

small TIMES

Volume 7 Issue 4.....Official Publication of the H MOD - Over-the-Hill-Gang Winter 1996

"The H Mod's were never pitted by the Ferrari's...Their loss!"

H MOD CALENDAR

H MOD REPORT

Le Petite' Galleria

key upcoming race events

Pittsburgh Grand Prix July 20-21 1996

This photo shows the Crosley T.Q. Midget racers of John and Fred Aibel at the Pittsburgh Grand Prix in 1996.

Feb. 1-2 HSR, Rolex Legends @ Daytona
Feb. 8-9 CVAR, Vintage Races & Drivers School @ Texas World, Texas.
Feb. 22-23 VARA, Phoenix Arizona.
Mar. 12-15 SVRA, Sebring FL.
Mar. 21-23 CSRG, Sears Point CA.
Mar. 22-23 VARA, Willow Springs CA.
Apr. 19-20 VARA, Buttonwillow CA.

The 1996 Pittsburgh G.P. promised to be of special interest to H Mod types, as one of the spotlight classes was for "Ecterrini"; those small and varied Italian constructors of Sports & Racing exotica. As if this were not esoteric enough, within this group was a Bandini Reunion, and a full 5% of the total Bandini production made the event (actually, this is only 4 cars, but it sounds more impressive stated the other way). Of the four Bandini's, three were 750cc models. Ugo Piccagli brought his 1951 twin cam "Siluro" up from the big D, Jack Reuter had his 1956 twin cam Spyder and yours truly was chauffeuring Jerry Greaves 1953 Crosley powered Spyder.



Technical Tips

Kip Fjeld has a solution for those leaking Crosley water pumps. He uses the model A Ford replacement water pump packing made of Neophrene. Contact any "early Ford" supply house in your State.

FROM THE BACK OF THE PACK By Robert Fairbanks

It was late Spring of '95 that I decided that the nicely restored 356 C Porsche sitting in my garage wasn't as much fun to drive as anticipated and I began to think about selling it. I'd seen a Mk.I Jabro advertised in various motorsport publications and from its accompanying picture in the ads, it looked interesting. Maybe I could trade for it! A call to Steve Morrison (owner) and a visit by each of us to look at each other's vehicles resulted in a trade. Steve got a nice street car. I got a noisy little racer.
(continued on page 3 column 1)

Rounding out the H Mod group was Bob Fairbanks in the ex-Steve Morrison Jabro/Saab, Frank Brock, Jim Duffield, Jim Sheffield in Abarths and the Aibel brothers in a pair of T.Q. Crosley Midgets (technically not H Mod but close enough for government work).

Remember that the dues were required in November... Don't miss out on future issues of small TIMES!

The weather was picture perfect on race day. Quite a contrast to the previous day when we towed for 10 hours through some of the most severe rainstorms of the summer. Unfortunately, the rain took its toll on the ignition system of the Greaves Bandini and we were unable to get it sorted out by race time so I became a spectator for the weekend. This wasn't as bad as it sounds, as there is so much to see and do at this event it is almost impossible to take it all in. Between the car shows, Marque meets and excellent Vintage racing, Pittsburgh is a must see for any serious car enthusiast.

-Glenn Reynolds

Inside This Issue you'll find:

Pittsburgh Grand Prix (Reynolds)

Back of the Pack (Robert Fairbanks)

Fred Puhn's famous Miller Crosley

Dick Jacobs H Mod Special (Kimball)

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
ASSOC. EDITOR
JOHN DONALDSON
FINANCE -TRACY GOMEZ
PRODUCTION-TERE OTEGUI
ED RODRIGUEZ

SENIOR STAFF WRITERS
GLENN REYNOLDS
JOHN DONALDSON
FRED PUHN

PUBLICATION FACILITIES ARE
AT 22901 LOUMONT DR.
LAKE FOREST CA. 92630. CALL
US DAILY AT 714/768-7882 OR
FAX 859/ HMOD.

H Mod car validation

Do you need to have *legitimate authentication* for your H Mod?

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. magazines!*

We have T Shirts available with the H Mod Logo black on red! Sizes are large, XL and XXL. Price is still \$13.00 each. Send check to H Mod 22901 Loumont Drive Lake Forest, CA.

Editorially yours Joe Puckett

1996 was a great year for H Modified! The class now extends from Coast to Coast and North and South.

