

# small TIMES

Volume 8 Issue 2 .....Official Publication of the H MOD - Over-the-Hill-Gang SUMMER 1997

Years ago the H Mods raced Saturday for sure and Sunday maybe!

H MOD CALENDAR

H MOD RACE REPORT

*Le Petite' Galleria*

**CLEARY TEAM  
DEVIN CROSLY  
WINS AT PHOENIX  
& SEARS POINT**

After an extensive restoration of his original Devin Crosley Mike Cleary and his son Jamie thought they were snake bitten! For the past three years their team had entered the beautiful yellow Devin Crosley at Las Vegas, Phoenix and Pomona with nothing to show for results. They had engine troubles at Las Vegas in 1995 then Mike ran out of gas at Pomona in 1996 and had carburator woes at Las Vegas a year later. Then for 1997 the team came out of their corner spoiling for a win and they did win at their home track Firebird Raceway just South of Phoenix Arizona. That time they were met by Gene Leasure with the Tanner T-5 and Bud Clark with the Phoenix Saab. Unfortunately for Bud he found a suspension problem on the Saab that eliminated him before he could start the car. But fortunately for Gene, Bud helped him by driving back to Orange, California and bringing another engine when Gene's Tanner made scrap iron out of the one in his car in Saturday's race. The Devin Crosley meanwhile, drove away like it had a previous appointment. Even with the new engine the Tanner couldn't catch the flying Devin Crosley.

Bud Clark took the Phoenix Saab back to Orange, California to do a major overhaul of this venerable campaigner. The Saab has run over forty events since the original restoration in 1984 and it was getting quite tired. The Cleary Team entered their car for the Sears Point Wine Country Classic.

(Continued page #3)



*Photo Above - Mike Cleary's beautiful Devin Crosley in the Las Vegas pits.*

*Photo below - Stu French races his Jabro Mark III at Lime Rock Park in Connecticut.*



**Upcoming Race Events**  
VSCR Grand Prix of Minneapolis,  
Mn. July 4 - 6

SOVREN Pac. Northwest Historics  
SIR, Wa. July 4 - 6

SVRA Vintage Grand Prix  
Pocono, Pa. July 31 - August 3

**Annual Pittsburgh  
Grand Prix Slated for  
July 19 - 20**

We recently received a letter from Kevin Pampuch who is inviting the H Mod membership to attend the Pittsburgh Grand Prix. Accompanying the invitation and an entry form (Page #5) was a check for membership in the H Mod Over the Hill Gang. Kevin owns a lovely Saab Quantum Formula S race car and he joins us and several others who race Formula S, Formula III, Formula IV and the old SCCA Formula B class. All of which included cars of 750cc displacement except for Formula S  
(Continued on Page #3)

**Inside This Issue you'll find:**

*Devin Crosley Wins & Wins Again!*

*Pomona Grand Prix Highlights*

*Donaldson Drives in Israel, II*

*H Mod Awards to Greaves & Osborn*

*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.

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(562) 596-7079 OR FAX @  
(562) 596-3019

## H Mod Car Authentication Continues

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

For our members we have setup a program for several years which researches evidence that you provide, augments that data if possible, utilizes volunteer staff experts to ferret out old records and racer 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

This year is moving right along and thank goodness we've finally got our moving done too! As we said in the Spring Issue we have moved our H Mod Headquarters to 1280 Oakmont Rd. #54L, Seal Beach, Ca. 90740. Both our phone and fax numbers has been changed to the following: Phone: (562)596-7079 and Fax (562) 596-3019.

