

small TIMES

Volume 8 Issue 4 Official Publication of the H MOD - Over-the-Hill-Gang WINTER 1997/98

H Mod has really come together with the Publication of our Book!

H MOD CALENDAR

H MOD RACE REPORT

Le Petite' Galleria

Upcoming Race Events

Chrysler Classic Speed Festival At Coronado Island

VSCCA Spring Sprints,
Lime Rock, CT 4/3 & 4/4

CSRG Thunderhill, CA.
4/18 & 4/19

Florida/SCCA Vintage Races
Daytona, FL. 5/2/98

Member H Car Census Request

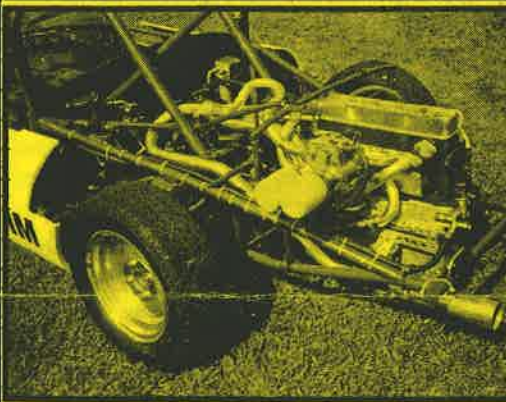
Steve Earle pulled the Magicians rabbit from his hat with the staging of the Vintage Races held on November 22- 23, 1997 at Coronado Island Naval Air Station, San Diego, California.

He used the same technique that has been so successful for him at the Monterey Historics. Invite the right people and the right cars then the spectators will come. This event appears to be headed for a long future and we need a major race in the San Diego area. Now lets get down to the actual racing and Sundays Event Featuring H Modifieds and a mixed bag of other cars from the '50s and earlier.

The fastest cars in the race were Bill Watkins in the 1954 Arnolt Bristol Bolide, Sy Lauretz in the 1955 Cooper Monaco and our own Don Racine in the 1952 Aardvark. Of course, there were other cars racing but for H Modified the true racing was back about eight positions. The 1955 Nichols Special was driven by Leonard Pieri for Don Racine and Leonard did a good job. He was briefly challenged by Mike Cleary in the beautiful yellow Devin Crosley but alas, The Crosley packed it in when the Crosley rear axle broke. Meanwhile Don Racine took off like a rocket to win the race overall. Pfeifer's Berkeley Special was smoking like a Chimney but held on to beat Kip across the finish line and finish third. Back away came Marty Stein in the 300 BC Siata. The course was reminiscent of the old Santa Barbara Track. Hopefully, we can return next year with more H Modifieds.



Photo Above: This view of Don Racines' Aardvark was what the competitors saw at Coronado Island. Photo Below: The Bill McCann Jabro Crosley has a unique design that lets everything "Hang Out."



Throughout our vast and half vast membership we have a large variety of H Modified cars in several states of restoration. (1) Basket Case, (2)Roller, (3) Restored for Show, (4) Ready to Race and finally (5) Actively Racing.

It is difficult for us to keep up on the various sales and acquisitions without your help, so please fill out the following on 3x5 card and send it to small TIMES Dept. "C", 1280 Oakmont Rd. #54L, Seal Beach, CA. 90740. Please help us keep an accurate record for the Club.

Inside This Issue you'll find:

Chrysler Classic At Coronado Island

Big Drivers In Little Cars Is A Smash!

H Modified Census Now Underway...

Do It Yourself Crosley Hub Puller

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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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

When I began the book "Big Drivers in Little Cars" I imagined modest success but you members had other ideas and suddenly I began getting lots and lots of pictures and words. The process has taken less than 2 years but the results indicate more time than was actually spent.

I must thank "The Mystery Member" who came forward with the Capital to get us rolling. Not soon after you members were buying the books like "Hotcakes."

In just a matter of days we sold 21 books and new orders are coming in daily. Soon we will reach the maximum originally ordered and then there will be a longer wait for you to receive your book. We have had nothing but praise for this publication and everyone has been so complimentary I am truly moved.