I have been very active working on a book called "Big Drivers in Little Cars" and I couldn't have done it without Ed Rodriguez who happens to be my Nurse! The book is an H Modified Bible, of sorts. This book covers all facets of H Modified from the first H Mod Reunion through the articles and stories I've published and then a summary of the kinds of H Mod's. We cover the Jabro, the Tanner, the Miller's and the European Exotics in detail. There is a large section that treats the Miscellaneous H Modified's in the U.S. We even talk about the Engines of H Mod, Basket Cases and Rollers as well as the Songs and Poetry of the H Modified class.

The book is nearing completion and has come to fruition because of many members donating their pictures and information. I promise that this book will be published before January is over.

Just recently we lost Dale Tholen after a bout with Cancer. Dale was a real credit to H Modified and he was always the perfect gentleman. We'll miss you Dale!

I notice that the H Mod Over The Hill Gang has numerous Doctors and Dentists in our membership. Perhaps, we can get our heads together and develop a unique Health Plan for the Over The Hill Gang exclusively!

1997 will get started in February and we expect to see a lot more H Modified cars at the events. We know that Pittsburgh, Reno and Monterey are really getting the entries and 1997 will be bigger and better than ever! To all the members from the staff of small TIMES... Happy Holidays!

THINGS TO DO AND NOT TO DO!

by Count De Fumes

It seems that I got to some folks when I mentioned CHEATING, so I will not bring it up this time!

This quarter I want to discuss race preparations and in particular the trailer you tow with. It's been my experience that the following ideas are appropriate:

Do...Put grease in your trailer wheel bearings in the off season.

Don't... Make wiring changes without preparing a diagram.

Do...Check your trailer ball nut before towing!

Don't...Pull on freeways without being sure your turn signals work properly.

Do...Buy reflector tape for outlining the trailer!

Don't...Use small rearview mirrors.

Do...Check your tiedowns at every stop because the car has to make it to the race!

The Count

The racer who dressed all in black...

Was a terror when out on the track...

But when he got hitched, the racing was ditched... And he took 20 years to come back!

By Curt Anderson

(Continued from page 1)

I'd never heard of Jabro's before this; nor was I aware of H Modified or American Road Racing Specials. I wasn't even very familiar with 2 cycle engines although I had previously owned a Saab 95 street car many years before. So, the Jabro sat in my garage the rest of 1995 while friends drooled over it's beautiful lines and excellent condition. Frankly, I was a little afraid to take it racing as it was so drastically different from the other Vintage car I campaigned in SVRA and SCCA events, a 1962 Mini Cooper 998cc. Finally, in early May of 1996 I signed up to take it to the Glen for a test day sponsored by the Western New York Shelby Club.

My Jabro is a Saab powered (850cc tri-carb) with a locked Sprite rear, Crosley front brakes, steering and beefed up suspension with MGTC gear box. On test day I found the following: It was stinking quick, steering was primitive and those Crosley disks were more window dressing than brakes. I'm short and the plexiglass windscreen distorted my vision, especially depth perception in corners. I corrected this problem by cutting the screen off when I got home. The test session was a good learning experience and now I started to look for some place to race the little girl.

I was invited to the Giants Despair Hillclimb for its 90th birthday celebration in July and after a wash-out on Saturday, I got four runs in on Sunday on this steep demanding Hill. I had good company as there were a number of other nicer Vintage cars including a Formula Junior Kieff that was as loud as the Jabro. Each run was quicker than the previous as I adjusted tire pressures to overcome a bad push and I learned that 2 cycles don't give you much back pressure coming down the hill. In fact, the trip down was more of an adventure than the race up! But I got some more experience at the wheel and some good photo coverage in Old Cars Weekly. Now it was time to find a race. The folks in charge of the

Pittsburgh Vintage Grand Prix invited me to run in mid-July. This soon found me towing the Jabro to Schenley Park in downtown Pittsburgh. Of course we got lost and toured most of the city before we accidentally stumbled into the park.

The paddock area is the dreamland for old car lovers. It is a tree lined street adjacent to the road course with a cul-de-sac at its end. Over 150 rather rare and unusual old rare cars are parked on the hard surface with support vehicles behind. My long suffering friend and great junkyard mechanic, Tommy Chaffee, just stood with his mouth open as Bandinis after Quantum after Peerless after Cooper after Keiff after (well, you've got the idea) were unloaded.

