

small TIMES

Volume 6 Issue 1Official Publication of the H MOD - Over-the-Hill-Gang SPRING 1995

"Never cut through a Saabs' pit ...You could slip and fall."

H MOD CALENDAR

H MOD REPORT

Le Petite' Galleria

key upcoming race events

LAS VEGAS SHOOTOUT

- * June 3/4 H MOD Reunion
Las Vegas
- * June 9-11 HMSA
Wine Country Classic
- * June 28-29 VSCCA
New Hampshire Intern.

On June 3 we should know several things... (1.) Is H MOD for real? (2.) Who has the nicest example of an authentic representative H MOD? (3.) Just who is the fastest in the U.S.A. ? This years event has received a boost from VARA with yet another opportunity to to hold an H MOD Reunion. Todd Gerstenberger is again our Race Steward which shows terrific confidence in light of last years small turnout. This year it already looks a good deal better. I will bring 3 cars in a poor mans imitation of Roger Penske. These cars are the Phoenix-Saab, Miller-Crosley and the Unicorn-Crosley. Then Bim Shook said he'd bring the PBS, to meet Glen Sipe who's coming cross country from Memphis Tennessee with his PBS roadster to challenge. Gene Leasure will bring the Tanner T5 if his wheels are ready. Arizonian Mike Cleary went fast at Phoenix and is looking forward to Las Vegas. Don Racine will usually go for the most competition and he is expected with the track record holding H Mod, The Aardvark. Dave Cammerano, will bring the Spectre and the list goes on. VARA will give awards for an H MOD Concours event and provide several other incentives. Hey...no other Race promo group cares to go that far... H MOD will provide a Winners Trophy. It looks to be a terrific event.

H MOD Entries close by May 26. How fast are you against your peers?

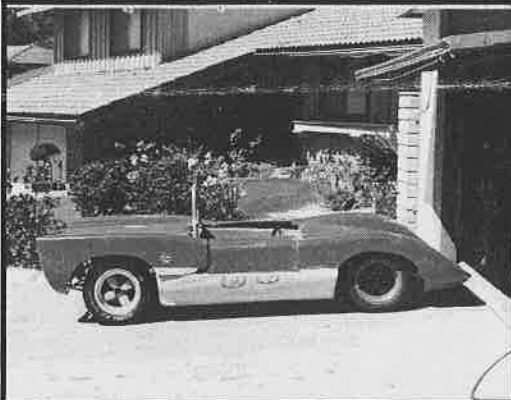
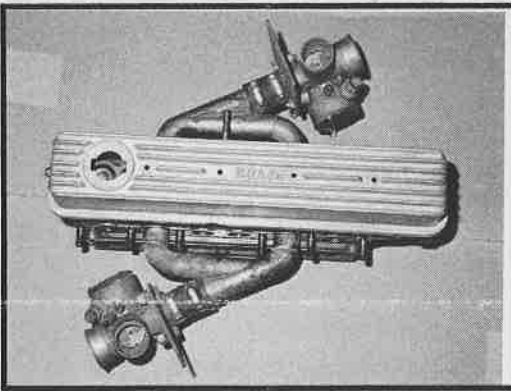


PHOTO ABOVE-CURT ANDERSONS 'DUBARRY SPL.

BELOW-THE "LOST" CANDY POOLE MANIFOLD



Is Insurance killing HMOD racing?

The lack of H MOD entries at some West Coast Events is being blamed on the demands of those companies which insure the Racing Clubs and the tracks. Over the past several years VARA, which always seeks to work with the drivers, has usually initiated Safety requirements that "are asked for" by the insurance Companies. Many of the changes seem to alter the cars toward current SCCA Safety Regulations and away from the "as Constructed" originality that is at the core of their historic value or \$\$ worth. This H MOD Reunion event is an exception. The rules for this event are pre-1965. Some NorCal racers always avoid the VARA events no matter how attractive because of the cost to alter or update. The reluctance stems from their deep set feelings about history and value. Frankly, I have complied with every change. Safety is foremost in my mind. But the guys up North and in the East have a point. Now I've added an 8 gallon ATL metal covered bladder tank to both (see page 3)

Inside This Issue you'll find:

Is insurance killing H MOD Racing?

850cc. rear engined DuBarry Special

Bill Molles' Meandering Memory

Formula "H" Report

Ads, Letters and Area Reports

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.