The 1998 Season is underway and we look forward to H Modified, attendance at races Coast to Coast. New cars are expected in Southern California, Oregon, Washington, New York and the East Coast. The Midnight Oil is really burning everywhere!

One final comment about the book, each book cost us \$67.00 to print in vivid color and rich black and white. We added \$5.00 for Shipping and Handling for a total of \$72.00. You will have to chain this book to your coffee table because even people who don't know H Modified just can't put it down.

If you buy it and don't like it, please return the book for an adjusted refund. We really don't expect this to happen with the kind of response that has occurred. Your comments are always welcomed!

The Big Drivers In Little Cars Book Summary

This book was developed to show the relationship between racing H Modified in the 1950's and 1960's how that practice relates to Vintage Racing in H Modified today.

The first section discusses all the Reunions that have been held since the original Formulation meeting on September 4th, 1989. The H Modified Reunions are depicted in both word and photograph giving one a logical trail to what transpires today in Vintage Racing.

Many of the other groups are openly envious of what we have achieved and imitations are cropping up with every event.

Next, the book tells short stories about H Modified as originally printed in Victory Lane Magazine. This section is followed by the first of the best known manufacturers beginning with Jabro then Miller then Tanner, followed by the Italian Exotics, The English Marques then the Common Backyard Variety of usually less than three cars.

A key element in the diversity of H Modified are the engines. This section is told in both color and black and white photographs as well as a short but specific commentary.

Basket Cases and Rollers is in section 10 of the book and is a frivolous examination of many of the H Modified cars as they were first discovered. It is an adventure in rusty parts and fractured fiberglass!

In Section 11 the reader is treated to a variety of cartoons originally appearing in several magazines but that are oriented towards H Modified.

Yes, H Modified had a musical side and this is detailed in section 12.

(Continued on Page 3, Col. 1)

(Continued from Page 2, Col. 3)

After the reader examines the Songs of H Mod he or she goes to Section 13 where several contributors show their flair for poetry of the doggerel variety as it relates to the adventures in H Mod.

We have added a form for the members so they can make copies to encourage others to join the H Mod Over The Hill Gang. After this we end with a Prologue, Contributors list and a short commentary About the Author...

We can not accurately describe the book in simple comments. It is a case where you just have to see it to believe it. It is not perfect but nothing in H Mod ever was, it is however an honest history of the greatest class of racers to have ever gone over the hill.

To purchase your copy of the Big Drivers In Little Cars Epic, Please send a check or money order for \$72.00 that includes \$5.00 Shipping and Handling, TO: H Mod at 1280 Oakmont Rd. #54L, Seal Beach, CA. 90740. PLEASE HURRY THERE IS A LIMITED NUMBER OF COPIES AND THE BOOK IS BEING ADVERTISED IN VICTORY LANE MAGAZINE!

Where have all the great tracks gone?

In my racing career I've watched some of the most exciting, challenging and beautiful race courses turned into Shopping Malls, Parking Lots, Residential Tracts and Golf Courses. Riverside Raceway is now the Moreno Valley Shopping Mall. Paramount Ranch is still owned by Paramount but is never been developed. The Old Las Vegas Track has been overshadowed by the new Oval Facility. Torrey Pines Race Track is now not only gone but it is forgotten except the fact that today it is a Golf Course.

There are new courses each year. But now I hear we've lost Pomona... This is a very sad situation.

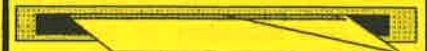
The Backyard Mechanic
by
Count D'Fumes

Working on your race car in the backyard can be a real drag...
Everything you have is either in a box or a bag...
There sometimes is a clash when your wife takes out the trash...
What she piles in a heap is something you absolutely needed to keep...
Grounds for divorce it seems to me!

The Count

Special Tool For Removing Crosley Hubs Easily!
by
Kip Fjeld

It always seems to happen the things that look the easiest to remove become the hardest. This Crosley Hub Puller can be made from simple scrap steel (See drawing below) using basic tools and an arc welder. This adaptation is for the Crosley Rear Axle but the idea could work on other hubs if you care to get creative... We had no other choice.



