



# SMALL Times

OFFICIAL NEWSLETTER OF THE "H" MOD. OVER-THE-HILL-GANG

volume 4 number 4

H-MOD  
OVER THE HILL GANG  
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This publication is a quarterly publication for the members of the H-Mod Over the Hill Gang which exists as a socially oriented, not-for-profit club dedicated to documenting and tracing auto racing history, restoring and racing Vintage "H" cars, and talking about the good old days!

**HMOD Reunion 1994 will be a 2 race North/South Challenge  
July 2-3 at Willow and Aug. 20-21 at Laguna Seca**



**Jarl de Boer in his Giaur-Crosley, thunders through a turn**

## RACING AT LAS VEGAS AND SEARS POINT

*by Joe Puckett*

As usual at Vegas you can't win, and that was true for my team at the twisty 1.7 mile raceway. I am talking about an overall win not class; for only 2 H-MOD's showed up to race and both of them were mine! Bud Clark drove my Phoenix-SAAB taking 5th overall Saturday and 6th Sunday, against a 25 car variety of MGB's, TR's, an Arnolt, Formula Vee's, Volvo P1800's and even the old Cad powered Cannon SPL. Bud was turning in the 1:15's, setting a new H-MOD 1 lap record formerly held by Gene Leasure Tanner T-5 and Terry Johnson. A disappointed Kip Kjeld in my Miller Crosley snapped a valve in two because of a too radical camshaft. The Miller deserves better, maybe next year, for sure next year.

Sears Point is a real driver's course! The Northern California and Oregon/Washington H-MOD contingent were right! It was at its worse the weekend we went there. The sky was raining on and off and the lousy weather eventually succeeded in getting the race called. Member Bob Graham was around but on a bicycle! He said our car would need to turn better than 2:22 that Bud had turned in his initial 4 laps of practice.

Later chasing Bim Shook's PBS Fiat on a wet track, Bud turned several 2:15 laps and had nothing over 2:18. Bim got away in traffic on Saturday but the rain had already cast a grim shadow on our Sunday morning hopes to catch Shook who had been a not too comfortable 4 points ahead in the Vara Championship.

Didn't I say next year once?

Just for your info, all those mentioned above are H-MOD members.



Joe Puckett

We have terrific news folks! Well, I think it is. This year on the West Coast we will begin a new competition series, that is if the governing bodies agree. Imagine ... a two race series dubbed-The North-South H-Mod Challenge. The plan is simple, all H-MOD cars are invited nationwide, for a two race series at either Laguna Seca, Sears Point and then Willow Springs. The series will be the 1994 reunion and will include a concours and a championship trophy. Potential entrants will be notified of the event and the nominal charge of \$5.00 per car for the series. Stay tuned...lots happening...Nick Brajevich has his Miller-Crosley back from top tuner/builder, Bob Graham. The Ex-Jim Paul car is a beauty and looks fast. Flash! More on the series—six cars promised from Northwest or Oregon and Washington reports Bob Thurlander, our new Cresswell Oregon, Northwest Representative. Figure last year at Willow we had 15! Club membership seems to be hovering at 115...guys let's push the outsiders to join, you know...the guys who have cars but just sit on em, dream and listen to all the great reunion stories we tell. Lots of new ideas coming in; see inside this issue. Kip Fjeld is working on a Berkeley-Royal Enfield H car...wow! New Northwest car by non-member Bob Maher has a specially built Thurlander chassis and modified sprite body with a Berkeley butt end and a reportedly 850 mini engine...member Duck Waddle from Hutchinson, Kansas ran at Sebring again this year; gave me a last minute call for two starters for his Saab SPL. We shipped immediately and delivered in time! What a network...thumbs up! To long time member Gene Leasure recovering from heart bypass surgery and doing well...Bim Shook won Vara H-MOD championship over Bud Clark in the Phoenix SAAB by 4 points as Sears point showdown was a rainout.

That's the last lap for now...see ya.

**QUICK! CLEAN OUT THAT GARAGE**

*By Count De Fumes'*

There is a lot going on in nostalgia these days and H-MOD racing is no exception. For instance parts that used to cost zilch back then, such as a Crosley forged steel crankshaft, can run up to and beyond \$300. Panhard parts especially the driveline are almost extinct for Dyna juniors. Try finding Saab two-stroke distributor caps! Rare birds! Crosley bearcat engines (as is) might be acquired for \$200-300 but to be vintage competitive you are looking at over \$3,000. Old auto magazines get a minimum of \$5 per at a swapmeet and race programs more! Books on racing, old driving gear, and photos of drivers bring big bucks, especially if autographed, so dig into that garage or closet right away!

