

small TIMES

Volume 8 Issue 1Official Publication of the H MOD - Over-the-Hill-Gang SPRING 1997

Do you notice that most drivers of H Mods are big and the cars are little?

H MOD CALENDAR

H MOD REPORT

The Fabulous Fibersport by Fred Aibel

When John C. Mays built the Fibersport on his Illinois farm he probably had no idea how much success he would have. The Fibersport was a dominant factor in Midwest racing back in the 1950's and early 1960's. As an example, Mays competed in 36 races with his Fibersport winning 29 and finishing second 4 times. He only had 3 DNF's in that period. The competition included other Crosley Specials as well as DB's, Stanguellinis, Bandinis, Morettis and Devin Panhard's. Why was Mays so successful with Fibersport you might ask? Well, as one admirer put it, "The car ripples over the road with the flexibility of well chewed bubble gum!"

Components of the Fibersport are primarily Crosley or at least of American manufacture. The engine is a highly modified SOC Crosley displacing 738 cubic centimeters. This car has 9:1 compression and a steel cranshaft. The cam is a Iskenderian T-3. Carburation is a sidedraft Carter of 1-1/2 diameter feeding the Crosley Siamese ports through his specially fabricated "Y" manifold. No fan was used as apparently the Crosley radiator was sufficient to keep the engine cool.

The clutch assembly is a Morris Minor mounted on the Crosley flywheel which has been trimmed in weight. The Fibersport has a suspension comprised of leaf springs on each side of the front and coil springs in the rear which are used in conjunction with long leaf springs. A system of double shock absorbers are incorporated with stabilizing bars to minimize roll conditions and another

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Le Petite' Galleria



Photo Above - Fred Aibel's Fibersport Crosley

Photo below - Randy Cook's Swift Saab 93 Sedan



Upcoming Race Events

SVRA Sebring Vintage GP

March 12-15

CSRG Sears Point

March 22-23

VARA Willow Springs

March 22-23

Bud Clark wins VARA H Modified Championship for 1996

On a rainy Saturday Night in the San Fernando Valley, VARA held its annual awards banquet. The festive occasion was particularly sweet for Roe "Bud" Clark who has driven the Phoenix Saab for 4 years as the primary piloto for "Puckett Racing" along with Kip Fjeld who drives the team Miller Crosley. Clark graciously accepted the award and said, "Joe, this was for you!" Bud was able to win at Las Vegas, as well as Willow Springs, Phoenix and Tustin. He was second to Bim Shook at Willow and Gene Leasure at Las Vegas. It was a

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Inside This Issue you'll find:

The Fabulous Fibersport Crosley

Who Ya Gonna Call?

Vintage Saab Racing in the South

The Paper Mache Mystery

Letters, Area 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.

EDITOR-JOE PUCKETT
ASSOC. EDITOR
JOHN DONALDSON
PRODUCTION-TERE OTEGUI

SENIOR STAFF WRITERS
GLENN REYNOLDS
TOM CHURCHILL
BILL CUNNINGHAM
KIP FJELD
RANDY COOK

PUBLICATION FACILITIES ARE
AT 1280 OAKMONT RD. #54L
SEAL BEACH, CA. 90740
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OR FAX (562) 596-3019

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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 your car you get your money back. We're the only H Mod info source recognized by VARA, SVRA, Victory Lane and Vintage Motorsports magazines!*



Editorially yours Joe Puckett

You know folks I'm getting senile in my old age... Would you believe we blipped the whole \$%#@ issue off the program just a week ago and had to re-write the whole bleeping thing.

I remember when I use to race, that if you did a dumb thing twice you better look somewhere else for a hobby. I'm not discouraged, just a little behind, so keep those letters and articles coming!

You will note: The Headquarters for H Mod have relocated to 1280 Oakmont Rd. #54L in Seal Beach, California 90740. We are moving to Leisure World where we can't hurt anybody! Actually, if I ever brought one of my H Mods in the compound I would probably cause a riot among the "Seizure World" population.

