

small TIMES

Volume 6 Issue 4.....Official Publication of the H MOD - Over-the-Hill-Gang WINTER 1995/96

Real men drive small, fast cars!

H MOD CALENDAR

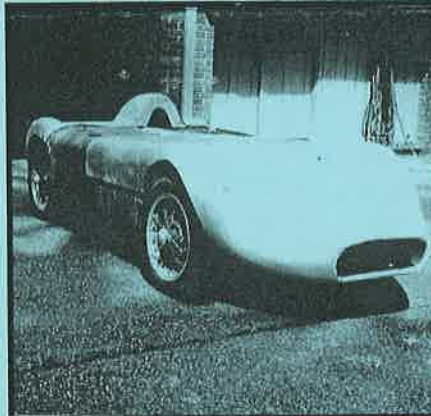
H MOD REPORT

Le Petite' Galleria

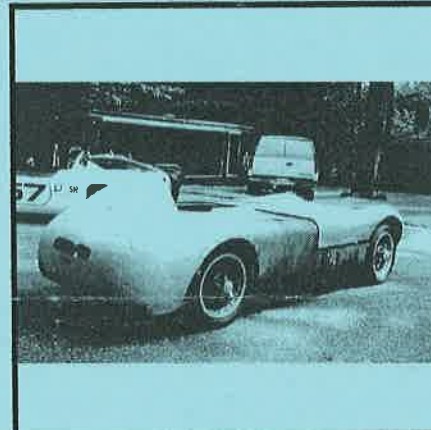
Spectre H Mod Shocks Field at Seattle Historics

Some of us are aware just how fast Dave Cammarano's Spectre-Chain Drive Honda can go. This beautiful H Mod dazzled the field back in July of 1995 defeating a number of supposedly faster vehicles to finish eight overall out of twenty five cars. The biggest surprise was how Dave was able to briefly challenge the legendary Augie Pabst driving the 1958 Scarab and then defeating Gordon Apker in his 1959 Ol' Yaller. The little Spectre displaces only 850cc while the other two cars had engines totaling over 7,000 cc. The race lasted eight laps with Pete Lovely winning in the 1959 Ferrari TR with a fast time of 1:43.755 finishing 6 places ahead of Dave who had a best time of 1:49.798. Other notables ahead of Dave were Vic Edelbrock in the Lister Corvette, Bill Janowski 1956 Monsterati and of course, Augie Pabst.

The fact that Dave did so well against these larger engined cars can be laid to his driving ability and the quick, excellent handling of the Spectre. I had been witness to Dave's work at the 1995 Las Vegas H Mod reunion. At that event only bad luck kept the Spectre from the winner's circle. The photo below shows the Spectre passing Ol' Yaller at the Seattle Historics.



Top and bottom photo
two views of the Ferret H Mod Special.



1996 TENTATIVE
Moroso Park, FL Spring Fling SVRA March
7-10, 1996
CSRG Wine Country Classic, Sears Pt.
June 8-9, 1996

Thoughts about the famous Ferret by Glenn Sipe

I recently spent some time looking at the Ferret Special. This unique H Mod series began with Mercury Outboard Power but it was later changed to Crosley Power. The car was built by Peter Dawson in 1958 or 1959. This talented driver/builder once worked for Colin Chapman at Lotus Ltd. The Ferret Special featured front suspension from a Siata 300 BC. The rear end was a quick change type unit that was once manufactured in Louisville, Kentucky.

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Inside This Issue you'll find these features:

The Spectre at Seattle Historics

John Donaldson On Dry-Sumps

Saab Two-Stroke racing in Florida

The Ferret is found in Tennessee

Photos, Ads, and Letters

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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H Mod car validation

Do you need to have *legitimate authentication* for your H Mod? Well Gerald Hite, Steve Soenke and Dave Camarano 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

I recently decided to redo my bedroom, which also functions as our H Mod Headquarters. The only real mistake I made was not monitoring the boxing of materials, so some of our H Mod letters and checks got shuffled around. For any inconvenience we do apologize. We now have a good handle on everything and we won't do it again! The good news is now my room has checkered flag linoleum among other H Mod related memorabilia.