EDITOR-JOE PUCKETT
FINANCE -TRACY GOMEZ
PRODUCTION-TERE OTEGUI

SENIOR STAFF WRITERS
NICK BRAJEVICH
GLENN REYNOLDS
TOM CHURCHILL
BILL CUNNINGHAM
JOHN DONALDSON
BILL MOLLE
CURT ANDERSON

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FAX 859/HMOD.

H Mod car validation now a success!

Do you need to have *legitimate authentication* for your H Mod? Well Gerald Hite, Steve Soenke and Dave Cammarano 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 Racing season is underway...I'm not ready as usual...Well as luck would have it, I got sick again. Pancreatitis...and I don't even drink...Well not much. But it really set back the last issue and my car prep.

The membership continues to grow although we lost some Non-Involved folks this year.

The H MOD Reunion event is covered elsewhere so I won't get in to it here.

Fellow member Gerron Hite asked recently about Jim Starbuck of Norwalk Ca. who raced Moretti's and built Crosley engines. Well Gerron, my ol' competitor died a few years ago in Florida, He'd had Alzheimers for some time and got pneumonia. I guess I'll just remember him as the quick-to-smile gentleman racer he was. To a guy like me who lives so much in the past...Nobody dies. As far as the others, Lou Ames who raced your Berkeley and Robert Davis of Triumph Berkeley fame, I have to turn the question over to our members.

Readers note: Ol' "Doc" Mollie who won several Championships back in the olden days, has joined our staff. The man knows H-MOD like Bo knows advertising. *Read "Doc" beginning in this issue.*

A small number of you have either had address changes or names misspelled on occasion. I do appologize...We're trying. Please remember...I must type with 3 fingers, gesture with my head to a group of uninterested nurses and cough out instructions, while they mix my medical supplies with H MOD letters. It's a Bitch of a job but someone's gotta do it!

The Editor

Technical Information and Tips

On wheel sizes and gearing

If your Crosley Spl. gearing is too high you can effect a quick change by changing tire sizes. **EXAMPLE:** A Fiat Topolino rear end has 3.0 final drive with 15 inch rims and 550:15 tires. Go to a 12 inch rim and 500:12 tire and final drive is about 4: to1.

The Sprite rear end can be cut in width and then it offers ease of finding parts and many gear changes.

Meanderin' by "Doc" Bill Molle

CLASS H MOD AT SALT LAKE CITY

Running for the points in Pacific Coast Championship required several long distance trips. One of these was the Great Salt Lake Race. The course was out of town on an abandoned air strip. The townspeople were very happy to have us there and extended us all the hospitality we could ask for. Some of you may remember my trusted mechanical genius Jerry Fairchild. He was the brilliant brain behind the great success I had with the Panhard. I had bought the Panhard from Perry Peron because he thought that the Crosleys were soon going to obsolete the two cylinder Panhards. But Jerry knew a few tricks that no one else knew. However, he was absolutely a purist for legality. Not one cc over size, and would not hear of putting the 850 cylinders on. He was always a stickler for carrying along some spare parts. He always said "did we come to race? If so, then lets have some spares."

(continued on Page 3)

H MOD REUNION

JUNE 3/4

LAS VEGAS

PRIZES AND AWARDS

CALL US FOR INFO:

714/768-7882

PROFILE:
BILL "DOC" MOLLE
LEADFOOT

When I got into H-Mod in late 1959, "Doc" was already a standout Class competitor. He'd taken 2nd in the 1958 SCCA Regional award and won the 1958-1959, California Sports Car Club (CSCC) Pacific Coast H-Mod class Championship. "Doc" was also 2nd in the coveted Motor Racing Newspaper Championship in 1959. To look at "Doc" and be frank... Well he was tall, skinny and wore a Godawful ugly straw hat. He looked more like a farmer than a Hotshoe Dentist. His smile was/is a bit disarming but his humor was then and is now as sharp as a knife.

His lime green and cream Nichols Panhard was originally acquired from Perry Peron and was modified body wise by Jim Byers. Then it was fitted with the first ever fuel injected Panhard 2 cylinder engine by the legendary Jerry Fairchild. The legal 747cc powerplant gave 67 bhp at 6500 rpm's. That engine today belongs to Don Racine who doesn't seem to need it for his Aardvark.

In 1990 Doc came out of retirement to drive Don Racines Nichols Panhard at that years HMOD Reunion. Frustrated all weekend "Doc" said to me "look at my damn shoes...My cars never leaked oil!"

I never beat Doc that I honestly remember, in about 4 tough trys. My time in competitive H-MOD, was the time Doc was phasing out toward G Mod.and Lotus 11 .

"Doc" sez he's looking for another car to get back into the game. Well, the H MOD classifieds have seen two cars sold recently. So as an H MOD member/contributor, he's come to the right place.

