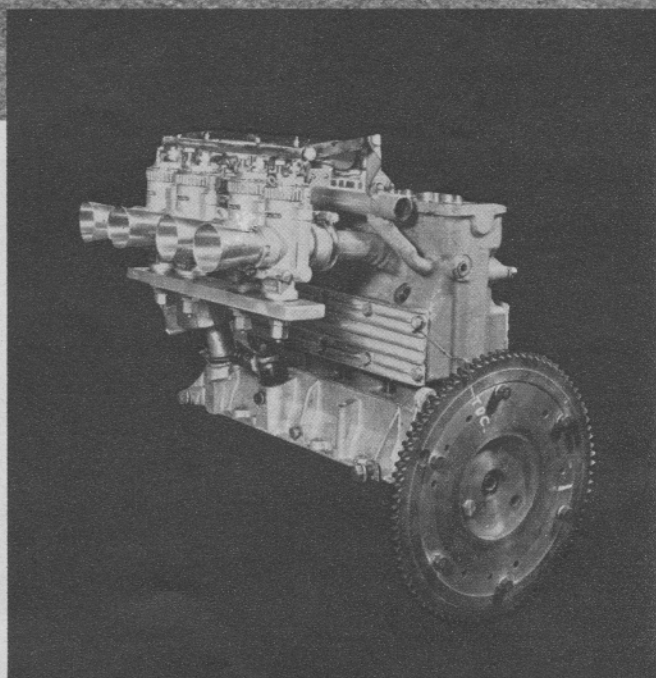


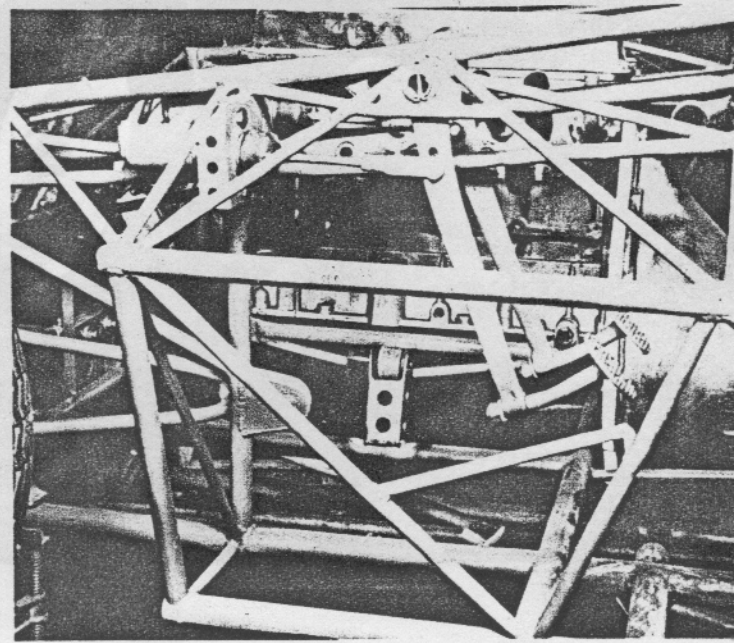
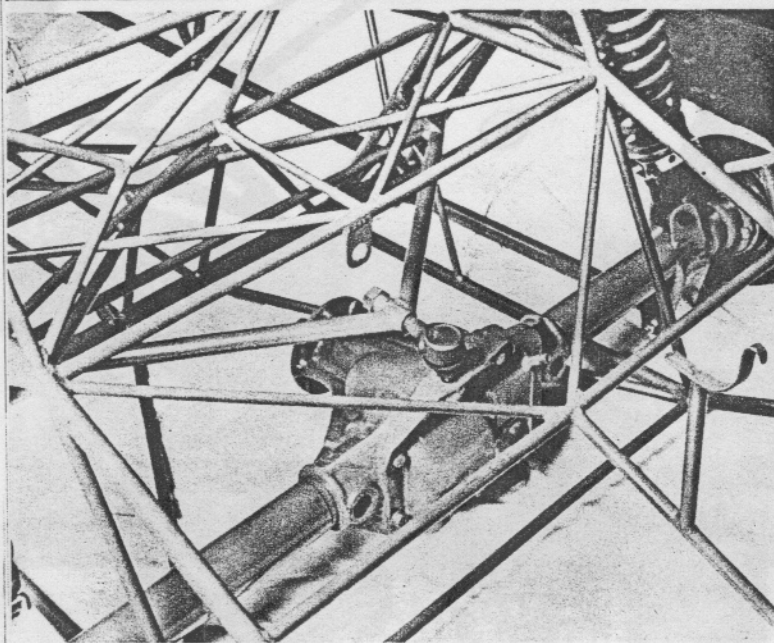
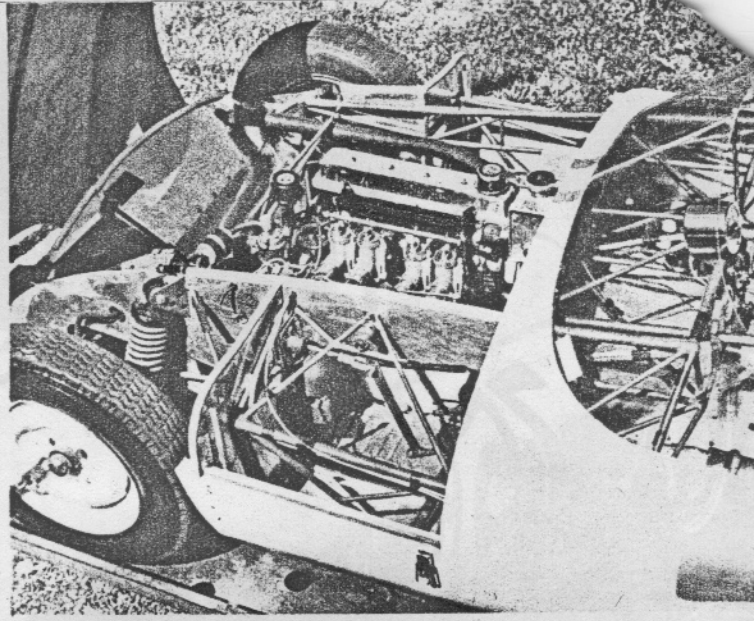
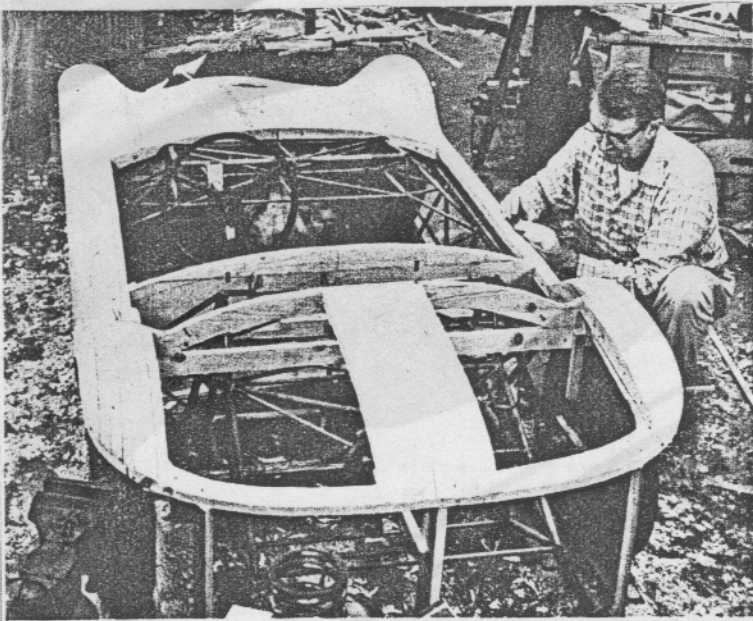