Now back to racing... Several new cars are going to be competing at events on the West Coast, the East Coast and the Midwest in 1997. It looks to be a very good year! The Pittsburgh Grand Prix is expected to draw the largest H Modified field ever while VARA is promoting a Los Angeles Vintage Grand Prix on August 30th through September 1st that will probably draw a lot of H Mods. I do worry about overnight parking in L.A. but will face that when we come to it.

I must bring your attention to the two lists in this issue which will make being a member more enjoyable. The first list is a compilation of the appointed H Mod area Coordinators throughout the U.S.A. and the second list is the key individuals for service to your H Modified car. We are providing phone numbers for all. In closing I want to thank all of you for the continuing contributions of letters, articles, information and pictures. Your active participation has made this Club a complete success!

Who do you call?

The following members have either a special gift of knowledge or they offer a service that many of us may need.

Nick Brajevich
Crosley Engine Specialist
(310) 321-2247

Don Baldocchi
Crosley Engine Specialist
(916) 275-6558

Bud Clark
Saab Engine Specialist
(714) 282-7378

Bill McCann
Fiberglass Body Specialist
(916) 988-2277

Fred Puhn
Suspension & Handling Specialist
(619) 475-1155

Willie Mueller
Fiat, Moretti & Weber Specialist
(714) 650-6260

Ugo Piccagli
Bandini Specialist
(972) 351-6017

Don Racine
Panhard Specialist
(408) 942-5595

Bim Shook
Fiat Specialist
(714) 538-3325

If your name isn't on this list and should be... Please! Call or write so we can added before the next issue. Update in the next issue!

(Fibersport - Continued from Page # 1) suspension problems. The body and underpan are fiberglass as well as the gas tank seats are a portion of the aluminum firewall.

John C. Mays once dreamed of taking a team of Fibersports to Le Mans, France and compete in the 24 hour race. He hoped to bring the Index of Performance Trophy back to the United States. He never realized that dream...Still, the Fibersport was a significant H Mod in the annuals of little car racing history. He can be proud and the French can feel lucky that he never went to Le Mans.

Fred Aibel.

Editors Note: Thank you Fred for this article and I should say that you now own that car and regularly compete with it in the Northeast with the VSCCA. I believe your actions with this car have only increased its fame!

(Bud Clark - Continued from Page 1) a year that saw Fred Plotkin bring out his neat Kangaroo Fiat Special, Mike Cleary compete with his quick Devin Crosley and several other cars commence restoration for racing in 1997. Bud Clark will be back with the Phoenix and perhaps it can rise from the ashes to win again. It won't be easy in 1997... But it never is...

SOUTHEAST RACING REPORT

by
RANDY COOK

This report comes to you from the Southeast and began with the 3 hour Enduro at Sebring Florida staged by HSR. Duck Waddle brought his Bobsy Saab and I brought the Saab 93 sedan. Fridays practice was on a wet track and cars were going off course everywhere. Even the front wheel drive Saab had to tip toe through the turns that day. Raceday was no different, it just kept raining.

Finally, in the last 20 minutes of practice the rain stopped. Both Duck and I planned to each drive two 45 minute shifts in my car so he would be available to co-drive his Bobsy Saab with Jim Pace (who had won the Daytona 24 hour IMSA race the weekend before). There was so much water on the track, Jim brought the Bobsy into the pits after the first 30 minutes because the car was so light it actually began floating on parts of the track. Duck was able to get the car on the track during the last half hour as the track began to dry. The rain was the great equalizer for the Saab however, and we managed to finish first in the under 1.2 liter class, at least one lap ahead of the competition. There were 26 finishers out of 36 cars and the winning trio were a 1966 Porsche 911, a 1959 Aston Martin DB4 and a 1955 Porsche Speedster. These guys completed 50 laps and we completed a respectable 42 laps. Since Duck's Saab was the only car in its class, he collected another first place medal.

