

small TIMES

Volume 7 Issue 2Official Publication of the H MOD - Over-the-Hill-Gang SUMMER 1996

Don Miller never had a tach...He just shifted when the valves floated!

H MOD CALENDAR

H MOD REPORT

Le Petite' Galleria

Upcoming Race Events

**SPECTRE LOOMS
OVER RENO H MODS**

- * Vintage Festival VSCCA
Lime Rock - 8/30 - 9/2
- * Sebring 12 Hour Race
SCCA/CFR - 8/31 - 9/1

On June 15 & 16 the Reno Hilton Grand Prix was held at the unique parking lot race course designed around the beautiful Hilton Hotel complex. CSRG again staged a terrific event. H Mod was once again invited and showed up in force. The weather was quite warm and the 1.2 mile track was fairly tight, bumpy but fast. The perimeter was walled with a network of concrete freeway dividers, and a jillion haybales. More on the haybales later. On Saturday the qualification events were held. The fastest qualification lap was by Bill Chizar in his lovely Lotus Saab. Bill turned the circuit with the time of 1:05 which was 2 seconds quicker than Bud Clark in the Phoenix Saab. I'd like to compare for you the general H Mod qualifying laps of about 1:08 to the fastest time of all cars regardless of class. That time was 0:56 seconds set by a 427 cubic inch Ford Cobra! How is that boys and girls? I neglected to tell you that this year H Mod had to run with the Veteran Cars, model A racers, a Lagonda and a gaggle of high wheeled and slow machines at least 50 years older than the little HM Terrors.

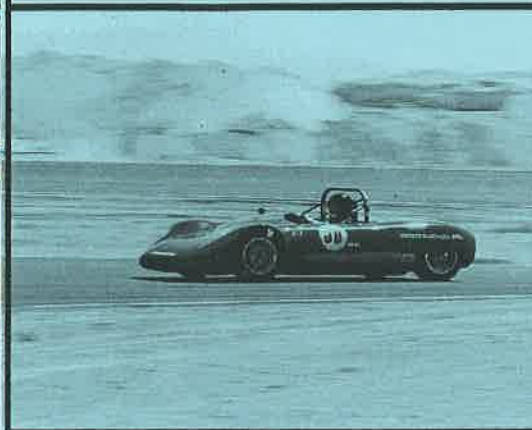


PHOTO ABOVE-Dave Cammarano's Spectre at Reno

PHOTO BELOW-The Devin Panhard of Alva Rodrigues



**Tustin Thunder Vintage Race
Roars Back to California
after over 40 years**

In the early 1950's a group of enterprising sports car enthusiasts, were able to convince the U. S. Navy to permit a sports car race around two wooden blimp hangars in Southern California. Well folks...history has repeated itself!

On the weekend of August 2nd through the 4th, The Marconi Children's Charity Foundation together with the Vintage Racing Automobile Association (VARA) conducted a spectacular Vintage race at the Tustin Naval Air Station. This facility was originally constructed in the early 1940's to base lighter-than-air blimps in order to protect the California coast from the threat of Japanese Submarines. This Naval base has been used of late for Marine Helicopter Service and Maintenance, but it is scheduled to phase out by 2010. John Marconi was quick to declare his interest in the charitable use of Tustin NAS for the Colossal Race Event! (Continued on Page #4)

The qualification event was a cat fight. Chizar's Lotus hit the haybales and his car was passed immediately by the Phoenix Saab followed briefly by Dave Cammarano's chain drive Honda Sceptre. This battle was a pass and re-pass parade until the end, when the Sceptre prevailed by 2:03 seconds over Clark's Saab. A short distance behind came the Tanner T-5 driven by Gene Leasure.

(Continued on Page #2-Column #3)

Inside This Issue you'll find:

Reno Vintage Race Results

Tustin Thunder in California

Ver Valen Special Restoration

Donaldson on the Reno Pre-Grid

Letters, Reports, and Photos

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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FAX 859/ HMOD.

