

small TIMES

Volume 8 Issue 3Official Publication of the H MOD - Over-the-Hill-Gang FALL 1997

Why do people dig for oil... We usually have plenty in the H Mod Pits!

H MOD CALENDAR

H MOD RACE REPORT

Le Petite' Galleria

Upcoming Race Events

VSCCA Lime Rock Finale
Lime Rock, CN Oct. 24-25

VARA Willow Springs, CA
Oct. 24-25

Florida/SCCA Vintage Races
Sebring, FL Nov. 29-30

H Mods At Pittsburgh Grand Prix Are Sensational to Fans!



Photo Above - The H Mod Gang gather at Pittsburgh Grand Prix.
Photo below - Rare Aluminum Crosley Block (See Article by Glenn Reynolds)

Again this year I took the Miller Crosley to the Pittsburgh Grand Prix at Schenley Park, Pennsylvania. In 1997 more H Modifieds were attending. There were quite a few Bandinis and a good mix of H Mod specials including the 2 Crosley Midgets belonging to the Aibel brothers.

The course was essentially the same as in previous years, except the Bridge Crossing was a lot smooth and easier on the kidneys. They did tighten several turns which had an effect that will be longlasting to me. I took it easy in practice and as a result, just about everyone passed me! It was a surprise later to find that I had qualified fourth on the grid.

I got off pretty clean and stayed about third although I had no idea what was going on behind me. We were able to pass a few backmarkers but I certainly did not break any records.

Contained in this issue are several pictures of the 1997 Pittsburgh Vintage Grand Prix. We have a group shot showing all the participants in H Modified plus a few others who liked having their picture taken.

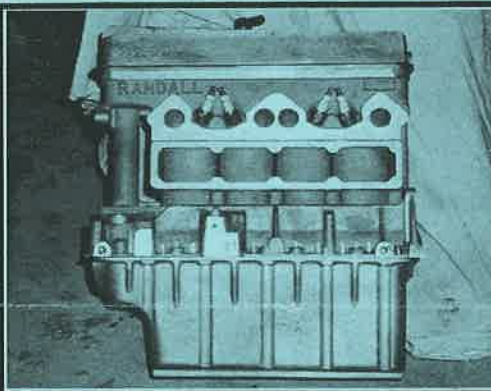
The West Coast races are very interesting in particular Monterey and Tustin but Pittsburgh will always be special to me. Some of the competitors that raced at Pittsburgh were; Jerry Greaves, Tom Cox,

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First Los Angeles Grand Prix Review

Not since 1955 has there been a true L. A. Grand Prix like the one held on August 30th through September 1, 1997. The original event was held in the San Fernando Valley at an Airport. The most recent event was held in downtown Los Angeles on city streets around "The Placita Olvera" and the Railway Terminal. The course began on Alameda Street and wound through 12 turns back to Alameda Street. The crowd was overwhelming since the sponsor Ford was giving away tickets at their showrooms.

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Inside This Issue you'll find:

H Mods At Pittsburgh Grand Prix

Tustin Thunder And Monterey Historics

First Los Angeles Grand Prix

Disk Brake Conversion Report

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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Editorially yours Joe Puckett

An interesting thing happened to us in California that may also apply to other States. Governor Pete Wilson of California proclaimed the month of August as "Vintage Auto Racing Month." He did this because during the month of August there were 3 significant Vintage Race Events that deserved mentioning and recognition. First there was Tustin Thunder in Tustin, California then 2 weeks later, The Monterey Historics in Monterey, California and finally the First Los Angeles Grand Prix was held in downtown Los Angeles, California. Each of these events received record attendance and of course, many tax dollars for the State. I hope the other States get on the Band Wagon and do the same. The sport is growing so fast that it is awesome!

I wish I had good news regarding the book "Big Drivers In Little Cars" but although it is complete no financial people have come forward to assist the publishing of this historical book. Perhaps, someone in our Membership can do the deed. As for myself I only want to see it published and not to make any profit on it. It is over 140 pages with color and black and white photographs. Also in this book are H Mod related articles, H Mod songs, H Mod Limmricks and much more. If you folks have any ideas, please call/write/fax us.

