to small TIMES and read it cover to cover. Happy Holidays ol' Buddy.  
 "Doc" Dick Schoenen

I'm enclosing a check for \$15.00 to join the Over the Hill Gang. Glenn Reynolds recommended the gang and I think I fit. I'm 72 years old, I built 3 Jabros MK 1, 2 and 3. This includes the MK1 Jabro on page 5 of the Summer Issue of small TIMES. When James Broadwell was alive he sent me the plans and patterns for all the cars. I've enclosed a picture of the Jabro MK 3 which is for sale for \$18,000. (see Want Ad Section) I can be reached at 914/ 737-7772 or 2051 East Main St., Peekskill NY, 10566.  
 Frank R.Righetti

*Welcome to the Gang Frank! Also an apology...I screwed up the spelling of your name in the list of North Eastern Cars... Now I know better!*

My computer just signaled me that it is time for my renewal. Darned computer has more memory than I have; Wouldn't it be wonderful if we were to just drop by a computer store and buy new memory for our heads. We have been living almost a year now near Lake Arrowhead and it's really a different life. I don't connect much with the racing scene except through TV or small TIMES. Our club pub is better from the standpoint of reliving racing through the observations of people I used to know and tracks that I had cars on. We have another ex race ( see page 6)

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 714/859-HMOD**

*"I never really thought twice about the guy I had just caught... I just knew he was history after I had caught him!" attributed to the late Chuck Tsigounis ( Gounis)*

*Photo below- "Duck" Waddle's H Mod does battle with bigger cars for lack of H Mod's. Anybody care to race him?*



*(Reynolds Column continued from page 4)*  
 I have no idea how successful this setup was, but it again underscores the resourcefulness of the H-Mod racers in the good ol' days! that's all for now!  
 Glenn Reynolds

**EDITORS NOTES AND COMMENTS:**  
*Great Stuff Glenn! Just a couple of related items. The late James Broadwell used a 4 port system later as did some here on the West Coast...Namely, Rich Erickson. I believe they blocked off the right side siamese ports entirely and went to 4 tubes into the left side of the block. Then Amal's or a manifold mounted Weber DCOE were added. Braje or Graham might know more. Personally, back then I really never had the bucks or a usable block to spare for such creatively wild experiments...But now who knows. Maybe if I thrive in 95?*  
 Editor

**More Letters-Continued**

Dear Joe ,  
 Reference to JOD's letter in Vol.5 no.2 . As I recall there was an ex-Midget racer named Lee Hurd who lived with or was in the same El Segundo shop as Rich Erickson. I seemed to remember sitting in a partially completed race car frame, I was half to 3/4 full of Olympia Beer, the air was full of the sweet smell of a burning Castrol R Racing oil soaked rag, and we were singing another verse to JOD's immortal Movin' On song: Ol' Lee Hurd was feelin' strange when he set the nitro on the kitchen range, he's movin on...He'll soon be gone...That Rukus Juice shook the ceilin' loose ...He's a movin on...Best Wishes,  
 Dick Jones

*Lee Hurd was actually MY roomie and we lived next door to Rich on a street where every house had at least one H-Mod garaged. Firstly, Lee never raced any Midgets; unless they were small people. Secondly, Because of Lee, I tried that #&\*& stuff once at Pomona and it blew off my bellhousing!\$\$\$...*  
 Editor (Continued Page 6)

**New Member Application and Membership Renewals**

Prospective new members should fill in the info below, then mail the Application and a check for \$15.00 to H MOD 22901 Loumont Dr. Lake Forest Ca. 92630. They will receive the membership packet including the H MOD club charter, membership card and number, and tool box stickers within 2 weeks.

The membership dues for H MOD which remain \$12.00, are required every November 31

Name/Phone \_\_\_\_\_

address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Describe H Car/s owned/did own \_\_\_\_\_

(Letter-continued from page 5)

type up here. Like me he's retired but still restores a Ferrari now and then to keep his hand in. Keep the paper coming and one of these days I'll see everybody at Willow. Until then keep the shiny side up.

*Stu used to drive the Aardvark in days gone by. A good driver and one of the "Originals."*

Joe,

I really enjoy the newsletter. Please keep it coming!! Do you foresee an "H Mod specials" book, similar to Allan Girder's publication, in the near future? I have several of the "Specials" Trend books from the late 50's. It sure would be great to see all the H-Mod / early DSR cars updated with current info, i.e. (photos, specs, history, restoration, stories, etc.) Any such publication would of course have to contain your expert and humorous commentary! keep up the good work!

Scott Halliday

*Gosh thanks, but you must be psychic Scott! Even as we speak we have an H-Mod pub in process of development called. "Big Drivers...Little Cars." May take a while but it'll happen. OH! I once illustrated an Allan Girder story on his MGTC Spl. in the old cartooning days! Editor*

*Hey! We print member letters and Ads. So start scrawlin'*

## Want Ads Cars, Parts n' Services

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**FIRST CLASS MAIL**

**If you haven't paid your 1995 dues...Sorry! This is your last issue!**

**H MOD IS A NOT-FOR-PROFIT-SOCIAL AND HISTORY ORIENTED GROUP OF CURRENT AND EX- RACE DRIVERS.**