

small TIMES

Volume 7 Issue 3.....Official Publication of the H MOD - Over-the-Hill-Gang FALL 1995

"Sunday's race is the big one ... The problem is lasting to Sunday! "

H MOD CALENDAR

H MOD REPORT

Le Petite' Galleria

key upcoming race events

- *Nov.1-3 SVRA Races Savannah, GA.
- *Nov 1-3 VARA Rnd. II Las Vegas NV.
- *Nov. 8-10 HSR Vintage Savannah, GA.
- * Nov. 16-17 SCCA Regional Vintage Homestead, Florida.
- *Nov. 22-24 VARA PalmSprings CA.

1997 Schedule of events TBD.

Aardvark wins at Monterey

The 1996 Monterey Historics featured the BMW. As far as I'm concerned it featured some real competitive H Mod racing!

We had nine legitimate H Mod's Racing that weekend. Terry Matheny was out with his new Jabro Crosley and spent most of his time trying to get it ready to race. He had problems with overheating, brakes and a loose exhaust system. Despite all of his efforts poor Terry never got to race. Dan Mullin had his cute silver and red Crosley Special out to race but it seemed rather underpowered and battling a continuing misfire. Jamie Pfeifer's Berkeley 95 was a yellow streak. Unfortunately Jamie's streak did not last long and he was never a factor in the results. Dave Brosky drove his Edwards Blume Crosley Special very well until he mysteriously spun out in a huge plume of dust. The Devin Panhard of Aiva Rodrigues was having problems all week. Alva drove hard but the Devin didn't come through for him this time. Marty Stein drove his beautiful blue Siata 300BC to 4th Place on Sunday after being passed by Kip Fjeld in the Miller Crosley for 3rd. Fjeld was driving his first Monterey Historics and was only beaten by the yellow Nardi Crosley of hard charging Don Baldocci and the 1st Place Aardvark of Don Racine. Don, as often happens, came from the rear of the pack in a Banzai run to the lead. Other H Mod members in the event who didn't drive H Cars were Fred Puhn, Dave Cammarano, and Jarl de Boer. The race finished with Racine First in class followed by Baldocci, Fjeld and Stein. It was a terrific weekend for H Mod!

Photo below shows a group of H Mod's at rest. From Top to Bottom : Tholen Spl., Phoenix Saab, Tanner T-5 and the Miller Crosley.



Rules examined as effecting H Mod

The biggest problem these days with H Mod and other classes is keeping up with rules changes. In this article we will look at Vintage Racing from coast to coast and find out what it takes to race in the various organizations.

VSCCA - This club covers the North Eastern United States. They are absolute in their attempt to keep the cars original and pre - 1960. VSCCA has requirements for shoulder harnesses, seatbelts, fire systems, rollbars but fuel cells are not required at this time.

(continued on page 2)

Technical Tip

If your race car seems to have an incurable problem with overheating perhaps the water pump is moving the coolant too fast because of high revolutions when racing. Try changing the pump pulley to a larger one or in the case of Crosley engines check the early Subaru pumps.

Inside This Issue you'll find:

Monterey Historics and H Mod

Fred Puhn's first H Mod Experience

John Donaldson's Israel tour

H Mod Racing...What's going on?

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.

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H Mod car validation

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(continued from page 1)

On the West Coast both HMSA and CSRG are pretty much concentrating on 5 pt. belts, fire systems and adequate rollbars. They do not like wide tires or non-period modifications. SOLVERN is about the same on rules. VARA allows 60 series tires, insists on 5 pt. belts, fire systems and fuel cells. VARA allows all engine changes without question.

Editorially yours Joe Puckett

WOW! This year has been a busy year for H Mod. More cars had come out and more will come out in 1997. When we started H Mod "We had a dream!"; that dream was to restore H Mod as a legitimate vintage class thereby returning to our golden past with a vengeance. This goal has been achieved.

I was fortunate these last several months to attend vintage races at Las Vegas, Reno, Pomona, Tustin, Monterey and Willow Springs. At Vegas we had only two H Mod's, at Reno we had Twelve. Then to Pomona and only three cars showed up. At Tustin the first ever modern event brought out just two cars, at Monterey nine cars showed up. Then at Willow Springs only Bud Clark came out to battle the sun and sand of September. I sure hope things are going better on the East Coast, Although we have had nary a word.