It was a great uplift to me to see such a variety of cars from H Modified show up at the Pittsburgh Grand Prix. Cars came from New York, Delaware, Pennsylvania, Texas and California, to name just a few. It seems that This Club really doesn't mind going over the hill for a good event!

Keep on Racing out there...You're extending the legend of H Mod..

Mid-Year Report From the Southeast

By
Randy Cook

As you are aware, there are no "full time" H Mod Vintage Racers here in the Southeast. Duck Waddle, who instructs at the Skip Barber Driving School at Sebring from January through April, competes in SVRA and HSR races in Florida and Georgia in his Bobsy SAAB and then heads North for the rest of the year. Hopefully, our Jabro SAAB will be competing next season along with a Crosley powered H Mod currently being restored. In the meantime, the SAAB 93 and two stroke Sonett continue to carry the Over The Hill Gang Banner.

Our 1997 Season actually began on December 28, 1996 at Moroso where 13 SCCA Vintage cars staged a support race prior to the start of the Accutec Longest Night 24 hour Enduro. The only other under one liter car was a 60 Bugeye Sprite. A Porsche 911 was the winner, the Sprite was 8th and the 93 was 10th. We came back to Moroso in February for the HSR Palm Beach Historics. Duck drove the Bobsy in the sprint races and we teamed up in the 93 for the one hour enduro, finishing third in class. Duck won his class and although his car is in a different class for the short races, all under one liter cars are classed together for the enduros. At the next HSR event at Sebring I brought the Sonett for the sprint races while two weeks later we were back at Sebring for the vintage races in support of the 12 hours of Sebring. It was a wet weekend and Ed Diehl and I won the class in the one hour enduro in the 93 and we were 17th overall of 36. Duck had problems restarting the car following his pit stop and ended up 32nd. Ed is an old time SAAB driver from the 60's having raced sedans and Quantum Formula S at Marlboro and Sebring. Currently, the 93 SAAB is second in class in the point standings for the HSR Rolex Vintage Endurance series. We missed the April race at Road Atlanta and would likely

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I think that The Ford Dealers gave away TOO MANY tickets as the crowd totalled over 200,000 for the three days. That total includes quite a few street people who did not pay because they live there!

The course measured 1.6 miles and had 11 turns. The sides of the circuit were lined with unforgiving concrete Freeway dividers. The group five cars included the two H Mods participating in this crazy circus. Dave Cammarano brought his Sceptre Honda and Bud Clark drove my Phoenix SAAB fresh from a ground up restoration. The practice periods looked like a bowling tournament as a lot of drivers suffered from, "The Red Mist." Meanwhile, the weather was extremely hot and smoggy. We managed to find shelter complete with fans blowing a mist of water.

Both Dave and Bud were openly concerned about the course and the fact that the grid started with 52 cars. I was back in the Paddock area wishing I could bite my nails. There were several incidents and the guys found that their H Mods were being stopped from controlling the tight turns simply by the traffic. On the straightaway everyone took off including the Sceptre while Bud Clark had an interesting view of some wild driving and close calls. In the end the Sceptre was first in class and Bud was second. Of course, they were the only two H Mods competing. Still, if we consider the situation both cars finished in the top 30!

I hope this column isn't giving too bad of an impression. It was a valiant attempt by VARA to compete within an area never designated for such a tremendous undertaking. Myself, I have to say that it was an ordeal for a guy in a wheelchair puffing oxygen like it was a turbocharged situation all weekend. Perhaps the next event in Los Angeles will be an improvement. We must wait and see.

Joe Puckett.

(Continued from Page #2, Col. 3)

have done well there as it rained all weekend. There are three HSR races left in this area later this year and if we make them all we could win the under one liter championship.