The next weekend Duck took the Bobsy to the SVRA race at Moroso Motorsports Park. It was another wet weekend but things dried up during his race on Sunday. He started at the back of the grid after replacing the Saab engine Saturday night using his back up motor. His great driving ability got him a second overall finish and he probably would've won had the race gone a few more laps. The following weekend he was back at Sebring with SVRA and won his class with a respectable mid-pack finishing position. He was still using the back up engine.

So in 1996 up to that point I ran four SCCA Vintage events, three with the two stroke Sonett and one with the Saab 93. At Moroso I had a great race with the 93 when a DB Panhard Roadster decided to draft me so close down the straights that when I looked back through the mirrors he appeared to be driving from my back seat. Unfortunately for him the something went wrong with the DB on the last lap. In the Sonett I continued my battle

from last year with a Beach Formula Vee. I finished ahead of him at Moroso and I split two races with him on the Sebring short course.

Early in 1996 Tom Cox and I purchased Bud Bossart's Jabro Mk I which we are now preparing for the 1997 season. The car has been painted Saab Racing Red and the 850cc engine came from a Saab Quantum Formula S. We plan to mate this engine to an Opel gearbox and through that to an MG Midget Rearend. We intend to be ready to race by Midsummer.

1997 looks to be unreal! There are 24 Vintage events in Georgia and Florida between HSR, SVRA and the SCCA. There will be 3 races at Savannah, 3 races at Road Atlanta, 6 races at Sebring, 2 at Daytona, Moroso will have 7 races and Homestead is setting up for 3 races. In addition, the 1997 Saab Owners Convention in August is featuring Vintage Racing Saabs at a track in New Hampshire.

A final note on racing the Jabro... I have to adjust to no front wheel drive!

Randy Cook

*Dear Randy,
Your information from the Southeast is always very informative. The different areas throughout the Country are certainly well represented in small TIMES! Will you keep up the information and together with Tom Cox complete your Jabro project. Check page 4 of this issue for a listing of our Area Representatives.*

Regards,
Joe

P.S. I had a terrific article from your friend and mine Duck Waddle, but since we are planning to move some things got packed before they were typed and that included Duck's article. Duck, if you are reading this please send me another copy!

The Paper Mache

Mystery

(Papier Mache)

by

Ed Buck

I recently purchased a unique car from Fred Timms out in California. For years this car was referred to as the Paper Mache Special but that is not really the original Papier Mache car. It is however, a later car built by the man who was in charge of the original Paper Mache project.

The genuine Papier Mache Special was a school project by the Future Craftmen of America, which was a group of talented young people of ages 12 through 18. The Mentor or Instructor, was a man named Walter Martin and he led the class during this unusual construction activity. He would later built 2 other cars, the PMY-I and PMY-II strictly on his own. The class project was generally called the FCA-I.

The car I bought from Fred Timms was 1961 car built by Walter Martin. It had front fenders and hood that were fiberglass but never were made of Paper Mache. The front end of this car was hinged to open forward. Actually, most of the remaining body was aluminum and still is. The original gearbox on the PMY-II was a Crosley 3 speed which Timms eventually altered to have a close ratio 4 speed but no reverse. The engine for the car was a Crosley built by Don Baldocchi. It uses a Weber DCOE now where before the car had 2 Amal's for carburation. The PMY-I was built in 1959-1960. The front end started as Paper Mache but the purchaser, Tom Puckey changed the car to one piece fiberglass after he bought it in 1961. The cockpit and doors were aluminum. The PMY-I has not re-appeared in Vintage racing. Now that the mystery is cleared up lets return to the true Papier Mache Special. As I said above this was a school project and it actually was completed in 1958. Mr. Martin gave the class the opportunity to pick their class project and they picked an H Modified. The class was split up in teams