The 'HOTSHOT' ONE-SHOT ...

that proved so successful its builder just kept cranking them out. Now James Broadwell is on his third Crosley Hotshot-powered roadster, with chassis, bodies and blueprints for those who would follow suit



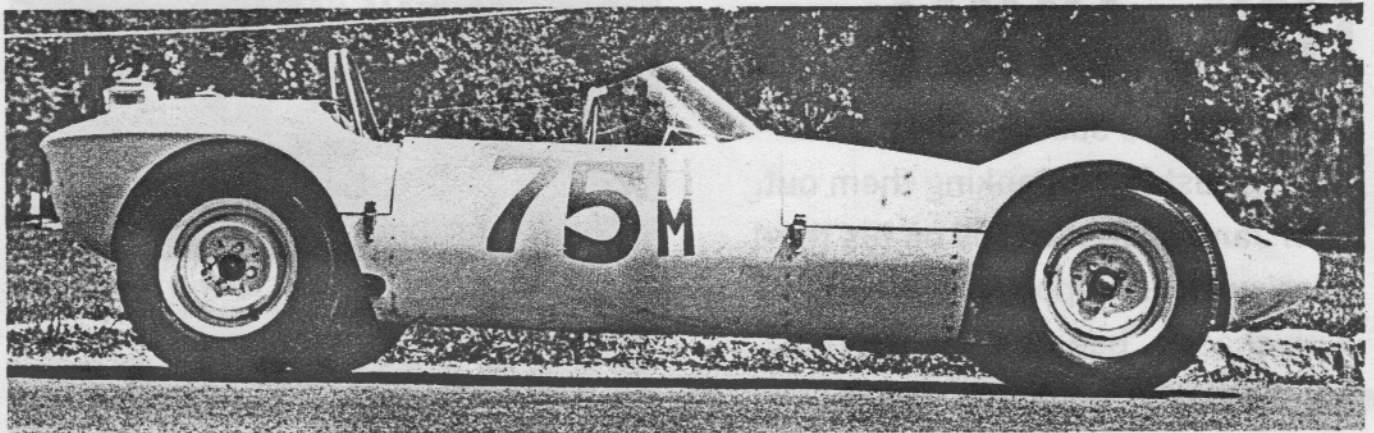
Back in 1957, James Broadwell built a small sports car, called it the "Jabro Mk I." It was an immediate success with enthusiasts all over the country getting plans, information and parts kits to build others like it. Since then, there's been the "Mark II" and now the "Mark III" — a lighter and smaller version. The aluminum and fiberglass three-piece body shell sheathes a real road racing hot rod, uses a highly-modified Crosley engine with 65 bhp output.