Joe Puckett

(Insurance-Continued)

The Saab and the Miller. This is a real problem because of space and 20 lbs more weight. H Mod's don't need a lot of extra weight racing in with big ol' MG's, Porsches, and such with all their existing power-to-weight advantage. We can take a tip from the North East and North West regions of H MOD where rules and insurance are respectful to old car originality and tradition.

(Salt Lake City continued)

It was a cold and windy morning in the fall when we started out for practice. The car ran very well and my time put me on the front row with Harry Jones in his superb Lotus 11 Crosley. What a car, This Lotus 750 was perfection. He was always faster than any of us, and he could damn well drive it too. He had a terrible personality and didn't like anyone very much. He did not associate with the rest of us. There was a second practice late in the morning and I went out again to see if I could remember the course a little

(continued on page 4)

**ANSWERS TO
A FAMILY QUESTION**

AFTER CONSIDERABLE AFFIRMATION FROM THE MEMBERSHIP, H MOD IS ADMITTING A NUMBER OF ORPHANED CROSBLEY AND SAAB POWERED FORMER FORMULA 3 AND 4 AND FORMULA 8 CARS TO OUR MEMBERSHIP. THIS IS HOWEVER, CONDITIONAL AS STATED BELOW, AND SUBJECT TO RACE ORGANIZATION APPROVAL. UNDER THIS PLAN, THE H MODS WOULD REMAIN CLASSIFIED SEPARATE AS HM WHILE THE FORMULA CARS WOULD RACE WITH US AS FH, OR FORMULA H....

**THINGS TO DO
AND NOT TO DO**

by Count De Fumes'

Let's examine do's and don't s at the track and on it.

- 1.) *Show up early and unload.*
- 2.) *Never show up with a tackle box instead of a tool box.*
- 3.) *Bring plenty of water at LasVegas and lots of money too.*
- 4.) *If you bring your wife, don't tell your girlfriend where you are pitted.*
- 5.) *Do try the Chili dogs from the Ol' RoachCoach at the Las VegasTrack.*
- 6.) *After the dogs...don't wait too long to line up for the restrooms and miss your event.*
- 7.) *Do as many practice circuits as possible... H-MOD's are perfect for this circuit.*
- 8.) *Don't miss the Post Race party on Saturday.*
- 9.) *Do enter this event...H MOD is getting a lot of attention and awards.*

See Ya...CdF.

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!**

(Salt Lake City conclusion from page 3)

better, and was screaming down the back straight and the engine just flat quit, no cough, no sputter, nothing. I rolled to a stop scratched my head and said the four letter word that describes most of racing, and walked back to the pits. We got the car and Jerry sat down on a large rock to think it over. Now when he did this you did not speak to him or do anything but wait....Pretty soon he got up and went to the station wagon and pawed through a few boxes and pulled up a fiber timing gear. I didnt even know what it was or what it was for. Then he took the engine down and the valves were bent into a interesting shape that even I could recognize were not quite right. Now along comes Harry and his wife Vi and they see the Panhard engine laid out on a blanket, the valves bent in a L shape, the clock is running, and only one hour until race time. They said they were sorry that it was all over for me, and he would get the final points. I did really believe their sincerity. Now Jerry is over on a large rock with a hammer and is beating on the valves and getting them into some sort of straight. He assembles the engine, and lights it off. IT RUNS.... But sounds like hell, missing and popping. The call is to the grid, Jerry still working on it, but I make it to the grid. The engine is rough. The flag drops, we are off, I do not get off too good, but it goes. Now second lap, its running better, better, better and by the third lap I am flying and can see Harry. As I get near him, he pulls off to the side, out, dead. The Panhard is running better than ever before... win. After the race Jerry is grinning like a cat and says "I am glad I made those seats hard, the valves beat themselves into a good seal, I thought it would do that."

Stay tuned for the "Great Gangland Murder" in Eugene Oregon starring Rich Erickson and Jim Paul .

Bill "Doc" Molle

THE DUBARRY SPECIAL

BY CURT ANDERSON

Well, April is here and gone and so is my Sprite. In its place is the DuBarry (sp?) Special H Mod. Over-the-Hill-Gang member Robert Thulander now has a barn full of Sprite spares and I have a garage full of work. The car started out life as a 1961 Jabro chassis powered by who knows what. It has obviously been converted to inline operation driving through a VW transaxle. The front suspension is swing arms supported by pickle fork type radius rods and home made coil over's. Fiat 600 brakes and 13 X 7 aluminum wheels are currently fitted. The rear suspension is parallel upper and lower links and trailing arms with Fiat 1100 brakes and home made coil over's. Again 13 x 7 aluminum wheels are fitted. The fiberglass body is a Warren. Made in St. Louis. The car originated in Kansas and still bears the Wichita SCCA stickers.