WE GET LETTERS

Due to the recent publication of the book "Big Drivers in Little Cars" we have been receiving more mail than usual. We will show you some of the comments received.

To: Joe Puckett
Artist, Author, Historian, Editor, Rememberer.

I gotcher publication Big Drivers in Little Cars, and was delighted beyond any expectations. Never have I had something that grabbed me and held me until I had read every last drop.

This is truly a work of art, and you must know how much joy and happiness, and the laughs, and the commiseration of our little world that we knew. And as you quoted me, "Perhaps the best days of our lives."

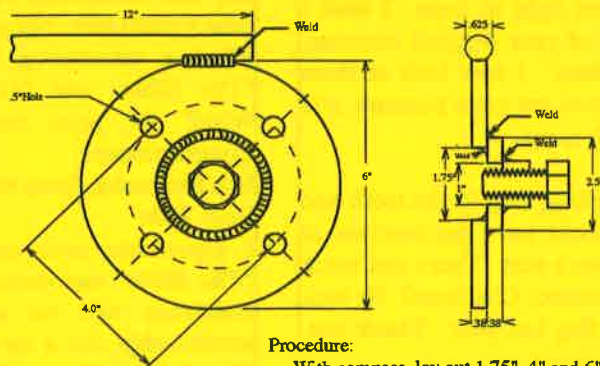
Would that we could do it all over again, I feel such a great love of all these people that we knew, and know.

At the time we were earnestly trying
(Continued Page 4, Column 1)

A Crosley Hub Puller You Can Make Yourself!

By: Kip Fjeld

The tapered fit Crosley rear axle hubs and rotors are prone to destruction if removed without the proper tool. Here is a useful hub puller you can fabricate with a drill press, arc welder and cutting torch.



Materials:

- 1) 6"x9" plate of 3/8" thick steel
- 2) 3/4"x10 bolt (11/2" long)
- 3) 3/4"x10 nut
- 4) 5/8" steel bar (12" long)

Procedure:

With compass, lay out 1.75", 4" and 6" concentric circles on 3/8" plate. Also lay out 1" and 2.25" circles on separate part of plate. Drill 1/2" holes and cut parts out with cutting torch. Stack circular plates and nut, and arc weld together. Weld on handle and insert bolt.

(Continued from Page #3, Col. 3)

At the time we were earnestly trying to WIN, and at that time we did not see that WIN was secondary to the trust and friendship that we had. The friendship was at the time clouded by the win desire, but we still would lend a tool, a part, a hand to help each other until the flag dropped.

I will never forget the instance when I realized that it was all over. I was pitted in the Metal Firestone Garage at Riverside next to Parnelli Jones. I wanted some air in one tire, and did not want to push clear over to the Union Oil place to get air. I asked PJ if I could borrow his tire pump which was right there. His reply was "did you come to race or borrow tools?" I knew then that an era had passed me by.

Your speaking of the Grand Prix restaurant was superb. The parties, the fun, the Girls, the pain of breaking and crashing. I have enclosed for your info and article that I wrote for the Fabulous 50's paper. I meant every word of it and would love to have some of our H MOD people come out to our quarterly meeting. If you are interested, let me know. The Fab 50's group is a no dues, pay your own dinner, get together of about 100 or so, of both big dogs and us little dogs. Now howsoever, there is no class distinction between H Mod and Grand Prix drivers. We are all one. That is why I wrote the article, and Shelby said "Great" Even Phil Hill grunted a Bravo Zulu to me.

Again thanks for such a great gift. It occupies a place right in front. I wish I had had some of your original cartoons, they are priceless. I now look at them everyday. It gives me great pleasure, and means so much to me.

Now we are getting long in the tooth and I think we should have get together at least 2 or 3 times a year. There aint much time left. Remember Challman? He took the checkered flag last year. Thank you, thank you, thank you.