The articles seem to be coming in a bit slow, so please grab your pen and send us a letter about your H Mod experience or restoration project. It is a funny thing about restoring an H Modified. At the recent Pomona Grand Prix a gentleman told me that he tried to buy my Miller at the same garage sale I bought the car from back in 1987. He was late with his phone call to the previous owner and I already had purchased the car and was moving down the road. He commented at Pomona that he couldn't have done the job as well as we had. I would like to give credit for that restoration to Kip Fjeld who was the driving force in assuring that the car was restored just as Don Miller requested. At Pomona Kip showed the crowd just how corners could be taken! It is unfortunate that all the years of competing with the Phoenix Saab have finally caught up with it. The car has been continuously raced since 1984 with little time out for detail maintenance. After winning the VARA championship for H Mod in 1996 the car just kind of layed down to rest. So begins a new restoration chapter for this terrific car. It has competed in over 60 events with over 6 different drivers and it is tired. But like the legendary "Bird" The Phoenix will rise from its own ashes! We hope that 1997 will give all of you the kind of pleasure this car has given my team over the years... Isn't H Mod the greatest class in Vintage Racing? I thought you'd agree.

## 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

*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!*

(Race Results continued from Pg. #1)  
 On May 16th through May 18th, HMSA held the annual Wine Country Classic at Sears Point. There were seven H Modifieds entered for that weekend. Jamie Cleary drove Mike's Devin Crosley during that event. Another H Mod notable, Don Baldocchi was there with his very quick and bright yellow Nardi Crosley along with 3 other Crosley powered cars and 2 Panhard H Modifieds. Strangely, Don Racine had his Aardvark Panhard placed in a faster group and didn't compete with the H Mods. On Saturday Baldocchi moved quickly to the front and was the first H Mod to cross the line. On Sunday Jamie Cleary set a fast lap of 2:18 and literally ran away and hid from everyone even the bigger cars which shared the race. Finally after so many trys the Cleary Team have made a statement to all H Modified racers on the West Coast. "We have arrived!"

While the Sears Point events were in full swing VARA was staging the Pomona Grand Prix in Southern California at the Pomona Fairgrounds. I would like to say that we had a large turnout of H Mods at Pomona but that wouldn't be true. Kip Fjeld showed up with the Miller Crosley and found himself alone. The Phoenix Saab usually driven by Bud Clark is down for reconstructive surgery after many years of racing without stop. No one else showed up but that didn't faze Kip... He doesn't discourage easily. In 1996 Kip followed Clark the entire weekend managing a best lap of 2:07 for the 2.2 historic parking lot. Clark's winning time over Kip and Mike Cleary's Devin Crosley was 1:57. In 1997 Kip had a best lap of 1:54! And he proved that he could beat up on production cars pretty well by sliding the Miller by them in the turns. A large grandstand full of spectators really adopted Kip's driving style and when he received a Checkered flag for his efforts the grandstand roared their approval. It is a truism that you can even win when you are alone and drive like a winner! This season promises to have many exciting H Mod events in the USA.

(Pittsburgh continued from Page #1)  
 which was designed for cars with 850cc. H Mod embraced these "Cousins" back in 1994 and we consider them H Mods without fenders!

We want to encourage our Membership to attend this prestigious event and show the other classes what a real creative group we are. I'd like to thank Kevin and Jake Jacobson for their efforts in behalf of "The Little Guys" and tell them we will try to get a good group out there. Call Jake Jacobson at (302) 454-7198 and either tell him you are entering or encourage him to keep us in mind for future events. The Pittsburgh Grand Prix has become as important to Vintage Racing as The Monterey Historics and the Lime Rock Vintage events. It takes second place to no one when it comes to location, quality of entries and race management.

The photo shown below is the Saab Quantum belonging to Kevin Pampuch. It is nicely restored and a credit to his work and the other Saab Quantums that race in the East. Only the Quantum belonging to Edmund Stoops here on the West Coast can compare. We received this entry blank (Page #5)



a little late considering both our deadline and that of Race Management however, we hope that this entry blank might encourage some of you to make a late entry. You certainly won't regret it because the Pittsburgh Grand Prix really represents what Vintage Racing is all about. Kip Fjeld who drove my Miller Crosley there twice won't make it this time but he is committed to returning next year to have a great time racing with the many friends he has found there. Happy Racing all!