I've also done two additional SCCA Vintage events, the Sonett went to Daytona in May, finished 11th of 15; and the 93 ran at Sebring (short course) the first weekend of June. At both events we had four additional under one liter cars - two Abarths, a DB LeMans roadster, and the Sprite. At Sebring for our eight lap race on Saturday, we did an Australian Pursuit start where the grid is inverted and cars are flagged off at calculated intervals so in theory everyone will get bunched together (the 93 SAAB was 5th) and all but one car completed the same number of laps. Usually on this course the small bore cars get lapped about every four to five laps.

I hope the Summer break (no races until September) will allow me to work on the Jabro. The SAAB engine is finally mated to the Opel GT gearbox. Bulkhead, motormounts and driveshaft fabrication, along with hanging the pedals, are next on the to-do list. However, we are also preparing another two stroke SAAB sedan for Ed. I had hoped that SAAB would offer some assistance in transporting one of the race cars to their 50th Anniversary Jubilee being held in New Hampshire later this summer where Vintage Racing SAAB's are to be featured. They declined, so I plan to ride up with Tom Cox and help him with his Quantum. I'm told SAAB is at least, bring up my old Quantum which they have kept in a warehouse for the last few years. More to follow in December.

Randy Cook.



Crosley To Spridget Disc Brake Conversion

by
Bob Fairbanks

I'm probably not the right guy to be writing a technical type article because I'm not a great mechanic. In fact, my crew calls me "Break'em Bob." However, after 1996 Giants Despair Hillclimb followed by the Pittsburgh Vintage Grand Prix, I realized that my Saab powered Jabro Mark I with the '51 Crosley front axle and puck brakes could go like stink but couldn't stop. So - this Spring two of my long suffering crew decided to help me get some more brakes. We selected early Spridget disk brakes (because I had a set lying around the garage.) The guys remove the Crosley brakes and with the axle still on the car, drilled the king pin holes out to 5/8 in. Then they sent me to the local machine shop with the king pins from the Spridget set with orders to machine them to 5/8 in. and to cut the bottom end off leaving just enough material to keep the pins from pulling up through the axle. This done, we installed the king pins and front Spridget hubs and brakes using the original Crosley tapered pins (whatever!) Then we shimmed the excess with pipes and washers, screwed the castelated nut down securely and drilled a hole for installing the cotter key. The front tires have proper negative camber for high speed cornering.

I just got back from the '97 Pittsburgh Vintage Grand Prix where the little girl performed quite well until transmission oil finally caused by clutch to slip so much I had to retire her. I apologize to you guys who already have done modifications to Crosley axles. Just thought I'd share my good results with those who might be considering such modifications in the future.

Bob Fairbanks

(Editor Notes, continued on Page #4)

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Editor Notes: Dear Bob, great idea! Back when we were restoring the Miller Crosley I had the same brainstorm. I called the late Don Miller who was living in Hawaii and told him of my idea. He had a fit... "Joe, keep the blankity blank car original... I will send you the Crosley disc brakes!" Of course, we did as he asked, but we don't call the Crosley disc brakes, simply brakes, we call them, "HESITATORS!" That name came from the great John Donaldson who remembers them well.

Joe

Tustin Thunder And Monterey Historics Reports

The Tustin Thunder Race was held in Tustin, California on a very hot, dry weekend in August. The actual dates were August 1st. through 3rd. The event was a smash for the Marconi Foundation for kids as well as spectators and drivers alike. They had 400 entries that included everything from racing trucks to go carts, to Vintage cars. We will only discuss the H Mod race which unfortunately consisted of the Miller Crosley uncontested. Oh! Kip did race against a mix of Spitfires, Sprites, MG's, etc., etc. and did rather well considering he was giving away a lot of cubic inches! Kip had a radiator hose leaking on Saturday so he gridded last for Sunday's race. But he didn't stay there long... He passed about five cars before the Checkered Flag fell. Those guys weren't very happy chasing the little Crosley around. Both Don Racine and Bim Shook were in the Pits but they didn't bring their cars! That's O.K. because now they know what they missed.