This is money...Oh!...Joe Puckett will sell autographed photos and cartoons for \$25...including shipping...he's keeping all his parts.

by Joe Puckett

You've probably heard the phrase, parts is parts..well parts are more than parts to the backyard special racer; parts in this case are the ammunition to battle on, grist for the mill, or spare plasma in Dracula's blood bank. Parts aren't always easy to find for obscure little cars built shortly after World War II by the Axis or Allied participants, however, Fiat Topolino parts for the typical Crosley powered H-Mod. were considered by all in the class, as rare, cheap, desirable light-weight target of opportunity items. Parts of this unique make/model were then and are today defined as true to life "keepers" for future speculation if not a component for personal consumption.

I received a call from Walt Manzke one summer night in 1961, about a 1947 Fiat Topolino he had spotted in the local beach city ads, for a mere \$175.00. Walt had built my original MPX-Crosley and was still selling parts out of a garage he owned in Manhattan Beach, California. He knew I would be interested because two weeks earlier he had watched me blow the bell housing off my Fiat Topolino gearbox at Pomona, when I made a move to get inside, of the inside car, of a typical wild H-Mod. gaggle and in that act over-reved my everlovin' Crosley well beyond the limit. The ingredients had all been there. Gravel on the course, winding 2nd gear too long, a Morris Minor clutch with springs that wanted to go straight, and a driver gleefully driving with his head buried somewhere else in his anatomy.

The Fiat according to the newspaper ad was "running," which meant or at least implied, we wouldn't need the trailer. So, I said I would take the Triumph TR-3 out since it was a beautiful evening and Walt could drive the Topolino back. My TR-3 was an old road warrior, that I raced from 1957-1959, I had competed in SCCA, CAL CLUB and The Road Racing Register (RRR) with that car and drove it to work daily. The Triumph as its forebearers was a good part tractor. That trait would be essential before that night was over.

Walt was an average racer. He had little success with the MPX before I bought it, some say because he worried about damaging his baby, heard too many noises, or just lacked the fire. I don't know about racing but as a street driver he was wacky, experimental, dangerous but good. He worked as an engineer and was considered very bright especially in electronics. I admired Walt but he could be very distant, and aloof, and so self assured. He could rarely relate to what I was saying about problems, because everything always went right for him! Secretly I always wanted to see Walt in a silly situation common to Lou Costello, but it never happened; not at least till the night of the Topolino affair.

We went that evening to Gardena and talked to the guy who had the Topolino for sale, the car had belonged to his Uncle Alfredo who had had it shipped to the States in 1951 and had only recently passed away. The car was a little rough. It had been kept covered outside and it did run with some effort, the black paint was gone, the 4 tires had to be hand pumped from near flat. The insides of the car, full of spares and newspapers smelled of oil and mildew. Oh! we took it for the asking price assuring the guy we bought it from that we only wanted to restore it just like Uncle Alfredo would want it done.

*(Continued Page 5, see WOE)*



# H-MOD

## Over the Hill Gang



**HMOD Reunion 1994 will be a 2 race North/South Challenge  
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**DUES RENEWAL ( 11/93 TO 11/94)**

**\$ 12.00**

### H-MOD HATS

Now available in RED base color with black logo official Over-the-Hill design. (Cost includes shipping and handling.)

# ordered: \_\_\_\_\_ x **\$12 each**

\$ \_\_\_\_\_

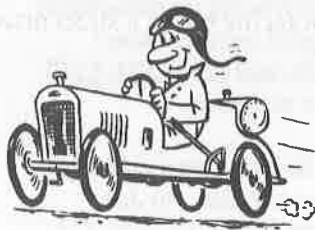
### MEMBERSHIP ROSTER

For your copy of the "Membership Roster" with names, addresses, phone numbers and numerical listing too - **ADD \$2.00**

\$ \_\_\_\_\_

**MAIL THIS FORM AND CHECK MADE PAYABLE TO:**

**LINDA PUCKETT  
22901 LOUMONT DRIVE  
EL TORO, CA 92630**



**TOTAL**

\$ \_\_\_\_\_

NAME: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

## Letters to Editor!

October 18, 1993

Dear Joe,

Enclosed is a check for the H-MOD dues and the rest a small donation. We really enjoy your newsletters and the free advertising you give! We appreciate all of your hard work and the heart and soul you put into it.

Love you!!  
*Nick & Joan*



11-1-93

Hi Joe & Linda -

I hope you are feeling lots better now, and enjoying H-MOD bench racing through the mail!

My annual dues are enclosed, plus the two bucks for the mailing list (which might increase my reminiscing scope).

I would certainly like to get a lead on my old "Hot-Cross-Bun," and if I get a copy of a good picture of it, could you publish it with a brief description in small TIMES? There is a pretty good shot of it in the program review of the Paramount Road Races in an issue of the 1956 LA Times and Daily News which I could probably Xerox, but it would have to be reduced to suit it in the newsletter.