**On Driving In Israel, II**  
 (John completes his tale of an unholy visit to the Holy Land!)  
 by  
*John Donaldson*

This is a promised continuation of an article of several months back. Would you believe Fall 1996? I Plead — dementia? — Oh, alright, laziness, for the lateness.

Our base of operations was the Dan Panorama Hotel in Tel Aviv. The US State Department reserves the top three floors for visiting American business people. From the Dan Panorama we would drive about 10 kilometers inland to the Israel Aircraft Industries (IAI) plant for meetings. Each day's round trip was good for at least three adrenaline rushes.

We were returning from the IAI plant one afternoon, on a winding narrow two lane road; a two car caravan led by the Lockheed Israel representative and followed by me. Around a blind curve came at us a lane-and-a-half wide Israeli Defense Forces (IDF) Army truck! The Lockheed rep and I, in formation, drove off the road onto the sand shoulder, and back onto the road again. A little further on, another blind curve. An impatient Israeli in a Fiat was using our lane to pass a three wheeled motorscooter! Into the sand, back on the road again. My passengers were clenched-jawed and white of knuckle. I was having fun.

Between our hotel and the IAI plant was an IDF army base. We saw small battalions of young Israeli soldiers, male and female, hitchhiking, all armed with Gallil assault rifles. In Israel you don't stick out a thumb to hitchhike, you point with your index finger at the ground. Incidentally, all Israelis, male and female, are liable for military service from ages 17 to 55. I asked our IAI counterparts about picking up such folks. They said, "Yes, by all means."

(Continued on Page #4)

(Donaldson continued from Page #3)

You couldn't be safer than with IDF soldiers." Sooo, next time we had spare seats, I stopped for two soldiers. Figured I'd get another change to practice my Hebrew. Only trouble was, the soldiers wanted to practice their English. One allowed as how she had an uncle in Miami Beach. Figures.

Buses abound in Israel in general, and in Tel Aviv in particular. Tel Aviv bus stops have little half lane pullout areas for loading and unloading passengers. Tel Aviv drivers love to whip into oncoming traffic lanes to pass stopped buses. Makes for some exciting moments. I observed these maneuvers several times, and opined if they could do it, so could I. So, next time I was behind a bus that stopped for passengers, I whipped into the oncoming traffic lane to pass. YAARRGGHH!!! In front of my bus was another bus, and it was pulling out! I red-lined the tachometer that time. We were returning from dinner around midnight (Israelis dine late) and had stopped for a stop sign at a one way street. Along came an Israeli in a rice rocket, going the wrong way on the one way street, honking his horn at regular intervals. He didn't want anyone to hit him, I guess, but he needed to use the street wrong-way to get to where he was going. You were expecting maybe orthodox driving?

We took a bus tour from Jerusalem to Masada and the Dead Sea, via Jericho. The road start out four lane, but rapidly shrinks to two. On the way to Jericho, a passenger remarked, "This looks like the old road to Las Vegas!" The tour guide replied, "Well, next time you are on the Las Vegas road, you can say, "This looks like the road to Jericho." We were leaving old Jaffa one evening, headed back to Tel Aviv. Traffic was stop-and-go. All of a sudden from a side street we heard a police siren, the familiar two tone" GEE-GAW! GEE-GAW! GEE-GAW!" From the side street came and IDF personnel carrier, open backed, loaded with soldiers. Two of them were struggling to get into their flak jackets!

My first thought was, "Omgawd, the balloon's gone up, the Arabs are invading, and we're in the middle of the next Mid-East war!" We never did learn where they were bound, or what the trouble was. The balloon remained safely moored.

Driving in Israel is exciting, scary, and fraught with potential clashes. Curiously, no one seems to take things seriously. If you cut somebody off, or ace them out of a parking place, the general attitude is, "Okay, I'll getcha next time". Nobody makes rude gestures, or goes for a gun. Lord knows they could, the whole Country is one armed camp. But Israelis have their priorities set. Getting mad over a traffic incident is pretty low on the list.