The Monterey Historics have become very special to Kip Fjeld and the Miller Crosley. He was invited again this year and made the 400 mile trek once more. Also others in the H Mod Over The Hill Gang showed up for this one! They included, Don Baldocchi, Nardi Crosley,

and Alva Rodrigues with his son Tony in Devin Panhards, Don Racine in the Aardvark Panhard as well as Jamie Cleary in the Devin Crosley also Ernie Mendeki and his Siata 300BC while his lady Mary Lou was driving her cute Crosley Hotshot. Don Baldocchi was chasing Don Racine when Racine's car lost the exhaust causing a full course yellow. This slowed the procession down and I never caught up again. Other notables included Bill McCann driving his beautifully restored Jabro Crosley with a badly slipping clutch and Jaime Pfeiffer in his Berkeley Royal Enfield and Dave Brodsky in his Edwards Crosley Special. Steve Earle should be proud of the H Cars good manners. We really love to run at Monterey each year!

Kip Fjeld.



Photo Above: Dave Brodsky's Edwards Crosley Special leads the grid out for practice.

Photo Below: A Siata 300BC, Miller Crosley and Pfeiffer's Berkeley are at the back of the grid for practice.



Editors Note: Steve Earle is planning a race for San Diego this year. He is allowing only 150 cars. Let's get those entries in! It is supposed to be held on Coronado Island!!!

WE GET LETTERS

Regarding our letters: This is the forum for all complains, member information, praise or any other comments you care to make. This publication totally depends on communication and your letters are the key to our improvement and service. Editor.

Dear Mr. Puckett:

You don't know me, but I got your address from the back page of Vintage Motorsport Magazine. I'm considering buying a Jabro and I have some questions. I was hoping you could answer; but first, I just want to say I always loved your cartoons in Sports Car Graphic in the early 60's- They were hilarious! (One that comes to mind is the one where the car owner jerks the winning trophy from drivers hands and says, "My car wins again!")

I'm writing to you because I always remember you racing H Modified, and because of this H Mod Organization. I'm 45 years old, but my Dad took me to the races in the early 60's. As a kid I just loved the H Mods-they always fascinated me. I remember seeing a picture in SCG of you running a car called "Puckett's Bucket"- was this the MPX Crosley or a different car? We mainly went to the races in the Northeast and Midwest. Cars I remember; Martin Tanner's, Martin T, Chuck Reupert; Dart Mercury, John O. Wessale's Giau-Mercury, (It had a neat triple megaphone exhaust), Dick Jacobs-Scrounger Saab; Paul Coffield's Saab Spcs., etc. So many neat cars, where are they all now? Anyway, not to be rambling; I'd love to Vintage Race one of these cars. My funds are ridiculously limited, but I found a Jabro MK I Crosley for sale. It's supposedly been mechanically

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restored, has fuel cell, roll bar, a Crosley engine with a 40 DCOE-Weber-but the body needs restoring. It's been cobbled a little. The guy's asking somewhere around \$5,000. for it. Does this sound roughly reasonable? I'm not really knowledgeable about car mechanics. Can you give me any tips about what to look/check for, or any other rules of thumb about buying one of these? It has a Crosley transmission. I've had people tell me they weren't the greatest, that I'd want to exchange it for a TC or TD transmission, what do you think? Did you have any experience with Jabros?

If I bought it, should I have certain things magnafluxed, or dismantled and inspected, before moving it? Like suspension, wheels, transmission etc.? The running gear for this car was also Crosley, I Believe. Do you know how hard it is to get parts for 'em? What about a fire system, those are generally required in Vintage racing, right? How much would one of them run? (I'm not sure if the car has one or not, I haven't been up to see it yet.) Anyway, I guess that's enough to make you dizzy!

I also wanted to say what a beauty your Miller Crosley is, I've seen pictures of it. Oh, one more question... How temperamental are the Crosleys to run and maintain?

I enclosed a copy of a song written by Martin Tanner, it was given to me by the widow of Paul Coffield from Durand, Michigan who built 6 or 7 Saab or Honda engined specials in the 60's and 70's. I thought you might get a kick out of it.