Good News is that Bill McCann has his Jabro racing and Des Telmont raced his Jabro at Reno. Glenn Reynolds is proceeding with the restoration of his Van Valen Devin Special and will be racing in 1997. One of the Club Goals for 1997 is to get a big turn out of H Mod's at Pittsburg, Lime Rock, Pomona, Las Vegas, Tustin and Reno. Monterey simply goes without saying.

We hope to have more technical articles in upcoming issues of small TIMES. Perhaps Fred Puhn or Don Racine can give us some technical tips. I know that Glenn Reynolds is rapidly becoming an expert at fiberglass. Maybe Glenn will keep his hands covered with gloves so he can write us an article as he rebuilds his Devin body. Your Editor had a lot of experience with fiberglass and found it to be fun and creative... Too bad, I just got the itches thinking about it.

Joe Puckett - Editor

THINGS TO DO AND NOT TO DO!

by Count De Fumes

If you use drum brakes you might look into some of the modern non-metallic materials for brake linings. It's not really cheating to do this it's just a lot more effective as well as safer. You will probably want to use the riveted linings and do them yourself... After all it's your ass in driver's seat!

One thing you should consider when constructing your own rollbar. Make sure the top radius is 4" above your head and all surfaces that could be impacted by your helmet are foam covered. Be sure to use No. 8 strength bolts and lock nuts with your washers. The rollbar must bolt to the frame of the car to get by the Tech Inspectors. But who knows with those guys! It is my personal opinion that some of these full rollcages now being used for vintage open cockpit sportscars are really more dangerous than a well supported rollbar. Also, they sure as hell aren't vintage!

I'd like to recommend Magnifluxing your race car spindles, especially if they are pre-war Fiat or Simca. My reason? These spindles are so ancient that under magnification they look like a Black Widows web. Perhaps what you should do is take them to an Aircraft welder so they can be properly reinforced. Believe me, if you have Fiat or Simca spindles you have cracks!

Regards, The Count

Ricky Dicky Do

A bit of Prose on H MOD

Ricky Dicky Do had an H Mod too! He worked on it until he turned blue. Pity, Ricky Dicky Do ran one lap and he was through. Boo Hoo, Ricky Dicky Do.

Anonymous

Old 202

by
Fred Puhn

My story of old 202 started in the mid-1950's when I began to notice hot looking cars like the MG TC appearing on the streets of San Diego. I avidly read all available books on the subject and soon knew what a Bugatti or Alfa Romeo looked like. I had never actually seen any of these incredibly exotic cars, but here were lots of photos in Road and Track to look at. Then one day in 1954, I was riding past the Torrey Pines area with my parents on a day when there happened to be a sports car race there. The roads were full of the exotic machines I had been reading about. There were Morgans, Jaguars and even some cars I couldn't identify by the dozens! I just had to go to a race, and soon.

I was too young to drive, but I was really skilled at whinning and nagging. My Parents were my transportation, and I worked on them for months to go to the next race at Torrey Pines. They finally gave in, and we went to a race in 1955. I was more than thrilled. I heard the unmuffled scream of Ferrari V-12 for the first time, I saw the futuristic styling of the new Abarth 207A Boano Spyder, I saw a C-Jaguar burning 100 feet of rubber out of a tight corner. I saw great drivers like Phil Hill, Carroll Shelby, and Ken Miles displaying fantastic skills, and I smelled the beautiful aroma of castrol R mixed with burnt rubber. I even saw a Bugatti racing on the track. I was hooked for life!

During my late teen-age years I studied Engineering in college and I spent all my free time hanging around a foreign car garage called the La Mesa Pit Stop. The owner of the business, George Peterson, was related to famous car and boat racer Lou Fageol. Although in his mid-60's Lou still had a strong desire to compete, so he purchased a racing sports car for George to drive.

I was allowed to help as a "gofer" on the pit crew. This was the ultimate thrill for me.

The car was the Devin bodied special, previously built and driven very successfully by Harry Jones. It was a beautifully detailed car, with a white body, black upholstery, gold racing stripes, and a big number 20 on the nose. This car was so pretty it appeared as a logo in the Devin ads in Road and Track. When Lou Fageol got it the number was changed from 20 to 202 by simply adding a 2. We always referred to it as "Old 202".