Saturday morning we were allowed several familiarization laps and from the intricacies of the course, I believe about 100 laps would be necessary to learn it's surface changes, multiple curves and corners, sunlight to shadows, curbs and stone walls, etc. In the afternoon we qualified and that was to be my last racing with the Jabro. On lap 6, a corner worker frantically waved a meatball black flag at me as I prepared to enter to enter the big right hand sweeper just before the stone wall downhill turns. I had no idea that a tie rod was dragging but I lifted and found how difficult it is to stop a car with three wheels going East and one going North. Fortunately there was a handy run off area to skid into my racing was done as we'd fractured a tie rod. This winter will bring a re-thinking of steering and braking on the car but I am hopeful that she'll be back to run some of the more Historical Events in 1997.

Bob Fairbanks

Editor notes:

Great Article Bob!

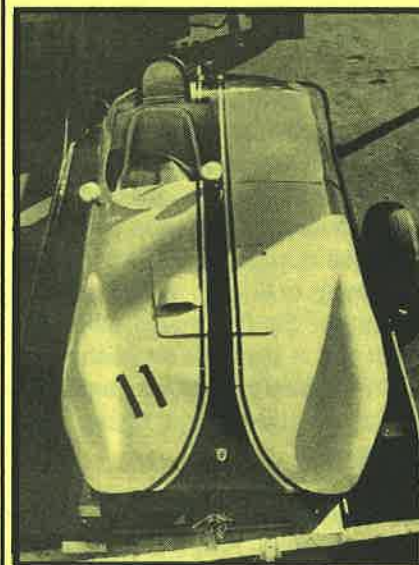
We who have owned Saab's must share secrets. The combination of Saab speed and Crosley disk brakes is a prelude to disaster! The Crosley disk brakes were often referred to as "Hesitators".

The Crosley Tiger

by
Fred Puhn

I called my H Mod race car the "Crosley Tiger" when I entered it in the race at Del Mar California. Why that name? I choose it because I had painted the car bright glaring yellow with black racing stripes. Tiger seemed appropriate.

The Crosley Tiger was born as a Miller Crosley. It first came to my personal attention around 1960 when it was



Fred Puhn's Crosley Tiger lurks on trailer waiting to race.

traced by Chuck Gounis (Tsigounis) in Southern California. He was fast and as I remember very competitive. I think he was a very good driver. It passed through the hands of a young man in San Diego (who's name escapes me) and a couple of years later was purchased by my room mate Mike Merino. I remember Mike racing it once at Pomona and having the nose of an Alfa firmly planted into the side of the car in turn one. Mike may have also raced it in other events, but my memory fades with advancing senility.

Anyway, I got a strong desire to race something besides my Old MG TF and the H Mod was sitting sadly apart in
(continued on page 4)

our garage. Mike wanted out of the Miller Crosley. Therefore I traded my nearly new Guazzoni motorcycle straight across for the race car. I had invested about \$300 in the bike, so it was a fair deal at the time (roughly 1965).

The biggest problem with the Miller was its short wheelbase and my long legs. They didn't match. So I carefully considered the engineering options and decided to lengthen the wheelbase. Since I didn't have any constraints about how long is just right, I made the car length to suit a classic arms-out driving position with my legs not bent too much. This meant lengthening the wheelbase about one foot!

It was hard to do the actual job however. To lengthen the wheelbase required cutting the car into two pieces. That seemed the same as destroying the whole car! I pondered it for quite a while and discussed it with friends. My neighbor and young craftsman agreed to do the welding of the four round tubes that I would cut. A plan was establish where I would not have to think very much about my car cut into pieces laying on the garage floor.

One evening during the week I put the plan into action. First I drank a number of glasses of cheap red wine; enough to loosen all inhibitions and not quite enough to lose consciousness. That created the right frame of mind to do the deed. I entered the garage and with a new hacksaw blade fitted I cut the car in half! Then I staggered off to bed, collapsing with a blank mind under the soothing effect of the wine.

The next morning, with throbbing brain I rushed off to work late, with little thought about the car. My neighbor came over during the day and spliced the four frame tubes back together with pre-made tubular connections. It was sitting on its wheels in one piece when I got home from work. This plan worked fine in avoiding any guilt feelings about doing that nasty deed to that little car. Then I spliced the body together with aluminum sheet and I put in some extra tubes for

triangulation to stiffen the frame (actually the original frame design had no triangulation). The car got its bright yellow paint and black stripes and thus became the Crosley Tiger.