John Donaldson

### *H Mod Annual Awards To Greaves & Osborn*

The annual awards include the James Broadwell trophy which is presented to members in the Eastern Region of H Mod while the Western and Central Regions of the Club award the Martin Tanner trophy. This year the two winners are very much alike in some ways and not at all alike in other ways. For instance, Jerry Greaves very often lets others race his cars and willingly watches from the sidelines. He has already restored his cars. On the other hand, Lee Osborn has never let anyone drive his car because he is still in the process of restoration. Jerry Greaves was the only candidate from his area because everyone there suggested his name for the award. Jerry has offered rides to Glenn Reynolds as a gesture of friendship all on the spur of the moment. Lee Osborn exemplifies the way we original H Mod racers were 35 years ago. He is dedicated, creative and excited. In this case the award is going to a member who has never raced his award in H Mod is unprecedented. But H Mod is not the ordinary Club!

### WE GET LETTERS

Joe,

Sorry for the delay, but here are my dues.

I very much look forward to your H Mod book. I am sure that it will be the ultimate H Mod History! I have a couple of the old Trend books on "Sportscar Specials" (#178 from 1958 and #196 from 1960) and I really enjoy re-reading them.

Scott Halliday

*Dear Scott:*

*The book is complete and ready for printing. However, the costs to print the book myself is TOO much! I'm at loss right now because based on what I found out I would need to charge \$70.00 per book just to break even and that's outrageous. I am looking for a publisher and/or Capital to publish this special work.*

*Editor*

Dear Joe:

Enclosed is my check to cover a new membership in the H Mod Club. Please if you have any, send a couple of past issues of "small TIMES". I raced a Crosley Spl. then a Begra Saab in the 60's in the East Coast area.

Frank Stark

P.S. I am now restoring a 1956 Bandini Streamliner.

*Dear Frank:*

*You may be surprised to learn that over 40% of our membership are "Original H Mod Racers."*

*Editor*

Dear Joe:

I did the string and level job on my car's frame a couple of weeks ago and discovered that the lower rear suspension differ from right to left, this is a BUMMER...Here is a little ditty for "The Gang"; When you're one half of the size of the cars that race for the prize, you must be more agile and not the least fragile to compete with the big bore car guys!

Your friend,

"The Dog Killer"

ENTRY FORM - THE 15th PITTSBURGH VINTAGE GRAND PRIX  
July 19th & 20th, 1997 Schenley Park, Pittsburgh, PA

Driver Name \_\_\_\_\_ Tel.(h) \_\_\_\_\_

Address \_\_\_\_\_ Tel.(w) \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Yes \_\_\_ No \_\_\_ I hold a valid state driver's license and my 1996 VSCCA membership is current.

Yes \_\_\_ No \_\_\_ I am over 18 and a qualified driver per VSCCA Driver Qualification Committee.

Yes \_\_\_ No \_\_\_ I am a VARAC member and VARAC qualified driver

Yes \_\_\_ No \_\_\_ I am a member of \_\_\_\_\_

**MEDICAL INFORMATION:** Age \_\_\_\_\_ Blood Type \_\_\_\_\_ Date last Tetanus \_\_\_\_\_

Drug Allergies \_\_\_\_\_ Current Medication(s) \_\_\_\_\_

Special Conditions: Hemophilia \_\_\_ Epilepsy \_\_\_ Asthma \_\_\_ Diabetes \_\_\_

Contact Lenses \_\_\_ Other \_\_\_\_\_

Personal Physician \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

Name & phone # of person to contact in case of emergency (indicate if at track) \_\_\_\_\_

Owner of car: Name \_\_\_\_\_ Tel.(h) \_\_\_\_\_

Address \_\_\_\_\_ Tel.(w) \_\_\_\_\_

City, State, Zip \_\_\_\_\_

All cars must have a VSCCA Log Book or be VSCCA eligible cars.