teams. One team did the frame and body while the other team did the engine and running gear. When they saw that the fiberglass required for the body was going to be delayed one young man kiddingly suggested they use Paper Mache made from ordinary paper towels. Walter Martin liked this idea and gave his approval. The body was then constructed with overlapping layers of paper towels which were laminated together. The frame was simple but strong. It utilized a main frame tube of seamless pipe that was one inch in diameter. This pipe together with some 3/4 inch tube formed the basic chassis. The original pieces were heavy but strong. This project was done with Walter Martin directing the young men and helping as required. The class was very caught up in this adventure and planned to proceed to the point of racing the car where Ross Wees was appointed driver.

Some added information about the car included the fact the suspension system allowed a wheel travel of 4 inches, to 2 inches up and 2 inches down. The car had quarter elliptical springs that were 18 inches long with an adjustable retaining arm. Unfortunately, this setup caused the roughness of the road to be telegraphed back through the steering wheel.

The car had drilled Crosley drum brakes front and rear and utilized wheels from a Austin that were 13 x 5.20. The engine was from a 1951 Crosley Supersport which had been ported and the original compression of 10 to 1. Two Tillotson carburetors were attached to a fabricated manifold and this seemed to work perfectly. The engine was bored to 740cc.

About this time the group entered a race at Cumberland, Maryland. It was May 16th, 1958. A faulty coil would shorten their first trial but the car had been performing well.

The combination of a weight of 900 lbs. and excellent design proved itself when the car placed second in its class at the Giants Despair Hillclimb. The FCA-I was actually built for a total cost of \$325.00 and it proved that creativity in the young people was translated to excellence in design and uniqueness. The Papier Mache went on to be a very famous H Modified car that proved itself on the track. My car has history traceable back to the Papier Mache car but as I explained they were really quite different. For instance, the

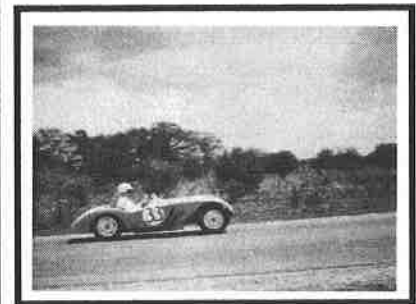


Photo above - The Papier Mache Special racing in 1959 driven by Mr. Martin.

Photo below - The ex-Fred Timms PMY-II as owned now by Ed Buck.



The Papier Mache Special was right hand drive and my car is left hand drive. Also, Fred Timms added a headrest over the roll bar which was not the case with the FCA-I. It is amazing that at one race in Akron, Ohio The Papier Mache Special was in a downpour yet the body was totally immune to wetness. This car was a real tribute to the youth who built it and Walter Martin.

Ed Buck

WE GET LETTERS

Hi Joe:

The last time I spoke with you I was trying to purchase the Thundermug owned by Judge De Loreto. As it turned out he really didn't want to sell the car, even though he was willing to let the car go for a price much higher than I was willing to pay. In October 1996 a friend and I went to Stockton, California and dug back the Flower Power Special. (He thinks I have lost my mind) It will take a lot of work to get it back on the track, but the car has some colorful history and I think it will be worth the effort.

I have had a great response in gathering history from Bill Merrill, (one of the builders), Nick Brajevich and Willie Mueller, all having some knowledge of the car. I am looking forward to racing H Mod.

Lee Osborn

Dear Lee,

I Knew the first time I met you that you would find a car and restore it to race. I still feel that way because you have the same dogged determination I've seen in others including the face in my mirror.

*Regards,
Joe*

Dear Joe:

Enclosed find check for renewal of dues and small TIMES publication. I am sorry to read you are forced to sell your cars. It is no doubt a heart breaking deal to go through with. You have been doing a good job with the small TIMES publication, and hope that you can continue. When you finish your book "Big Drivers in Little Cars" I want to purchase a copy and will be looking forward to it. Things here are different since Bob Graham passed away. Des Telmont is still in the shop with his two race cars. Des is a wonderful guy, and did help Bob a lot.