This year promises a lot of new courses including on the West Coast, Thunderhill for Vara, San Luis Obispo, Tustin and Lake Elsinore, Ca. Of course some of these are tentative. We will have a spectator event at Pomona, Ca. The Pittsburgh GP Officials are considering an H Mod reunion, if they get enough entries, and reunions are contemplated at Reno, Nv. and Lime Rock, Ct. It certainly seems people are beginning to notice that H Mod is back.

On the restoration scene, Bob Thulander is restoring one of the late-great Bob Graham's projects. Kip Fjeld has an H Mod Crosley underway that he purchased from East Coast Member Bob Deuhl. Curt Anderson and Mike Nickels each have rear engine project cars. Hopefully, we will see more H Mod cars returning to race in 1996 and 1997.

We mentioned Mike Nickels previously. He is a new member who alertly picked up on the last Miller Don produced. Actually this car was number 42. Mike found the car through the small TIMES want ads. He is now negotiating for the number one Miller...Classic bookends! Collecting cars, especially race cars is a game requiring quick thinking and a fast move to your checkbook... It is not a game for the faint of heart.

Editor.

(Ferret Continued from Page 1)

At the Cumberland National Sports Car Race, May 15th, 1960 The Ferret was competing against such Nationally known H Mods as the Martin Tanner T-5, Ollie Schmidt's OSCA and Glenn Baldwin's Lotus 11. The Ferret was a DNF and was officially 45th place. This car faced the greatest accumulation of H M cars in history and had moderate success. Club member John Inglehart OSCA was a competitor against Dawson and usually finished ahead of him. He perhaps remembers more about the Ferret than we do. Now if we can get John to write an article we can "Ferret out" more data on this intriguing car. Recently Jarl de Boer and his lovely wife Carol visited me here in Tennessee. It was the first time Jarl and I had met face to face after years and years of H Mod related conversations on the phone. He had acquired a Siata 300 BC and was returning to the West Coast. Jarl is famous for finding lost gems like the Siata. Glenn Sipe.

Saab Two-Stroke Racing in Florida

One of the attractions for my move to Orlando was the opportunity to race with the SCCA Central and South Florida Regions. We ran two cars a two-stroke Saab Sonett and a Saab 93 Sedan. The Sonett ran six races while the 93 race twice.

The first race for our Vintage Saab Racing group South was at Moroso Motorsports Park, a twisty, nine turn, 2.25 mile course in West Palm Beach, Florida. The event attracted 21 entries including two Corvettes, a Shelby Mustang, several Porsche 911's, Formula V's and a host of British Sports cars. After a week end long duel with a TR 4 and a Formula V we finished 11th overall. (Continued on Page 3.)



(Continued from Page 2.)

Daytona, Florida...

We ran the full 24 hour course with the Sonett. The car started tenth of thirteenth and performed fantastic topping 120 mph on the oval portion. We had a nice race with a Porsche 911. That car had been gridded ahead of me, however I passed him on the second lap in the infield portion. The 911 could catch me on the oval, but the chicane on the back straight enabled me to stay ahead until on the next to the last lap the temperature rise of the engine forced me to the Pits. We found the fan belt lying on the floor of the engine compartment. Apparently the combination of high G forces and a slightly misaligned alternator had taken their toll. Sebring followed Daytona where we ran on a modified short course consisting of the front straight, part of the warehouse straight and the long back straight that had several pyloned chicane and S turns added. Thirteen vintage cars showed up including an extremely fast Jaguar XK-120 and a Lotus Elan. Saturday was spent curing the fan belt problem which required rewelding of the wobbly water pump pulley and alternator bracket modification. The Sonett managed a respectable 7th place between the same FV and TR-4 I diced with earlier at Moroso. Moroso in June was quite hot, however I finished between the TR-4 and FV and was one second off my best lap time in April. I took the 93 to the July race at Moroso and had some real exciting moments with boiling brake fluid, a sticking front brake and sometimes no brakes! This is a car that freewheels all the time and can be dangerous. Still, I was able to pull off a 15th place finish out of 21, but the TR-4 and FV finished just ahead this time. The first place car at both the June and July events was an incredibly fast Chevron B-16 LeMans racer. Labor day weekend found us back at Sebring for a one day event on the 12 Hour course. The Sonett finished 18th out of 20 again between the TR-4 and FV. This race included both a D Type Jag and E Type Jag which added some real class