Lou was known as an innovator in the sport, having built several famous twin-engine 4-wheel drive race cars. His twin-engine supercharged Indy car was on the front row in 1946. He was fairly conservative on the H Mod. The engine was a "Fageol 44", an improved derivative of the old Crosley Cast Iron Block Assembly (CIBA). (Lou Fageol had purchased the manufacturing rights for the old Crosley engine a few years earlier from Aerojet). He naturally stuck with the basic engine, but had it prepared by old master engine genius Lou Kaiser of National City. Mr. Kaiser is one of the smartest and nicest men I have known in the sport, and I think of him whenever the subject of Harry Jones is mentioned. He worked lovingly on the little Fageol engine on his dyno and made it scream up to 9000 RPM. Naturally the conventional gearbox and solid rear axle had to go. Lou Fageol had a number of components left over from his famous supercharged twin-engine Porsche, so he selected a Porsche transaxle for Old 202. However 4 speeds were not considered enough for the highly tweaked 750, so he cleverly converted it to a 5-speed by making reverse into a forward gear. The required reverse gear was activated by pulling a lever beside the driver, which rotated an extra gear into engage inside the case and made the car back up as long as you pulled on the lever (this worked OK only for tech inspection). The rear suspension was by Porsche

swing axles. The brakes were Crosley disks all around. The car was fitted with 12 inch wheels from a Midget oval track racer, but the tires used were really strange. The fronts were tiny Michelin X radial street tires, about 3" wide. The rears were Midget racing "asphalt slicks" with about 7 or 8 " of thread width. I suppose these tires were the widest ones in the era, and a pioneering use of slicks in road racing. There were groves cut in the treads for some races. All this sounds silly, but the swing axle rear suspension gave the car a very strong oversteer, so these huge rear tires nicely compensated.



PHOTO ABOVE SHOWS OLD 202 AS PURCHASED BY LOU FAGEOL

With an interim engine we tested the car at Hourglass Field, North of San Diego. I went along as a "helper". After Lou Fageol and George Peterson tested the car, they allowed the crew to drive it. First the Head Mechanic Al Bond got to drive. Then it was my turn.

(Continued on page 4 col. 1)



Top Photo- Matheny works on his Jabro. Bottom- Brodsky's Blume spl.

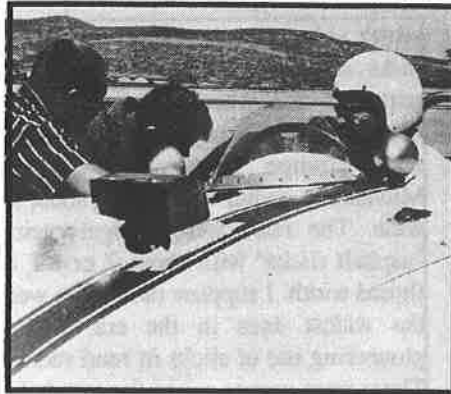


PHOTO ABOVE-YOUNG FRED PUHN DRIVES OLD 202 AT HOURGLASS FIELD. THIS WAS HIS FIRST DRIVE IN AN H MOD. WHAT A THRILL!

I sat right on the road in the snug bucket seat. The little engine responded instantly to the throttle and screamed quickly to 7000. The close ratio gearbox shifted like the "hot knife through butter". I could actually drift the car through turns and it was fun! I wanted a real race car like the Old 202 more than anything. Old 202 was raced a few times without success until Lou Kaiser's magic engine was finished. Lou Fageol got his friend Bill Devin to make him an "egg shell" ultra light body, which he put in the car to save weight. A special driveshaft was made that would not whip at over 9000 rpm (the driveshaft always turned at engine speed because of the rear mounted transmission). After these modifications the car really started to fly. George Peterson learned to drive it like a midget on a dirt track, rear end hung out 3 feet, steering on opposite lock, and throttle hard down. Really exciting to watch.



H Mod at Monterey. L to R; Kip Fjeld, Don Baldocci, Dave Brodsky, Dan Mullin, Terry Matheny and Joe Puckett in front. WHAT A GROUP OF CHARACTERS SHOWN HERE!

We continued to test the car, and George got faster and faster. At Hourglass Field, our test track, the little car got to within a few seconds of the absolute course record! In racing the car was right near the front, dicing with Jones, Molle, Parkinson, and others for first place. At our "home track" Hourglass Field, George Peterson was fastest but had some problem late in the race which cost him the win. He was competitive elsewhere. That was the glory days of H Mod racing, when there was a pack of competitive and very different cars. After some suspicion about one of our competitors using an oversized engine, Lou Fageol decided to go for a bigger engine himself. He prepared a 1-liter version of a Fageol 44 as a killer motor. He put that in the car and went to Hourglass for testing before Pomona. George had an accident and he turned the car over. He was slightly hurt and his helmet and rollbar had flat spots machined on them on them by the asphalt. The crew worked all night with tape, pop rivets and such to repair the car for Pomona. Lou Fageol took George's place in the seat, even though he had a heart condition and was not supposed to drive anymore. On the first lap of the race there was a coming together with Doc Molle, and Old 202 ended upside down by the side of the track. The other side of the rollbar got another flat spot, and the tape they put on George's helmet got wiped off. After the accident Lou downed a bottle of milk for his ulcer and simultaneously tried to calm down an irate crew member who was ready to physically attack the perceived cause of the accident. This was Lou Fageol's last race.