I know I asked a lot, but if you get a change to drop a line, I'd sure appreciate it. I'd sure like to join you guys in the little screamers!
Thanks,
Bruce Dabney
P.S. A Vintage racer named Fred Aibel

(Continued next Column)

(He owns a Crosley Fibersport) told me someone is writing a book on H Mods. I can't wait to see it!
P.P.S. That must've been great finding your Miller at a garage sale!

Dear Bruce:
You made this old man blush for a moment. Yes, buy the car! You should try to dicker on the price, but \$5,000. is not bad. I have enclosed several issues of small TIMES that may help you find the information you need. I would suggest that after you buy the car you magnaflux the front end and throw the Crosley gearbox in a corner of your garage. You need a buddy who is able to work on cars and to weld the chassis. You can offer him a chance to drive the car too. In the issues I have sent you are various phone numbers of people in the Club to contact.

Yes, we have the song as well as others and they are in the book called "Big Drivers In Little Cars" which I put together with the help of the Over The Hill Gang. We only need financing to publish the book now, since it is ready to print immediately.

Yes the MPX and Puckett's Bucket are the same car which I ultimately sold to two California State University students who promptly cut it all apart. They thought they could improve on it, but all they came up with was junk.

I might suggest you consider the Sprite transmission and keep the Crosley running gear. Do check the rear axle or have someone do it for you. You will need a five point harness and a fire system. I would suggest that you take it down to the frame and check all welds and connections. As far as the fiberglass you can talk to boat builders or call someone in the Newsletters I have provided.

There is also a membership form enclosed so you can join the greatest group to have ever gone Over The Hill!

Regards,
Joe Puckett

(Continued from Page #1, Col. #1)
Bob Fairbanks, Ugo Piccagli, Jake Jacobson to name a few. The trip was well worth it. Kip Fjeld.



Photo Above: Stu French's Jabro
Photo Below: Ugo Piccagli's Bandini



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 Rd. #54L, Seal Beach, Ca. 90740. You 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

Name	Phone
address	
City/State/Zip	
Describe H Car/s owned/did own	

North East Report

by
Glenn Reynolds

A lot of the fun in researching H Mod history is finding yet another variation on the venerable Crosley engine, just when you are convinced that there is nothing left to uncover.

Most "Crosleyphiles" are familiar with the copper brazed COBRA block, also the Aerojet, Homelite lineage of the basic engine. Then in attempts to extract more power, came the Jim Broadwell cross-flow block modification, and ultimately the twin cam versions by Bandini, Dr. Young a man named Taylor, Gilmore and others. Lou Fageol on the West Coast even had a prototype opposed eight cylinder engine based on two Fageol 44's mated together.

Recently a set of blocks were uncovered in New Jersey that are a more refined version on Jim Broadwells concept, but they are cast of ALUMINUM!!! (See Photo 2, page 1.) Evidently, a Mr. Randall went to the trouble of designing and casting these little beauties years ago, but nothing more is known.

(Continued next column)

Who was Mr. Randall? How many blocks were made? Was the engine ever successfully completed? The search continues.....

I have enclosed some updates for our H Mod search file. It might be worthwhile to put the date somewhere on each entry, so as time passes, we will know how current each entry is.

I am particularly pleased that Frank Righetti's Jabro was sold to Stu French. Frank had move up to a Lotus 7 and the Jabro has been inactive the past several years. Stu promises to be an active racer, so I should have some H Mod company in VSCCA events.

Glenn Reynolds

Editors Notes:

Glenn I would like to mention the cast iron blocks (CIBA) available. The most common is the Hemi head but Crosley also made a "Flat-top" usually found with the military generator units. This block is the most desirable for racing... I would also mention the Candy Poole manifold which you uncovered. This unique arrangement fed the block from both the left and right sides! The Taylor engine was a twin cam but he also built a V-8 however it has vanished. Braje said there once were several aluminum engines in San Diego!

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