Sincerely,

Bill Molle

Dear Bill:

Gosh! You make me blush! The truth is that your contribution and photographs as well as from many others really made the book what it is a history book by the people who were there. Thank you, thank you, thank you.

Regards,
Joe

Fax received from Madeline, Dan, Pam & Sherrie @ Victory Lane Magazine on 2/6/98

Congratulations!! We got the book today and all of us think it is great. Dan is especially excited to see all of the old photos you have in it and the information you have put together about some great old cars.

We will have a review in the March issue and plan to put together an ad for you and run on the same page as your column. Once again, great job, well done... The Staff at Victory Lane.

Dear Victory Lane Staff:

Dan and each of you have been wonderful from the beginning. The kind words and the special effort is not surprising from folks I now consider family! I only hope the membership and the public find out just how important racing history is... Even when the subjects are small.

Regards,
Joe

Dear Joe:

Just got the book. Roared home from Post Office, tore open package and I definitely was NOT disappointed. Great pictures, good articles, well laid out, well written and I am proud to be even a small part. My guess with some effective advertising it'll challenge "The Bible" and "Gone With the Wind" for most units published. Congratulations,

Bob Fairbanks, Jabro #855

Dear Bob:

I appreciate such enthusiasm but "The Bible" was written with Divine Guidance and we only had our membership and a lot of other stuff. We might challenge "Gone With The Wind" that book sounds more like what we are trying to accomplish.

Regards, Joe

29 January 1998

Dear Joe,

I was delighted to learn from your letter that you have finally been able to publish your book about H Modifieds. I have been looking forward to reading it for a long time. I have enclosed my check for \$72.00 for one copy of the book.

Again congratulations on getting your work published. I can well imagine how much time and effort and frustration it must have taken to put it all together. Good Luck and Best Wishes,

Bill Mc Cann Mbr.#015

Dear Bill:

Yes Bill it was pretty tough but the results are well worth it! You will be pleased to find your beautiful Jabro Crosley included in the book. It might be a good idea to chain this book to your coffee table... Ed Buck went ahead and bought (2) books so, he can always find it!

I do hope more of the members who were so encouraging during the development of the book aren't horrified by the price. The quality of the book cost of \$72.00 seems like small change according to most people who have purchased one. The cost was driven by the price to print, shipping and handling... The Club and I did it for history!

Best regards and Kip says fix your clutch!

Joe

H Mod Gang:

Dear Gang: Enclosed is my check for \$77.00 to cover the cost of your new book, "Big Drivers In Little Cars". I very much look forward to looking at and reading this heroic document about those of us who love and enjoy driving these little beauties.

Sincerely,

John T. Kimball, M.D.

Dear John:

Welcome to the Book Club! Others who have purchased this publication include the great Nick Brajevich, Des Telmont, Lianne Tsigounis (Chuck's widow) and others... many others.

(Continued Page 5, Col.1)

(Continued from Page #4, Col. 3)

Dear Joe:

I enclose a cheque for \$86.00 (\$14.00 dues for 1998 and \$72.00) for the "Big Drivers In Little Cars" book for Lee Osborn. It's great that you were able to get it published.

All the best,

Diane & Lee Osborn

Dear Diane and Lee:

Thank you for the kind words and your encouragement during the building of the book!

Regards,

Joe

Dear Joe:

Your flier on Big Drivers In Little Cars, postmarked Long Beach 26 Jan. arrived in today's mail. Hence, I'm wasting no time in forwarding you my cheque for this publication. I shall look forward to it.

I'm uncertain when your fiscal year begins insofar as membership is concerning so I'm also including a \$14.00 cheque, each marked for this purpose. Please note my change of address - it's the same old homestead. Recently the 911 sequential numbers have been implemented.

I appreciate your dedicated efforts to keep this nostalgic organization alive and well!!

Yours "for the fun of it",

Hal Mayforth, Jr.

Dear Hal:

Dues are due every first of November, however some of our members are to busy at that time of the year so, we give reminders up until the Spring Issue has sprung.