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 Lounmont dr. Lake
Forest Ca. 92630 now! This cost includes s/h.*

Allow 4 weeks for delivery.

Show your colors!

sizes left are Lg./XL/XXL



JABRO CARS Revisited

The following is an excerpt from some old Jabro promo stuff plus some info of mine of a more modern nature.

Back in the early days of H-Mod racing a lot of people decide to build bodies and chassis fo H-Mod's to make a Buck... The list is too long to print but I'll give some examples: Devin, bodies and chassis, Legrand bodies and chassis and complete cars, Almquist bodies, Miller bodies, chassis, complete cars, Oh Wow! Scrounger, Nichols, Begra, Bobsy, all got into it making something... Jabro was probably the most productive of em all. The Founder, the late James Broadwell eventually had a Mark I, II, and III. Engine type was pretty much your choice fom Crosley to OSCA, Merc to SAAB. Broadwell had his own 4 port Crosley too! The Mark I was front engined, first ,simplist and most popular...The Mark II...lighter, also front engined, more trick, more expensive. Finally the Mark III...Rear engined, "birdcage"chassis. IT'S VERY TRICK. The chassis were Jig welded and excellent. The bodies were well made, pretty and well proportioned. Many Jabros' are in H MOD today...Smart people.

Check the classified section for member Bud Bossart 's Ad ...The Jabro lives!

1951 Models



You have to drive a '51 Crosley to know the car as it is today. Bigger, sturdier, heavier. Powerful engine with 7.8:1 compression ratio, hundreds of mechanical improvements. New interior and exterior features and styling. Crosley gives you 35 to 50 miles per gallon. And Crosley is still the only new car you can buy for less than \$1,000. Lowest price, lowest down payment, lowest monthly terms. So see your dealer—test drive the new 1951 Crosley—the most improved car!

FREE! 1951 Crosley Catalog! Write Crosley Motors, Inc., 2530 NY Spring Grove Ave., Cincinnati 14, Ohio

CROSBLEY
A FINE CAR

You see them everywhere.

Dear Editor:

Well here I am almost a half a year late with dues. Sorry to be so late, but I sure don't want to miss any of the "small Times" newsletters. I sure look forward to getting them .

I presently own an H-Mod Jabro Crosley, Which I am still restoring. It has a Fiat Topolino Station Wagon chassis of late 40's vintage, Crosley engine, MGTC gearbox, early A.H. rear end and a MK 1 Jabro body.

I previously owned the original prototype Quantum Saab H-Mod built by Walter Kearns of Massachusetts. I sold this car to John Aibel who successfully races it in VSCCA.

I'm going to stop writing now and get my membership renewal check off to you because if I don't stop, my dues will be a year late.

Some time down the road, I'll try and write a story on the Jabro. How I found it and hopefully, finally restored it . I am an awful letter writer though.

Glad to here your back in good health Joe. I'm already looking forward to the next issue of "Small Times."

Best Wishes,
Bill Pelley

Thanks Bill...We welcome you back, and await your Jabro article in any form.

Joe,
Missed the dues reminder in the Fall Edition . Sorry for the lapse. My \$12 is enclosed. I have been wanting to write concerning the droop-snooted Panhard in that Fall issue. I'd be very surprised if that's not in fact the ex-Perry Peron /Bill Molle Nichols Panhard No.#3 with the nose extension to clear the Injection sytem.
(Next column)

**DON'T MISS OUT...
JUST BRING US TWO NEW
MEMBERS AND GET A FREE
H MOD TEE SHIRT!
CALL TODAY 714/768-7882 OR FAX
714/859-HMOD**

*A driving tip- If your lap times vary by
8 to 10 seconds and the car's ok...
Please...Find another sport!*

*Photo below- The Editor drives John
Murphy's Unicorn Crosley in 1984.
In 1995 ol' Joe P. bought it.*



(letters-Continued)

Also enjoyed the article on Dick Schoenen. One of my better memories is of passing his ailing Devin at Chavez Ravine with my "lead balloon" Nichols #1.

sincerely,
Stan Bucklein

It's ok Stan... A lot of members were late...Almost had to print small TIMES on TP! Dick will probably remember a lot too and write a stinging retort. Ed.