I am there frequently, same as when Bob was there. Joe the poem I enclosed my

wife wrote to send along with some of our Xmas cards. I thought that you might enjoy it. I still have my Crosley Bandera race car (mid engine) but have not done much with it. Also have the Crosley 1951 Supersport which runs like a bomb. A 1952 Supersport which I am slowly restoring. Also a Crofton Brawney Bug. So for an 80 year old (Old Fart) I do keep busy. There is not much more to write about, so will bring this rambling to a close.

Sincerely,
Dick Scanlan

Of my little Crosley some people make fun, they say it's not much bigger than a hamburger bun. 'Maybe that's so, but this I'll bet, It's good for many a long mile yet.

It's fun to drive and easy on the gas, and doesn't knock your budget on its ass. The people who own them have made up a club. It keeps them away from the local pub.

We get together and show them with pride, while some of the new fangled cars have died. With high-priced cars they give you tools, some extra parts and a book of rules.

Crosleys come with an engine, a body and some ardent fans: Who know that Crosleys are not tin cans. So please don't knock these dear little cars, or pretend they are something from the planet Mars.

There are all kinds of cars that can give a good race, while all a Crosley has to do is stay in its place. It's not big and cumbersome as some are, but all Crosley owners say it's a "Hell of a car."

by Kay Scanlan
Editors Note:

I've decided not to sell my cars for less than 1/4 of a MILLION dollars! Thanks Dick & especially for the letter and poem. Maybe we have other poets out there... I suppose we'll find out!

(Continued on Page #6 Col. #1)

**H MOD AREA
COORDINATORS**

The following members have been selected as area coordinators for the part of the Country they represent. They have the option of refusing this role but we feel they are certainly qualified. Look for this list to expand.

North East Coordinator
Glenn Reynolds (860) 355-1697

Mid West Coordinator
Tom Churchill (513) 767-1951

Southern Coordinator
Randy Cook (407) 382-8668

North West Coordinator
Dave Cammarano (206) 943-8645

South West Coordinator
Mike Cleary (602) 837-8120

West Coast Coordinator
Joe Puckett (652) 596-7079

**New Member Application
and Membership Renewals**

Prospective new members should fill in the info below, then mail the Application and a check for \$16.00 to H MOD 1280 Oakmont Rd., #54L Seal Beach, Ca. 92704. 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 total \$14.00, are required every November 31

Name/Phone

address

City/State/Zip

Describe H Car/s owned/did own

(Letters Continued from Page #5)

Dear Joe;

Hey, I must be getting better with age this is the second straight year I've got my dues in on time! I am still struggling along with my Jabro Crosley. Was hoping to get the engine together and mated up with the MG-TC gearbox this Summer but it got pushed down to be my Winter project.

Hope this message finds you in good health. Regards,

Bill Pelley

Dear Bill:

As far as my health goes I consider every day above ground a good day! Hurry up and finish your Winter project, then tell us about it.

Regards,

Joe

Hi Joe!

Well, it's time for more dues... what a bargain. Pictures, good tight articles, words to live by, even ads. Such a deal!

Loved the picture of the assembled hero drivers at Laguna... What post office did it come from? On a more serious note...if you want a fiberglass expert Bill McCann is your guy. He has sold a bunch (40+) of lovely bodies he designed for D Sports Racers. They have won 3 National Championships plus loads of Regional Races. He also does fabrication and repair work.

A true Craftman who has forgotten more about fiberglass work than most of us will ever know. He may be a reluctant author but don't give up. Cheers,

Nat Sherrill

Dear Nat:

Thanks for the info and the compliments, we try our best and we don't have a staff of thousands!

Thanks again,

Joe

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