Thanks,

Joe

Dear Joe:

Thank you again and again for the efforts to put out your columns, cartoons, and now this MAGNUM OPUS, "Big Drives In Little Cars". As a racer who raced H Mod and then D-S/R, and now Vintage Racing, I appreciate your efforts to bring out the untold stories of H Mod. I believe H Mod racers have shown more ingenuity and creativity through the years than any other class except,

maybe Formula 1.

Keep it up Joe, "Live long and Prosper" with my Highest Regards,
Myron Boyajian

Dear Myron:

Shucks! and Shucks again...It is wonderful to have your efforts recognized by people you respect. Everything I do in Motorsports is either for free or Charity since I am on a fixed income. I do these things for the love of the sport and because the history must be recorded as it happened.

My fondest regards,

Joe

Hal Mayforth, Jr. 's Racer From A Wreck

Back in 1961 Hal Mayforth, Jr. obtained a wrecked Saab 93 Sedan and commenced to build an unusual H Modified. First he hacked away the bent up top, cut off all the extra metal and produced an odd looking Saab Roadster which they then modified to the maximum and added a rollbar and other safety requirements. This rather unusual machine went very quickly at Lime Rock and later at Thompson Raceway both in Connecticut. Mayforth said about racing; "Racing is one of the more frustrating forms of relaxation" This article was an excerpt from The Burlington Vermont Free Press - May 2, 1961.

H Modified - The Way We Were...and The Way We Are Today! by Joe Puckett

As we look back to the beginning of H Modified we find that things are quite different then. For an example: The roll bar wasn't required until 1957! There was no shoulder harness attached to either 5 or 6 points there was only a metal to metal seatbelt. The driver came from all walks of life. There were students, doctors, dentists, actors, mechanics and architects to name a few. They all had a common interest it was

to build and race a small car for not to much money but with a lot of creativity. This was the basic H Modified builder/owner/racer of the 1950's and 60's. We only had fire extinguishers in case of fire while today we must have elaborate fire systems. The gas tanks were the simplest and lightest possible as compare to the bladder systems of the 1990's. Today the cars look almost exactly as before. Some of the tires have change to safer and more modern times but the cars otherwise still look like before.

It is important for us to remember that the intention of Vintage Racing is to drive the cars as they once were. Modern updating just clouds the image of H Modified and puts history in the background. No matter what we do the same problems that were found in these cars years ago are probably still there today. The book "Big Drivers In Little Cars" was written as a means to relate yesterdays H Modifieds to those of today. That premise truly ties the past with the present and guides the future!

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	

More Letters To The Editor

Joe:

Sorry, I'm a little late sending in my 1998 dues. Enclosed is my check for \$14.00. I wish you all the luck with your book.

I was going through some stuff while I was packing to move to Guadalajara, Mexico and I found some old H Mod pictures. They were taken around 1960 plus or minus a couple of years. Two of the pictures were taken on the false grid at Watkins Glen. Another was taken in the paddock. The bodiless car picture was taken at the Reading Road Races in Reading, PA. The fellow in the care is name Jack Derin (I'm not sure of the spelling). It's an Imp powered car and was built by Jack for Oscar Koveleski (spelling again). Jack was Oscars mechanic. About this time Oscar was racing a Chevrolet powered Ferrari, Car 54 (as in Car 54 where are you) and running a mail order Model Car business called Autoworld. Later he raced a McLaren MK8 something or other in the CanAm series.

I Hope the Over the Hill Gang will get more enjoyment out of them that I would. Please keep me posted on the book and your internet activity. My

e-mail address is enclosed.
Stan Koprowski #88 in Mexico

Dear Stan:

Thanks for the pictures. We are including (2) of them below. Now that you are moving to Mexico we have members throughout the USA, CANADA and now MEXICO! H Modified is almost World Wide!

Regards,
Joe



Does anybody Recognize these cars?



Personally I recognize a BMW H Mod Special and I believe a Bagra! What about it Members? Why don't you send in your guesses...
Editor.

Want Ads Cars, Parts n' Services

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The Book Is Now Published And Available!

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