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

I'm really ticked off! Why you ask? Because if we are lucky, you are reading the second try of the same edition! All of this because the first try crashed on the computer as we were wrapping it up. Well, I hope you can get to see this one as we have SAVED IT in everyway possible...It's all too typically H Mod!

I would like to add some little thoughts as a postscript to the recent race at Reno. The CSRG really treats H Mod with respect and they deserve our appreciation as well as more entries in the future. This event was the second for member Des Telmont. We wish to welcome him to competition and compliment his intelligent approach to a sport that doesn't need anymore hot dogs. His Jabro Crosley will get faster as he gets familiar with car and track. It was tough to watch Don Baldocchi struggling with the Tholen Special. First it was ignition, then carburation, then frustration. Don is a trooper and will keep after the problems until they are fixed.

The Tustin Thunder race was a success and we would like to compliment VARA and John Marconi for finding a new place to race. It seems that Southern California has begun to learn from the great promoter Steve Earle, on how to get spectators to show up. Vintage Racing is really growing!

Nick Brajevich called to tell me that Dale Tholen just passed away, from a bout with cancer. Dale will long be remembered for his terrific personality, his vast automotive knowledge and his famous Tholen Special. I personally will miss Dale's sense of humor about H Mod, he was great friend to Don Miller and Chuck Tsigounis as well as Nick and I. God bless you Dale...You have races yet to run with some old friends!
Joe Puckett

(Reno, Continued from Pg.#1-Col.#1)

The CSRG Race format allows a practice and a warm-up before each race. On Sunday we just knew that all hell was going to break loose. Sure enough, when the green flag dropped, Gene Leasure rocketed his Tanner T-5 right by both Cammarano and Clark to take the lead into turn one. The battle was on! Shortly after the start, Clark driving the Phoenix Saab felt a stabilizer bar snap in the rear end and he headed for the pits. Dave Cammarano took the Tanner on the straightaway and set off like he'd forgot his lunch. The Tanner gradually fell into the clutches of the Fiat Abarth and the Nichols' Panhard. Bill Chizar was moving quickly toward the leaders but had problems keeping his Saab engine lit in the tight turns. Bill would eventually finish 5th behind Leasure's Tanner. Others battling in the pack were Alva Rodrigues in the Devin Panhard, Kip Fjeld in the Miller Crosley, Don Baldocchi in the Tholen Special and finally Des Telmont in the Jabro Crosley. Each of these competitors had problems that kept them behind the leaders. Rodrigues had a shunt on Saturday and had lost a lot of oil. Kip had trouble with a continuing missfire in his engine. Don Baldocchi is usually among the leaders. This weekend he worked constantly on the Tholen to correct a definite lack of performance. Des Telmont with only his second start in the Jabro did well considering he seemed mired within the group of "Veteran Cars" and had to feel like he was attempting to pass a bunch of rolling condominiums! So to summarize the results; It was Cammarano in the Sceptre followed at a distance by the Fiat Abarth, the Nichols Panhard and the Tanner T-5 driven by Gene Leasure. After this group came Chizar in the Lotus Saab, Rodrigues, Fjeld, Baldocchi and Telmont. In my opinion, no other race group gave the degree of intense competition that we did in H Modified...Naturally, I'm prejudiced!

Just a Thought in passing

When attempting to pass a slower car, observe the driver. If he appears to be watching you in the mirrors; it's time to blow his doors off!

By Confuseus

The Ver Valen Special
by
Glenn Reynolds

After running my Crosley Super Sport for a few seasons, I decided it was time to move up to something a little faster and more of a racing car than a street car. I found the Ver Valen Special in Fairfield, Connecticut about an hour from my home. The owner had purchased it in 1974 from Henry Ver Valen and towed it to Connecticut from its home in Maryland with the intent of restoring it. After 16 years of storage in one of those little metal storage sheds, the owner came to the realization that he was never going to get "a round tuit" and decided to sell.