I'm in the process of selling off some of my old Bimmers ('67, '72, '74 vintage) and restoring my 1953 Jag CPE (XK120M), but have some great memories of my most fun era — SCCA and CSCC races in the '50's!

See you soon,  
*Cliff Bundy*



9/22/93

Emory N. Smith  
28610 Leacrest Drive  
Rancho Palos Verdes, CA 90274

Hi Joe,

What a surprise to see the photo of "Bob Graham driving the Ex-Emory Smith Crosley" on page 1 of your Vol. 4, #2 issue! The car looks great — what memories that photo brought back!

I hope you're feeling good these days. I tried to phone you quite some time ago and Linda said you were in hospital. Hope you've been home for a long time now, and are OK.

Please do me a favor — I would really like to know from whom Bob Graham bought my "Ex" car. I'm enclosing a self-addressed card to make it convenient for you.

Keep up the good work! The "Small Times" keeps getting better with each issue!

All the best,  
*Smitty*

## WANT ADS



**FOR SALE** New reproduction

**Bronze Jabro 750 insignia** -  
polished but not drilled or taped.

**\$55.00 postpaid. Bill Chizar,**  
160 Queens Lane, Petaluma, CA 94952.

**For Sale: 1951 Crosley Super Sports.** Completely rebuilt and set up for vintage racing. Lowered, panhard rod, new shocks and Bridgestones. Racing seat with 5 point harness, roll bar, tach, Halon extinguisher. Engine has steel crank, Homelite rods and oil pump, Isky E-2 cam, Braje manifolds, and sump. Everything new, or rebuilt, VSCCA log book.

**\$8250**

**Glen Reynolds**

**60 Squire Hill Rd., New Milford, CT 06776**  
**(203) 355-1697.**

### VINTAGE CARBURETORS!

Pre-war Webers, a 2-barrel SU, a pair of tiny side-draft Meminis (Topolino racer size), and others. Also have Rootes supercharger Italiameccanica (serial No. 8), Scintilla magneto, and 8-cylinder pre-war magnetos. All expensive, but will trade for equally precious parts, cars, etc. Send SASE for list.

**Fred Puhn**

**425 Shell Avenue**

**National City, CA 91950**

**619/475-1155 (7-9 pm & weekends)**

**SAAB SPARES—YES,** I have spare everything from wheels to carburetors, pistons (used), cranks others too numerous

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to

**JOE PUCKETT (714) 768-7882**

**Braje Cosley speed equipment**

original items still being manufactured  
by the original manufacturer!

**Nick Brajevich, call (213) 321-2247**  
for price list

**Crosley and Saab parts available**

send your want list .. to **Joe**

22901 Loumont Drive, El Toro, CA  
92630. . . or call **(714) 768-7882**

### H-MOD AREA COORDINATORS

The following area coordinators report current happenings in their area. **Tom Churchill-Ohio 513-767-9151, Glenn Reynolds No. East USA 203-355-1697.** Volunteers are needed for regular quarterly input to the club.

(*WOE Continued From Page 2*)

By now some of you are curious about just what is a "Fiat Topolino." In appearance this is a 1938 Ford Coupe look-a-like shrunk dramatically in 5 directions with suicide doors a windshield, one rear and two side windows, usually on some dragster, A/A altered coupe! The engine is under 500 cc's and only about 17 horses and tiny ones at that. The front end, brakes, transmission, and rear end were very popular with the H-MOD group for a number of reasons, most particularly light weight, and simplicity. The driveshaft with fabric U-joints and 1@#%^&\* starter were used too, but were hardly popular. This entire little car weighed about 1,400 lbs. and would accommodate 2 passengers virtually blended together inside. Oh! yes, Topolino is the Italian word for a Mouse.

We were ready to leave for home at 8:30 p.m., so Walt with a dramatic flourish motioned me to follow; then stalled the car. He ground the starter which seemed less lively than the first spin, and we were underway. The single tail light winked back at me as I followed in the Triumph, it's dim message seemed erratic until I realized Walt was trying the brakes, the running light simply wasn't there. He cruised in to a gas station, steam coming from under the hood, and the Mouse out of fuel. "This is crazy he muttered as he crawled out, the battery is gone, I'm getting bathed in hot water and only the emergency brake will stop the damn thing!" We got out the tools and set about making what repairs we could. The radiator was empty so I filled it with water, and tightened the generator belt. Walt said the master cylinder was shot so he would adjust the emergency brake as much as possible. We put in about 3 gallons of gas costing all of 99 cents, loaded up the tools and took off again for our greatest test the steep rolling hills of Manhattan Beach.