Dear Mr Puckett,
I would like to subscribe to your Newsletter. I spoke to you six or seven years ago about a Miller formula 3 car tha I owned, and you gave the number of Don Miller who I subsequently corresponded with several times before he died. I sold that car. I t has been totally restored, and now I am trying to get it
(Continued on page 6).

The East Coast Scene Rememberances of some Giants

back in 1962 at Road America, Glen Baldwin had all but already won the H-Mod National Championship. But in a wild 15 lap Saturday F Production and H-Mod event, Martin Tanner gave a school. The Tanner T6 set a record with a 45 second lead over Glenn at the finish and registered a 75.566 average. Other notables trailing the wily Master were, John Gordon and Jim Adams 3rd. and 4th. in OSCA's, Dick Jacobs in the Scrounger 5th., Don Walther DB LeMans 6th., George Schmidt Jr. SAAB Spl. 7th., James Gladdish Stangellini-Merc 8th. , Reni Kemper OSCA 9th., Cecil Schuenman Lyn Spl. 10th., Don Risinger, La Boa 11th., and D.C. Morehouse, Siata Spyder 12th. DNF's were Ken Bartlett Lotus- SAAB, Ed Walsh Lola-OSCA., Paul Jackson DB Devin and Alvin Schillinger Hm Spl. Wow! Martin T was some kinda guy!

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

(Letters- continued) back. I also own what was originally an H-Mod built by Dick Jacobs who subsequently helped develop the Oselot DSR. He built that Jaco Mark VI in 1963 with a Saab two-cycle engine. He raced it very successfully in the SCCA Central region for several years before selling it. It changed hands and subsequently had a Fiat 850 and Hewland transmission installed. It was later owned and raced successfully by a man named Bob Urso from Harrisburg, Pa. He ran a Suzuki 850 engine and went to the National Runoffs 10 straight years. I bought the car about six years ago and put it back into the Fiat-Hewland configuration. A picture of the car is enclosed. You may have seen it run at Phoenix three years ago where I took first place in the DSR class. Let me know what I owe you for dues to join the H-Mod Over-The-Hill-Gang. I am 61 years old and am beginning my tenth year of vintage race. I had no race experience prior to 1985 but throughly enjoy the cars and camaraderie associated with vintage racing. I introduced myself to you briefly at the VARA races in Phoenix in February 1994. I did not attend this year. I hope to see you there in 1996.

Sincerely,

John T. Kimball, M.D.

John..Club Info and H MOD

Reunion Invite are on the way....Joe

Want Ads Cars, Parts n' Services

CROSLY H-MOD AVAILABLE. BUILT BY SHANNON AND MERRILL. TUBE FRAME BASED ON JABRO DESIGN, FIAT TOPOLINO CLOSE RATIO GEAR BOX, FIBERGLASS BODY, ALLOY RIMS, BODY MOLDS. CAR COMPLETE BUT NEEDS ASSEMBLY. \$6,500 W/ TRAILER. DARYL VERKERK, STOCKTON, CA. (209)952-0380/FAX(209)952-4036.

JABRO MK 1 KITS NOW AVAILABLE RECENTLY RACE PROVEN - BODY AND FRAME COMBINATION - EXPERIENCED FAB PEOPLE, EXCELLENT PRODUCT! BUD BOSSART 116 E.4 MILE RD. RACINE WI 53402 414/639-3049

MORETTI ENGINES, STOCK SOHC. ALSO OTHER PARTS, INCLUDING FIAT, WEBER, CROSLY. MAY HAVE YOUR PART. PLEASE CALL: WILLY MUELLER 714/650-6260 DAYS ONLY.

JABRO MK 3 CROSLY SPL. HAS RALPH MALLAMUD BUILT 750CC ENGINE, VOLVO TRANS, QUICK CHANGE ACRO REAREND. "HANDLES LIKE A TROLLEY CAR ON TRACKS!" HAS BEEN TO PITTSBURGH GP '83, LIME ROCK '86, WATKINS GLEN '85 AND BRIDGEHAMPTON '87. IN GOOD RACE CONDITION...\$18,000. CONTACT FRANK R. RIGHETTI 914/737-7772, 2051 E.MAIN ST., PEEKSKILL NY. 10566

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FOR SALE...Dyna Panhard rebuilt eng. new tires, runs well... \$1,600 call Walker Edmiston 818 / 340-2856

Coker Tires 1-800-251-6336 We now have Michelin "V" rated Vintage tires in your size... Call for Pricing.

You too can be in print ! FAX 714/ 859-HMOD or write the small TIMES editor.

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