I bought the car on the spot-primarily because it was priced right and had a Maryland Special V.I.N. and title proving it was built in 1959 (The VSCCA will not accept specials unless you can verify that it is Pre-1960). At this point, I was under the impression that I had the original 1959 car, even though the frame seemed odd; as if designed for something else. I proceeded to dismantle the entire car, replace a lot of the body panels and rebuild the engine. Because the body was applied so crudely, I didn't expect to find much worthwhile in the engine but to my surprise it was a Jewel:

- RAM STEEL BILLET CRANKSHIFT
- FORGED ALUMINUM RODS
- ISKY T-3 CAM
- FORD V-8 60 CAM FOLLOWERS AND BUSHINGS
- JAHNS PISTONS - FOR A 750cc BLOCK

Who would put a such a sophisticated motor in a crude Car?? The Plot thickened. As a long-shot, I ran an ad in VICTORY LANE seeking info on the car or on Mr. Ver Valen. It turned-out that he was a member of the Jaguar Club, and because of his unusual name, a member recognized it and wrote me with his phone number. When I called Mr. Ver Valen, he was thrilled that the car was still around and sent me pictures of its construction starting with the bare frame. Now it all

(Ver Valen, Continued...) made sense...It was a Devin/Crosley in 1959, and when H-Mod went to 850cc they removed the Devin body and slapped on the lightest aluminum skin they could find in an attempt to remain competitive. This came as both good and bad news. While I liked the funky aluminum body, a correct restoration would involve undoing all my aluminum repairs and starting over with a Devin. I ran ads looking for a size "A" Devin body, but no luck, and resigned myself to the task of getting any Devin body I could find and narrowing and shortening it to fit. I have purchased a "Rough" Devin, and I'm in the process of fitting it to the frame. Hopefully, the Ver Valen Special will be back to its 1959 form and race-ready by the 1997 season.

Glenn Reynolds.

Glenn has three photos of his car. Photo (1) is the original Devin body Ver Valen. Photo (2) is the car with the lightweight aluminum body. Photo (3) shows the current restoration progress. Editor.



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

The late Bob Graham once said that I was against the H Mod Folks using either the Bearcat or the Aerojet engines. Bob was mistaken. Both engines are Crosleys and therefore legal to my mind! My problem has been a personal one and that is; I have trouble accepting a 900 plus cc engine as an original H Mod. Never has been such a thing known before the 1980's and after all, the idea of Vintage Racing is supposed to be racing the way it used to be. Naturally, the people who chose to run the big engines will do so anyway. I have to say that the Crosley big engines are not alone. Both Saab and Panhard have some HUGE motors that are running as original equipment. This brings up the question of why we race these little cars? Is it an ego trip...? Do we need to win at all cost...? Or have we lost the meaning of re-creating the SPIRIT of the original H Mod Class? When we examine Vintage Racing in its entirety, Today we see an exaggeration of what used to be, in all classes. Can you believe Austin Healey Sprites that are over 1400cc and are capable of running with Corvettes...? We have a giant difference with what was before. I will get off my soap box now, but I welcome any comments.
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 1997.

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

(Tustin Continues from Page #1)

The list of entrants rivaled the Monterey Historics with a full compliment of Formula cars, Indy cars, Vintage Sports cars and even Legends cars. As far as H Mod was concern only my Phoenix Saab and the Miller Crosley showed up. The VARA organizers placed an MG in our class to make things exciting but the MG was no match and Bud Clark finished first on all three days with Kip Fjeld in the Miller Crosley up for 2nd. on Sunday. We know now that Tustin Thunder will return for several more years and hope that other H Mods will elect to run this terrific course. Tustin Thunder could very well rival Monterey Historics in 2 years!

New H MOD Tee Shirts! available

*black design on red
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!
sizes left are Lg./XL/XXL*

MONTEREY HISTORICS TO BE FEATURED IN FALL ISSUE OF THE *small TIMES*

The coming Fall issue of small Times will have a large feature on this Summers, Monterey Historics Vintage Car Race. Look for a lot of H Mod information and photos as we had nine cars at the event. I traveled to Monterey specifically to report the event for Victory Lane Magazine. We really concentrated our efforts as directed by the Magazine Editors, but we were able to really put together a good package on H Modified, specifically for use in small TIMES.