After the second rollover in two days, Lou was ready to abandon the car and build a more advanced version. This was to become the ill-fated sidewinder (ex-Jaybird) special. To do this, the engine and transmission were removed from Old 202 and the bent remains were dumped in a heap behind the shop.

I saw the "car" laying there almost everyday, visualizing it as a great car which was merely injured rather than killed. I wanted so much to bring it back to life. Since it was being treated as junk, I figured I could afford it. One day I got up the courage and asked Mr. Fageol if he would consider selling me the remains of Old 202. I guess my faithful and enthusiastic help on his crew must have helped. He offered me the car for \$300. I managed to scrape up the money and Old 202 was mine. My first race car!! Since I was a starving student at the time I couldn't consider duplicating the car as it was originally raced. As a college project I redesigned the car to operate with a Crosley rear axle and Fiat Topolino transmission. I had a trick feature of putting a second Topolino transmission backwards behind the first one to provide more gear ratios. I traded my single-shot 22 rifle to a friend for his Topolino transmissions. I scrounged up some Crosley engines and an axle. However I then graduated from college, got a real job as an engineer for Santee automobiles, Inc., and got totally engrossed in designing America's finest sports car. Old 202 sat in the corner of the Santee Automobiles shop, and finally was stored up in the mezzanine. Since I didn't have the time to work on Old 202, in a weaker moment I sold it. The car was never restored by the new owner, and he ultimately abandoned it as a project. Its remains will probably forever be lost in the mists of time. However, for me the memory is strong and everlasting. Old 202 was like my first love, an experience never to be forgotten. It was my first ride in a race car, my first experience as a member of a competitive racing team, and my first very own race car. It was a wonderful machine.

Fred Puhn

*Thanks Fred for this great story.
Send more! Editor*

WE GET LETTERS

Greetings:

Well, I just digested another small TIMES that just came today. GREAT STUFF. We have sold everything from Bob Graham's Estate, but as to his Miller, Nancy wants to hold on to that for a while.

Bill McCann and I will be at Reno in 1997. This will be a reunion for both of us. We started in 1965 at Cotati S.F. region. The Jubile spl. is coming along. Final welding was done on Monday. So we are hooking up and shining up. Hope the engine runs. These 3:30 A.M. rebuilds scare me now. A comment to "Count De Fumes". Part of the reason of the so called big blocks (Bearcat, Homelite, Fageol etc.) is that when H Mod went to 850 cc we went also. We used a marine block on top and a 750 bottom end. This has been proving to work out well because of the weight of the marine crank & rods. Parts are hard to find in the Northwest. Service motors has even dried up their bearing stock. But the big crankshafts are new for the 80's & 90's not something that we used "way back then".

Vintage racing seems to encourage big engines because they have no provision for small cars. This is also why the 1400cc Sprite was developed, VARA and the others excepted. Joe, hope this finds you in good spirits, take care & thumbs up.

Robert Thulander

P.S. Does Count De Fumes have a younger brother named "Prince Breakwind?"

Dear Bob,

I believe the Counts article said that those engines were not illegal in the stock sense, but were now being built to over 1000 cc and that is not 850 cc. The Count has a couple of questions for you: (1.) Were your cars ever 750 cc? (2.) Braje said you own a lot of dairy cows...Do you have to change your shoes when you come inside?

Regards, The Count

An Old H Mod guy drives in modern Israel

by
John Donaldson

My last assignment with Lockheed was in support of a contract with Israel Aircraft Industries. Since the Israelis are reluctant to come to this country (too much violence here), I had to make several trips to Israel for business meetings. Being a car nut, I was able to do some driving over there. Fools rush in...?