group. At the last race at Moroso in late September, I managed to hold off the FV on Saturday finishing 9th of 13. Timing problems on Sunday allowed me to only hit 4500 rpm resulting in a last place finish. My weekend wasn't so bad, however, as the canals had been invaded by a Griffith (upside down) and the rear axle and one wheel of a Spitfire which narrowly missed the resident alligator. The last SCCA event was in November at the brand new Homestead facility which unfortunately conflicted with the HSR race at Savannah. Given that Homestead was short of hotel rooms in known safe locations and HSR was short of course workers, the decision favored Savannah where I could recoup some of the entry fee as a paid corner worker. The 93 developed what appeared to be a slipping clutch during the first practice session but then looked like damaged axle driver donuts. I made a quick trip back to Orlando on Saturday night/Sunday morning to pick up replacement parts. While I was flagging the races the crew (Tom Cox and Lewis Eig) did an outstanding job reinstalling the engine and new driver parts to get the car ready for the late afternoon race. Unfortunately the transmission had additional damage and we had to drop out. Although the season ended on a note of disappointment, overall we did quite well. In-between races I managed to do several car shows with the Sonett, 93, and my 95 tow car. I had so much fun I volunteered to run the vintage program for the Central Florida Region next year.

Before the first HSR event at Sebring next March we plan to change the 93 over to disc brakes, late style drivers and Sonett transaxle.

Randy Cook



Saab 96 at speed!

More Reminiscence of the Ol' Days, or Grampaw Throttlebottom on Sportive Automobilism, XI On Crosley Engine Innovations

A few issues ago I made a rash promise to write about Rich Erickson's dry sump Crosley engine. Okay, okay, I'm writing, already.

In a way, a dry sump Crosley is a little like a paper clip. You look at it, smite yourself on the forehead with the heel of your hand, and cry, "Why didn't I think of that?!?!?" The idea is very simple, but only Rich and his brother Bob had the intellectual and technical daring to come up with it. Both Ericksons, by the bye, are trained engineers.

A Crosley engine has an integral head and block, cast iron, and a separated crankcase, aluminum. The case stops at the crankshaft centerline, where the main caps take over. If you remove the caps and the cap studs, the bottom of the case is flat. Rich's idea was to turn a second case over, mate it to the surface of the first case, thus sandwiching the crankshaft between the two cases. Run some through bolts to pull the cases and block together, and there you are. Slick, huh? The lower end gets stronger than last month's gym shorts, and one is now free to make the engine a dry sump.

The first thing one must do is to close off the bottom of the second, upside down crankcase. Don't know if any of you Crosley super tuners out there noticed, but the top of the Crosley case is nearly identical to the top of a Crosley block, in plan form. Rich closed off the second case with a cast aluminum aftermarket Crosley cam cover! Thus one could read "Braje", whether Viking 1 was upright or inverted. I'm sure this gave Nick Brajevich great comfort.

(Continued on Page 4.)

(Dry sump Continued...)

Rich acquired an oil pump from an aircraft surplus outfit in Torrance. It had scavenge and pressure sections, and was adjustable as far as pumping capacities were concerned. He installed an oil tank in the cab of Viking 1, about where a passenger's right ankle would be. A bypass throttle valve allowed Rich to control the oil pressure while driving. Having conceived and executed all of the foregoing, how does one drive the oil pump? Rich welded two crankshaft front pulleys together, and drove the oil pump via a belt. Worked like a champ, and Rich could slip the belt off and spin the pump by hand to build up oil pressure before firing the engine.

As I look back from the vantage point of almost 40 years, that dry sump concept was pretty high tech stuff! And by rights, this is where this article should end. But...

Rich and Bob had many mechanical travails before the dry sump Viking I was operational. One involved relative scavenge/pressure capacity. Early on, Rich extended an arm, wagged a thumb, and allowed as how a 3 to 1 scavenge to pressure capacity was about right. Came the momentous day to fire up Viking 1 for the first time. All systems were go, the engine lit off and settled into the familiar Crosley cackle. Within two or three minutes the engine completely filled with oil, and the poor little Crosley was functioning more like a butter churn than a racing engine! Oil gushed from the breather, spurted from the cam cover gasket, and Rich and Bob did a Laurel & Hardy routine getting to the ignition kill switch. I think Viking 1 ended up with a scavenge/pressure capacity ratio of around 9 to 1.