Watch for more pictures than usual with a lot of action and personalities.

Joe Puckett

John Donaldson Does The Reno Hilton Pre-Grid

This should be a fact-packed article about who in H-Modified did what and with which and to whom. but the fact is, I never saw much of the racing. So, see another article for Hilton race results. What happened was, I called CSRG and asked if they needed any volunteers to work the races. The lady allowed as how they had all they needed, but to check at Race Central on Saturday. In the morning I showed up, bright of eye and bushy of tail, and asked the lady did she need another volunteer. After consultation with race officials, she assigned me to work the pre-grid. So I spent two days on the pre-grid, got a large blister on one foot, got sprayed with water at regular intervals to avoid heat prostration and actually had fun. Working the pre-grid has its moments. You get to pirouette and gesticulate like a Rome traffic cop, and you get a grand sense of power as you direct drivers around. You point an imperious finger; "You!" A sweeping arm gesture; "Over here...Now!" The startled driver, a rookie, stalls his engine, has to get a push start, and forgets to buckle his helmet.

It would have helped if the pre-grid positions were marked, particularly when one is dealing with a 30-car field. Cars tend to show up in random fashion, so you put car 2 at the head of the line, then car 21 shows up; you eyeball where it should go, and later discover you can get only 16 cars in the space between cars 2 and 21. So, cars get double stacked, and soon the pre-grid looks like the aftermath of a fog-shrouded Interstate accident. A gridder gets growled at a little, when this happens.

Things got exciting once when we were trying to grid one field as the cars from the previous race were coming off the track. The phrase "Watch your-- donkey" takes on a new

real, meaning in that circumstance.

Reno Hilton Race highlights... H-Modified car count of thirteen; On-time racing, except for haybale bashing delays; A chance to see some ol' buddies and to shmooz about the old days.

RHR lowlights... During Saturday's race, three drivers developed a passion for hay, their cars being brought in on the hook; Bud Clark breaking a rear suspension on Joe Puckett's Saab on Sunday, after a great second place finish on Saturday; The absence of the Aarvark. According to Don Racine, he needs first gear at Reno, and the Aardvark has no synchro on first. Man, in the ol' days, we'd a' blipped the engine and dropped into first, gear crunch or not!

I was pretty much useless for three days after the Reno Vintage Races, what with foot blisters and dehydration. I figure I've got three options. I can give up this volunteering nonsense 'cause I'm getting to old for it; I can get in shape so that two days of gridding under a hot sun doesn't faze me; or, I can let the status remain quo, go out and do it again next year, and be useless again. Knowing me, I will exercise option three.

John Donaldson

Editors Note:

Ol' JOD is a real trooper! I watched him do his pre-grid work with the gusto of a 25 year old. Unfortunately, we ain't 25 no more... neither of us! I'd like to say that John could probably give a driving clinic to most of the drivers he assisted. An old Lion is still a Lion.



WE GET LETTERS

Dear Joe:

Enclosed is \$30.00 for a new membership a tee shirt (large if a choice) and 2 bucks for the treasury. I've been fooling around with these little beasts since the early 50's. Not much racing since '73 But I'm now back in it with both feet. I am working with Bill McCann to finish his Jabro/Brian/Crosley which I originally helped him build in the early sixties. Also owned/raced a Fiat-Abarth from '59 till '65.

Many thanks for keeping the faith!

Nat Sherrill

Thanks Nat:

Since your letter was received we met at Monterey and talked about H Mod things. I hope you can find a car so you can come back to race again!

Joe:

Received my copy of small TIMES in Salt Lake City. Thanks! It made me feel like I was out in the garage working on my car. There are some good bargains in the want ads. If I had a place to store another car I could be talked into becoming a Crosley owner. I have been thinking of having my car authenticated by those guys who advertise in the TIMES. It would be interesting to find out if the car ever really ran as an H Mod before it was turned into a DSR.

I hope you can convince Bud to run a whole season in the Saab. He would be a contender if he could run every race because of Gene's and Bim's reliability problems.