St. Louis, Missouri



photos by Bob Hegge



The wild little home-built roadster operates in the H/Modified sports car class and uses every means to achieve lowest frontal area possible, puts its tiny horses to work getting over the road rather than fighting the wind. Lines are simple and clean.

THE 'HOTSHOT' ONE-SHOT continued

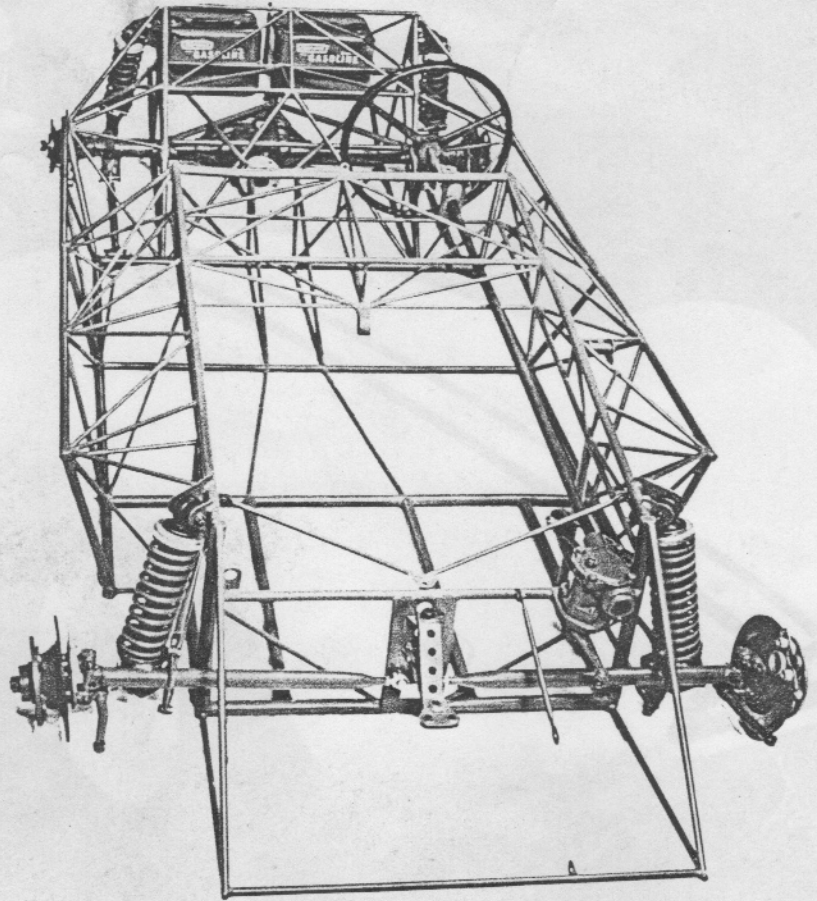
FAR LEFT — The body was first built as wooden mockup form, using pine strips. Broadwell is shown working.

LEFT — Husky little Crosley power-plant is surrounded by aluminum firewall and portions of multi-tube "birdcage" space frame. Engine has 2.54-inch bore, 2.36-inch stroke, uses four Dell 'Orto-25 semi-downdraft carbs, one Harman cam (overhead) and vertical, in-line valves. Instruments are tach, oil temp and pressure, keeping theme of car's simplicity.

FAR LEFT — Rear axle details show the coil spring mounting; rods are on underside of axle, running forward to frame. Note center mount, too, in middle of housing. All work is of top quality.

LEFT — Peering through maze of small diameter space frame tubing, you'll see the swing pedals, unique engine mount for Crosley—mill is in center, with tube mount bolted to each end of block. Engine's mounted to frame at these two points, plus one at gearbox, eliminating a strain on the adaptor for the engine.

BELOW — Jim Broadwell is over six feet tall, but has little difficulty in the large cockpit of Mark III Jabro. Engine is offset 2 inches to right for more leg room. Note the "birdcage" rollbar used!



ABOVE — Here's why Jabro's frame is called "birdcage" — it's built of many small tubes of .049-inch wall, ranging from a 1-inch lower rail down to 3/8-inch on unstressed sections. No holes are drilled for securing body mounts — clamps riveted on each side of tubing serve to locate fiberglass body. Front axle is Broadwell-designed low-pivot, split-axle type, with Crosley spindles and spot brakes. Road wheels are all 12-inch Crosleys.