Viking I was not a bad performer. It had all the aerodynamic sophistication of Jack Benny's Maxwell, but Rich won some trophies with it, and put it on the G/H-Modified pole at Pomona, the year of the big rain. Says something about the engine's power and Rich's driving ability. At some track, I think it was Del Mar, the oil tank sprung a leak midway

into the race. Hot oil spurted directly at Rich's face. So here's Rich, at full chat, driving one-handed the other being used to ward off oil, trying to make it the half lap to the pits. He did. His mood was such that none of us were brave enough to ask whyinell he didn't just shut the car down on the course and get towed in.

The current whereabouts of Viking 1 are unknown. Should it ever be located, the finder may notice a mysterious sneaker footprint in the right side of the carefully sculpted ducktail rear body work. But that's another story...

John O. Donaldson

The H Mod Club Lament
(To be sung to the tune of the Georgia Institute of Technology song)

I.

I'm driv-ing a wreck that got thru tech,
It's an H-M Mod-i-fied!
Most un-re-li-able racing machine
But it gives me quite a ride!
I Cobbled and scrounged the pieces,
And some I went and buyed,
And when the bills came pour-ing in,
My wife, she al-most died!

II.

When I want-it-to-go I give-it-a-tow,
And then it al-ways quits.
You can't get parts, but if you do -
Then noth-ing ever fits!
No-body-ev-er tells me -
Just what I need to know
To put to-geth-er this bucket of bolts
That cost me all that dough.

III.

Be-fore the race, it's a bas-ket case,
But on Sat-ur-day noon - YIP-EEEE!
I'm off and run-ning a race mach-ine
What a go-ing car is she.
It's so fast in ev-e-ry corner,
And so slow on ev-e-ry straight,
The only things I ev-er pass
Are tow trucks at the gate.

(continued...)

IV.

You can have your nag or drive your
Jag,
Or a Porsche that stirs your pride.
I say I'll quit - but build a-gain
Un-till I'm mul-si-fied.
Like all you jol-ly good fel-lows,
I'll race the true and tried.
And just like you, I'll stick and I'm stuck
In H-M Mod-i-fied.

Attributed to John Donaldson and
friends

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sizes are, Lg./XL/XXL



Picture shows Chuck
Gounis (Tsigounis)
racing with Don Miller at
Pomona In 1959.

Letters to the Editor

Dear Joe,
I hope you are feeling better. Thank you for straightening out our little mix-up. I received my first small Times yesterday. What a pleasure to see my Bandini on the cover! Many thanks to Glenn Reynolds (and you). Will dig through my stuff and send you a story or pictures. Keep well.

Sincerely,
Jerry Greaves

P.S. Kip Fjeld is quite a guy. It was a real pleasure to have him at Pittsburgh.-Twice.

Thanks Jerry for all the good words we put your ad in our want ads, as requested.

Yes, Kip is a credit to The H Mod Organization being The National Traveler/Racer/Spokesman. Kip Fjeld deserves and will received the Martin Tanner Memorial Award for this year as The West Coast H Mod Honoree.
Editor.

Joe,
Regarding John Donaldson's letter in the last issue: My recollections of the incident at the Passport Inn is it there were three "Rather large gentlemen", although the "obnoxious H Mod type" had volunteered to take them on one at the time, you and I thought we were expected to participate and therefore immediately began looking for a table to hide under or an exit to run to! I sure as heck don't remember you making any "soothing noises!"
By the way, wasn't Tuesday night at Callahan's all you can eat for two bits?
Regards,
Curt Anderson.

Yeah Curt, I think I said lets run for our lives! Callahan's was two bits for all the spaghetti and rolls you could eat and Donaldson could eat as well as pick a fight!
Editor.

Dear Joe,
Thanks very much to you and your Staff for naming me as recipient for the James Broadwell Award for 1995.

It's a real pleasure to be associated with such a great bunch of guys. By the way the picture of my snow covered race car in small Times issue 3 was not last winter; it was how it looked when I got home after the VSCCA "Spring Sprints" last April!

Best to all,
Glenn Reynolds.

Congrats Glenn! Incidentally we have a few girls in our club getting the Newsletter Typing, Published, printed and folded.
Editor.