I was pleased to see that Kip has a car of his own but I'm darned if I know where he gets the energy to keep the Miller going and work on another project.

Got a phone call today from Jamie

Clery of Sherman Oaks wanting some dimensions for my car body. He has a Crosley powered H-Mod and is looking for a body. Trouble is that he wants to go to 1600cc power and run as a CSR. See if you can set him straight!!!

Another 'over the hill' ganger by the name of Mike Nickels (not the show-biz guy I assume) called me at Mission Viejo and I have been trying to make contact with him. He also wants to talk H-Mod. I think he's the guy who bought Don Millers last car. I'm not sure what I can do for him but I'll try to make contact.

I gather from reading the TIMES that you are not having a particularly good period right now, hopefully it was a local low and by the time you receive this your are feeling better. Contact me when you can at (801)596-0729.

See you soon!!

DOG KILLER (Curt Anderson)

Dear Curt:

Just a few comments... This guy that wants to turn an H-Mod into some Bastard car, needs to have a frontal Labotomy with a rusty screw driver. It is hard enough to find original cars, but to distort them is sickening! I'm sorry I simply forgot myself for a minute... Maybe I'll send him a letter bomb.

Actually, I am feeling OK as now I think we'll get this %\$@# Issue out to the members.

Thanks for writing,

Joe

Dear Co-Members,

Some of you might remember Rick Paddock, a West Coast racer from the late 50's and early 60's. Rick built up a Sports Lotus 11 and put a Crosley engine in it. The car was kept for a while in a Quonset hut in El Segundo, Ca. with some notable roommates such as Rich Erickson's Viking I, Dave Thielke's Viper, John Donaldson's Miller Crosley and Bill Cunningham's NSU. Rick sold the car to a newcomer, Bob Smith who again sold the car (Lotus) in 1963 to a guy who crashed at Riverside, backwards in the esses. The rear end was crunched pretty badly.

Not surprisingly, the payments on the car stopped. So Bob retrieved the car from the Quonset hut, then resold it to a person unknown less the SU Carbs and gauges. The sale included a replacement rear body from another car, possibly a Lotus 15. If anyone has info on either Rick Paddock or the Car call me; Don Tiana (818)225-0118. See picture of the car below taken in 1963.

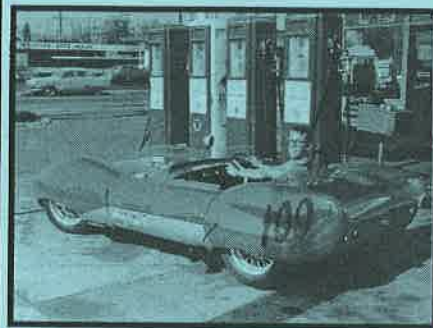
Thanks,

Don Tiana

Dear Don:

I raced against Rick in that car many times. We all hope you can find it and bring it back where it belongs.

Editor.



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

**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 frat. end, discs, midget rear, only raced two times. \$3,750. Bud Bossart (414) 630-3099.

FOR SALE MILLER CROSLEY, EX-JIM PAUL WEDGE BACK FRONT ENGINE SPECIAL. THE LAST OF MILLER'S FRONT ENGINE CARS. FULL RACE BOB GRAHAM ENGINE, FINEST MILLER RESTORATION IN THE USA. PRICE IS FIRM AT \$15,000. CONTACT NICK BRAJEVICH AT (213)321-2247

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We need ads. They are free to members, businesses, will pay a nominal fee.

WANTED - Fiat Topolino close-ratio gearbox - or close -ratio gears - or leads - or information or anything. Crosley-to-Fiat flywheel & clutch. Weber 32DCOA carburetors. Buy or Trade. Jerry Greaves 8 Joan Dr. Newtown CT. 06470 203-426-6211 Phone or Fax.

1950 Crosley super sport. Everything there including good engine, running gear. Needs total restoration or build vintage racer. Comes with new Braje speed equipment (two sets). No title. \$1,200. O B O for everything. Rich Taylor, Jackson Hill Road, Sharon, CT. 06069. (800) 645-6069.

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