I only raced it once, in a huge H Mod field at Del Mar. There must have been about 20 cars in the class and it was great fun. The engine turned 7000 rpm and made great noises. I remember the car had such poor traction that it would spin the tires all the way down the bumpy straight! It was 10 mph faster on the straight than my MG TF, but it turned slower lap times due to the evil handling in the turns. The car had a locked rear end, so it understeered going into the corners and violently oversteered with the slightest throttle application. I remember the winning car, a Saab Special driven by Ingvar Lindqvist, driving smoothly around the outside of me in turn one while I was sliding sideways at full opposite lock at the extreme very low limit of my adhesion. In spite of all the limitations, the Crosley Tiger finished in the middle of the large pack.

I tried running a slalom once, but the car immediately broke its rear axle. Discouraged, I then sold the Crosley Tiger to Bob Thulander, who took it away strapped to the back of his big truck. I never saw the car again, but the memory of cutting in half remains.

I wonder where the Crosley Tiger is today. Does anyone know? It might make a fine Vintage racer.

Editor notes:

Dear Fred, did you cut the driveshaft too? Of course you did, it wouldn't have run at all! The car is still owned by Bob Thulander and could someday race again.

*Regards,
Editor*

P.S. You are the first to lengthen a Don Miller chassis...Hmmm?

The Dick Jacobs H Mod Special

by

John T. Kimball

My rear-engine H Mod sports racer was built by Dick Jacobs of Chicago, Illinois, in 1962-63. The original car had a square-tube space frame, four-wheel double A-arm independent suspension, coil over shocks, 13 inch wheels, a Saab two-stroke engine, Hewland four speed transmission and Fiat Multipla brakes. Suspension design and parts were from Competition Engineering of Wheaton, Illinois. Al Bauerle was the owner and Dick Jacobs was working for Competition Engineering at this time, although they were building H Mod Specials, Dick decided that he might be able to build a better one. The body of my car is a one-off unit designed and built by Dick Jacobs using molds from a Lotus 23 for the front section and molds from a De Tomaso sports racer for the rear engine cover. The original color of the car was red with a white center stripe. Competition Engineering produced a similar fiberglass body called the "La Boa". This unit was advertised for \$349.00 in the October 1965 issue of Sports Car Graphic!

Dick Jacobs raced the car in the H Mod class of the central division of SCCA. He finished fifth in 1963, second in 1964 and fifth in the National runoffs at Daytona in 1965. In various years he called the car C.E. Special, the Jackal, or the JACO MK-VI. In the latter 1960's Dick Jacobs helped develop the Oselot Sports racer and drove these cars himself very successfully.

In 1967 Mr. Jacobs sold the car to Burge Hewlett, a close friend of Mark Donahue. The car was then bought by Larry Kane of Elkhart, Indiana in 1970. It is not known whether Hewlett or Kane ever raced the car.

(continued column 3 page 5)

WE GET LETTERS

Dear Editor,
Thank you so much for the terrific Newsletter...I enjoyed every word of it. The ads have been helpful. If I don't find what I'm looking for, I may try to place an ad.

I've been trying to find a Jabro type chassis with Saab power like the one I lost a while back. I have a beautiful Devin body 84" wheelbase, 44" - 46" track and need a suitable chassis.

Too bad Bud Bossart gave up his idea of reproducing Jabro Mk.I kits. I'm also inquiring about the Crosley H Mod listed by Daryl Verkerk to see if it might work OK.

Again, I'm looking forward to other issues of small TIMES.

Regards,
John Bigler

*Dear John,
Daryl sold the car to an H Mod member but check this issue for new and surprising ads.*

Editor

Dear Joe,

It was great talking to you on the phone again. I've enclosed the money for back issues of "small TIMES". I have vol. 3 #1, vol.5 #4, vol.6 #1,3,4,vol.7 #1.

My father and I enjoy "small TIMES" very much. He had a Panhard Junior and Cooper Formula III in the late 50's and would love to have another Panhard again. I hope this finds you well and happy!

Sincerely,
Nils Brink

*Dear Nils,
I will forward the copies available. I just found the original book of issues.*

I will do this ASAP.

Regards,
Joe

Dear Joe,
We were happy to see you at the Reno race because we were not sure you would be there. It is such a rare pleasure for us to race against similar cars since we almost have none in the Northwest. I always enjoy racing against Bud Clark and I hope the Phoenix Saab was not severely damaged. Without Bud, there was not much of a race.

Please let us know where the Phoenix will be racing during the rest of the season and we will see if we can get down there.