Dear Joe;
Here I sit Thanksgiving, morning on the other side of the Country, Rochester, N.H., when I realize If I get the renewal check off for the "Over-the-Hill-Gang" I'll have a chance of getting my dues paid on time (for once). Being Thanksgiving I realize that I have a lot to be thankful for in my lifetime. Especially for good people like you Joe, who takes the time and effort to publish small Times for all of our enjoyment. Receiving the small Times is one of my greatest pleasures and it gives me the shot of adrenaline I need to get in the garage and keep on with the restoration of my Jabro Crosley. So happy Holidays and good health. Thanks again for all your good and I'm sure, hard work.

Best regards,
Bill Pelley

P.S. The selection of Glenn Reynolds for the James Broadwell Award was perfect. Glenn is a great guy! I know I owe you a story on my Jabro... Maybe this year?

Thanks Bill, I agree completely with you.
Joe.

Dear Joe:
Dues time has rolled around again, and it is a pleasure that I "reup" for another year! Since I have retired, the small Times is the only way that I can keep in touch with the racing style that I used to know. I wish I was in a position to go racing again. Who knows, maybe I'll win the lottery! Or maybe somebody will trade a car for my 1967 Olds 98 "pillarless saloon" that has 65,000 miles on it.

In addition to the renewal I'm adding \$13.00 for a tee shirt, large size.

Sincerely,
Stu Haggart

I'm sorry the tee shirts has been delayed for you and the others, but our old supplier moved. So we are going to be sending the new design(which I prefer.)

*We have returned to the traditional H Mod design from our Logo and it's black on red shirts...Very Showy!
Thank you all for your patience, we are on top of this.*

Editor

Hi! Joe;

Just a few lines to tell you that I enjoy reading small Times and always look forward to its arrival. With regard to your contribution about Bob Graham's passing etc. Your words have touched many of us, and as you mentioned in your Editorial The legacy continues on. I hope this rendering finds you well. As far as set backs go, I just received one on Nov. 2nd. I had a slight heart attack prior to Aug. 23rd. that I did not know about. Then on the 2nd I got the message at 2 a.m. I now have 4 heart by-passes plus a new valve between the top of the heart and the aorta. It left me a bit weak, but I'm doing o.k.

Enclosed check is for another year 's dues, Happy Holidays to you and the best of health. Thanks, Joe.

Sincerely,
Dick Scanlan

Thanks for the support and keep well.

New Member Application and Membership Renewals

Prospective new members should fill in the info below and 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.

Dues for H MOD are \$12.00 every November 31.

Name/Phone

address

City/State/Zip

Amount Enclosed

Describe H Car/s owned/did own

**Want Ads
Cars, Parts
n' Services**



From the Estate of the late Bob Graham, the following cars and parts are released for sale through Bob Thulander, 83869 North Pacific Hwy. Creswell, Oregon 97426. Phone (503) 895-4551.

1. Miller Crosley ex-Emery Smith car completely restored and fast! Bob's personal racer. Car does need clutch but is a proven winner for \$12,500.

2. Siata Crosley 300BC ex-Cunningham Sebring Car, ex-movie car from "On the Beach" driven by Fred Astaire. Completely restored dark blue winner. Has quick change rear end minimum work required, \$25,000.

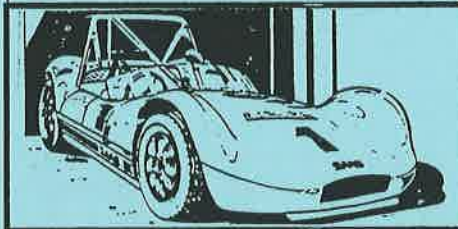
3. 1946 Midget racer full size from Idaho, Crosley Power with trans, rear axle, spot brakes all Crosley. Fiat Topolino Front end. Wonderful hand made aluminum body. Excellent running condition, \$4,000.

4. Crosley Special, big engine, Sprite Trans, rear end. Entry level price \$3,000. Car is 75% complete.

The following is a condensed version of the Crosley Parts inventory from the Graham Estate. See next column.

The inventory includes the following: cases, blocks, cranks, radiators, aluminum valve covers, pistons and rods, rings, oil pumps, tower shafts, water pumps, rotor caps for valves, generators, one rear end, front axles, etc. Neil Lynch will take offers, answer questions and make appointments on other items which include two Bearcat engines and related equipment.

1956 Jabro MK 1 as shown in Vintage Motorsport Nov. 92' includes rolling chassis, Spitfire front end, discs, midget rear, only raced two times. \$3,750. Bud Bossart (414) 639-3099.



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