Renting a car at Ben Gurion airport is relatively easy if one has reserved ahead. The Hertz girl speaks English and American tourists are welcome. After learning the vagaries of the magnetic card ignition key in the Toyota, it's off to Tel Aviv. Tel Aviv is North and West of Ben Gurion and is reached by passes for freeway. I-5 it ain't, but it does the job. By U.S. standards, the roads in Israel are -- adequate? Tel Aviv can't hold a candle to Reno when it comes to potholes (what city can?), but Tel Aviv doesn't have Reno's weather swings. Israel's rules of the road are not that different from ours. Keep right, obey speed limits (hah!), observe traffic signs, etc. International symbols are in full use. I love the Israeli traffic light sequence. Our sequence is green, yellow, red, green. Israel's sequence is green, yellow, red, yellow, green. From this difference comes the adage that the speed of sound is greater than the speed of light in Israel. You're sitting at a red light, and before the light turns green, the driver behind you starts honking his horn. Most traffic and street signs are in Hebrew and English, so dumb American tourists have at least a shot at getting around. However, the one freeway sign that scared me was a triangle with a large exclamation point, with only Hebrew writing. I don't read Hebrew, and I kept forgetting to ask someone what the sign meant.

Tel Aviv, on the Eastern end of the Mediterranean, is not that old, but it has the most convoluted street system I've ever seen. Makes Boston look like open countryside. If you need to get somewhere in Tel Aviv that's not on the coast road, get very explicit directions. Incidentally, don't be overly concerned about the language barrier. Most Israelis speak English, as a third or fourth language. Driving on any road built since 1948, one encounters seemingly unexplained jogs, ranging in size from 30 feet

to a quarter mile. The problem is artifacts. It's said that you can't put a shovel into the ground in Israel without turning up an artifact. Israeli road builders are subject to the laws of the Israeli Government Archeological Commission, and to a council of Rabbis. Whenever a road builder digs into artifacts, he stops work and summons the commission and council, whose members determine if the area has historic and religious significance. If so, the road builder puts a jog in the road to avoid it. Some of the jogs make for fun driving. An American car is a BIG DEAL in Israel. Most Israelis drive subcompact rice rockets or spaghetti cookers. You'll see an occasional Mercedes Benz, but virtually no sports cars; Young Israelis are into motorcycles. Given their natural bravado, it's a wonder half aren't killed and the rest maimed. Tel Aviv drivers are for the most part crazy. Some say Rome drivers are the world's worst. I've never been in Rome, so I have no direct comparison between the two driver groups, but let's not get a contest going. Traffic congestion in Tel Aviv turns Mother Teresa of Calcutta into Lizzie Borden. People back out of parking places into slow moving traffic and a "merge" sign is considered a challenge. Drivers signal lane changes after the fact, so as not to alert the guy in the next lane to speed up and close the gap. What's surprising is that nobody gets really upset about it. Everyone is quite courteous. In fact, the rudest people I met in Israel were tourists getting off airplanes and collecting luggage. Jerusalem traffic is almost as bad. There's no driving in the old city and the new city is laid out a smidge better than Tel Aviv. However, there are enough tour buses to transport an Indy 500 crowd, all headed for the same tourist site. The Tel Aviv-Jerusalem road is fascinating. It winds through the canyons of the Judean mountains. During the 1948 war of Independence, Israeli truck

(continued on 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 \$18.00 to H MOD 22901 Loumont Dr. Lake Forest Ca. 92630. They will receive the membership packet including H MOD club charter, membership card and number, and tool box stickers within 2 weeks.

The membership dues for H MOD are now changed to \$14.00, our first increase in 5 years are required every November 31

Name/Phone
address
City/State/Zip

(continued from page 5 column 3)

convoys the road to keep Jerusalem supplied. During almost the whole war, the Arabs held the high ground on both sides of the road. It is a miracle to me that any convoys got through at all. Fact is many didn't. There are preserved burned out trucks on the roadside as monuments to those who didn't make it. Driving in Israel is exciting, scary, and without a dull moment. Next issue, some specific misadventures. John Donaldson

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Number 1 Miller Crosley basket case for sale has a lot of work to be done but it is the first of forty two cars by the late, Great Don Miller. Call Nick Brajevich at (213) 321-2247.

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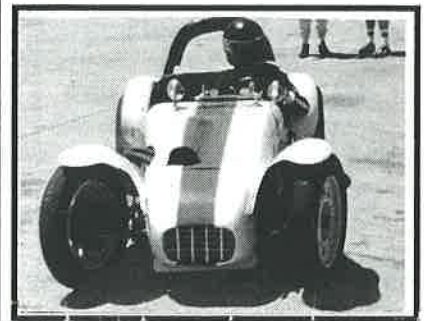
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