CAR: Make/Model \_\_\_\_\_ Ser. # \_\_\_\_\_ Year \_\_\_\_\_

Color(s) \_\_\_\_\_ Class (PW, PRESERVATION, U2, O2, SR, F) \_\_\_\_\_

ACTUAL displacement \_\_\_\_\_ VARAC # \_\_\_\_\_ or VSCCA Permanent # \_\_\_\_\_

ACTUAL Tire size (f) \_\_\_\_\_ (r) \_\_\_\_\_ Measured OD (f) \_\_\_\_\_ (r) \_\_\_\_\_

ACTUAL wheel width (f) \_\_\_\_\_ (r) \_\_\_\_\_ ACTUAL tread width (f) \_\_\_\_\_ (r) \_\_\_\_\_

(If you are bringing a second car, please copy this entry form)

By signing this entry form, I acknowledge that I understand vintage racing to be a mentally and physically demanding activity. I further assert that I have no physical or mental problems that would prevent me from safely participating in this VSCCA speed event.

DRIVER and/or ENTRANT SIGNATURE(S) \_\_\_\_\_

ENTRY FEES: \$110 US per Car - Make check to VSCCA Inc. - Entries postmarked by July 1, or add \$25 late entry fee.

Send entries to: John Jacobson - 1534 Old Coach Rd., Newark, DE 19711

Please indicate size and type of paddock support vehicle \_\_\_\_\_

PUBLICITY RELEASE: The entrant and/or driver grant to the Pittsburgh Vintage Grand Prix Association the use of his/her name, voice and/or likeness in electronic or printed media for news, publicity or future program use. I further stipulate that no other agreements with other parties conflict with this agreement. Signature(s) \_\_\_\_\_ Date \_\_\_\_\_



**North East  
Report**  
by  
**Glenn Reynolds**

The VSCCA held its season opener Spring Sprints on April 11th and 12th at Lime Rock Park, Connecticut. This event consists of a drivers school on Friday, and racing on Saturday with a good turn-out of new members as well as quite a few older members who go through the school as a refresher (plus they get more track time). This year we were treated to a session with noted driver Bob Aiken, who explained "the line" around Lime Rock as well as providing insights as to the best places to pass, where not to pass, etc. In addition to Bob, I also saw two of racings finest; Gordon McKenzie and John Fitch, who were having a great time amongst the cars of their heyday.

As for H Mod, in addition to the usual suspects (Ebbott/PBX, Aibel/Quantum Saab and yours truly/Crosley. New VSCCA and H Mod member Stu French made his debut in the ex: Righetti Jabro MK 3. This really ia a slick little racer with the Jabro "Birdcage" frame, full race Crosley motor, Volvo gear box, Crosley spot brakes, and a quick change rear. Stu passed the drivers school in fine fettle and plans an active season of Vintage

racing. Mahlon Craft also showed up with his ex-team Roosevelt Abarth. I don't know if he got any track time, as the weather turned ugly about 2 PM and we were not able to complete the schedule. I heard that this car may be for sale and if you want absolutely the finest example, this is the car for you.

A couple of "basket case" Jabro's have surfaced recently. Lets hope they find good homes and are put to use again!

Please give credit for the photograph of the Jabro shown on Page 1 to Ed Hyman. He does most of the photography for my articles.

**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 1280 Oakmont Road, Seal Beach, CA 90740. 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 \$14.00, are required every November 31**

**Want Ads  
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AVAILABLE. CALL NICK AT:  
(213) 321-2247**

**Original No. 1 Miller Crosley  
Needs much work to restore  
but this is a historic car!  
Contact Nick Brajevich @  
phone number above.**

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SEAL BEACH, CA. 90740**

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



**FIRST CLASS MAIL**

**If you haven't paid your dues then you've received this by mistake!**

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