Again, it was a pleasure seeing you again and hope to see you at future races.

Yours Truly,
Dave Cammarano & the crew of the Scepter

*Dear Dave,
The car was not seriously damaged and went on to win at Willow Springs and take second place at Las Vegas. The season is over now and the Phoenix won VARA's class H Modified Championship. I thought about calling you for these events but got otherwise involved.*

See you next year!

*Best Wishes for the season,
Joe Puckett*

Dear Joe,
You Old Guys are still pretty sharp. I thought I could pull the old phantom check trick but you caught me!

Seriously, Sorry I caused you a phone call - Just forgot one little item in my late evening haste to get pictures and all to you. Enclosed - really this time is a \$40.00 check to cover dues and Authentication on the Devin. Keep the rest for the Phone call.

P.S. Let me know when T-Shirts are available.

Regards,
Bob Fairbanks

T-Shirts are available! Your Editor...

(continued from page 4)

During the ownership of either Hewlett or Kane, a Fiat 850 cc engine was installed. Bob Urso of Harrisburg, PA. bought the car from Mr. Kane in March 1973. Bob is a big time D Sports racer and replaced the Fiat engine with an 850cc watercooled Suzuki engine. A six speed motorcycle transmission, Lockheed disk brakes and a huge rear wing were added as well. Urso raced this car in the D Sports class until 1985. He won numerous local and regional races and went to the national SCCA runoffs in Atlanta at least four times with this car. His best National finish was third in 1975. Stephen Herod of Oklahoma City bought the car from Urso in 1987 and raced it locally from 1987-1988. Dave Lucy of Denver, Colorado purchased the car from Mr. Herod in March 1989 and sold the car to me in April of that same year.

A complete restoration of the car was performed in 1989-1990 by Dave Gransee of Longmont, Colorado and Dave Tortellot of Littleton, Colorado; using a Fiat 1050 cc engine, PBS crossflow push rod head and four speed Hewlett no-mark transmission. I have raced the car in many RMVR and VARA events with several wins in G Modified and the C Sports classes. I call the car the JACO Scorpion. I am currently building a Fiat 850cc H Mod motor and this will be installed sometime this Winter using the PBS modifications noted above. Then I hope to run with the H Mod gang at the Reno and/or Vegas races in 1997. To me, the JACO Scorpion is a great looking H Mod Sports racer with handling to match its looks. It's definitely a keeper!



John Kimball JACO Scorpion Special

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

H Mod Afterthoughts:

*It has become a necessity to place my cars for sale in order to keep from a Health driven financial collapse. Because I am selling the cars doesn't mean they will go cheaply...I would rather give them to my grandson first. Today, the Health Care world does not favor those with a long term care situation so I must battle on. This will not affect the H Mod Club!
Regards to you, Joe Puckett*

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CLOSE **SOLD**, 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.

FOR SALE - Famous Phoenix Saab and Miller Crosley-ready to race, Super History buy either car with trailer for \$18,000 each. Call Joe Puckett (714) 768-7882 or FAX(714) 859-HMOD.

FOR SALE Ex-Jim Paul Crosley special, last of the front engine Miller cars. Completely restored and ready to race by Nick Brajevich and Bob Graham. Full race engine by Graham and thousands of dollars on body work. This is the best H Mod on the market. Steal it for \$20,000.

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 Don Miller. Call Nick Brajevich at (213) 321-2247.

1957 JABRO / SAAB - 940CC, FULL RACE QUANTUM BLT ENG., + SPARE, SOLD SOLEX 40 DOUBLE DWDRAFT CARB., NEW START., L. FLYWHL. \$14,000 STEVE MORRISON 607/273-1087

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You too can be in print!
Just write an article or letter about your days of racing, pet peeves or your project car. FAX 714/ 859-HMOD or write the small TIMES editor. PRONTO!

To be released in late January, the ultimate history Book of H Modified racing, Called "BIG DRIVERS IN LITTLE CARS". It will have over 150 exciting pages each filled with great car pictures and diagrams. WATCH for it!..

H MOD-OVER-THE-HILL-GANG
22901 LOUMONT DR.
LAKE FOREST CA. 92630



Churchill, Tom Mbr.#075
3177 Wilburforce-Clifton .
Cedarville, OH 45314-9520



FIRST CLASS MAIL

1997 dues are \$14.00. This is the FINAL NOTICE for those who haven't paid!

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