As earlier agreed, we might best confine our route to the back roads and avoid any problem with the Patrol cars who would not perceive of this little train quite as humorously as I was starting too. It was on one such deviation while driving with about 2 candle power for lighting, Walt hit a pot hole and in a shower of sparks tore off anything resembling an exhaust system. Now the little car was not only weird looking, it was under braked, under lit, and very, very loud. by then I had laughed myself silly observing Walt's antics, my face ached from cracking up as he started over these big long hills moving flat out in 2nd gear at maybe 22 mph and 108 decibels. The Mouse from Hell I began calling it as Walt slide with a locked up emergency brake, through a downhill intersection against the light and fortunately no traffic. I kept Walt's rear protected as we labored finally up Highland Boulevard. Walt had about had it, sensing home was only about 3 miles ahead he built up speed until he noticed the car ahead of him was stopped at a 4 way stop, and wasn't about to move.

Now, I'll take it from the guy's viewpoint up ahead as, properly snookered, he dozed off at the stop sign. He must of heard the roar and skid then felt the rear impact of something striking his white 1952 Ford sedan. But his rear window was clear except for a sports car approaching! Apparently, he surely surmised, there was NOTHING there! Walt actually struck that Ford so hard both of the Mouse's doors popped open. Because of the tiny size of the Mouse, the guy in front didn't know what hit him, and because he was probably drunk as a screech owl, he drove away as fast as he could heaving a paper bagged wine bottle out his window. As I drove up, Walt had both arms thrust

## H-MOD VALIDATION REVIEW AND CERTIFICATION

You know how hard it is to prove your car is authentic???? Not a replica??? The long term worth of your car or cars, depends on documentation and validation of the car/s history. We now have the network and the authority to do this work as the only organization the major race clubs and magazines look to for information and background. How do you do it? Simple.

Gather everything you have, old photos, previous owners, race programs, letters, etc. and send copies in a mailing envelope complete with a check or Money Order for \$25 to: Linda Puckett c/o H-MOD Validation. The address 22901 Loumont Dr., El Toro, CA 92630. The copies are not returnable.

### V.S.C.C.A. ANNOUNCES NEW CLASS

by *Glenn Reynolds*

We have some good news for H-Mod racers in the northeast. The V.S.C.C.A. has established what they call a "Presentation" class for small-bore, and slower under 2-liter sports cars (1:20 and over at Lime Rock). I urge all those who have been reluctant to run V.S.C.C.A. events because we were always the "orphans" who were stuck in with either much faster or slower cars to try this new class. It promises to be a good start at creating a "user friendly" class for H-Mod, but will require your support if it is to be a success.

(*WOE Continued*)

heavenward and was crying out "My Mouse, my poor Mouse!" The Mouse, its grille bent in an ugly smile, now looked more like Jack Nicholson as the Joker, than a 1947 Fiat.

My partner was exhausted and at last willing to listen, so I laid out my plan. We were less than a mile away from the street where we would have to make a sharp right turn uphill for about 300 yards and Walt's garage. I would get behind the Mouse and push Walt as fast as I could for the straight stretch then follow him up and if necessary nudge the Mouse up hill. He grunted affirmation and climbed back in. We got lined up and rolling, and within a minute, I was pushing the Mouse probably faster than it had ever gone!

As we neared the turn, Walt waved me off and started his swing to the right, a mild dip snapped loose two hubcaps as he attacked the hill. I followed in a full slide avoiding the flying tinware intent on getting close to him when the momentum went away. About a 3rd of the way up hill, the Mouse had just about stopped and was trying to roll back when I arrived to nudge it gently the rest of the way home. Safe in front of Walt's garage, we both simply rolled out of the cars laughing now in unison. Within two days, I would have my transmission, Walt would have the best of the Mouse on shelves and the body of the car would be stuffed in a local Von's trash container like a well plucked Albertson's chicken.

As Walt and I sat in the alley recovering still, I recall the following exchange:

"I really felt silly tonight but it was fun!" Walt said wryly.

"Yea, Walt, you reminded me of Lou Costello..."

"Who were you, he countered... Bud Abbott?"

"Naw," I said stroking the door of the tough old Triumph...

"I was John Wayne."

## THE MILLER MARQUE

The Legend of Don Miller lives on in his cars. Just before he passed away we worked on an official list of cars he built. That information was later checked with his wife, Ruth, and Chuck Tsigounis. The following list is of only the first 19 cars he built. He would actually build 42 cars and sell over 10 more chassis and bodies before we lost him:

No.	Yr.	Eng.	Body Style	Color (original)	Orig. Buyer/Current
1.	1954	C	Envelope	Yellow	G King/N. Brajevich
2.	"	C	Roadster	White	Lee Bernard
3.	1955	C	Envelope	Wh./Gold	W. Edmiston
4.	"	C	Roadster	Red	Noel Woods Jr.
5.	1956	T/C	Roadster	Red	J. Brown/J. Puckett
6.	"	C	Envelope	Yel/Brn.	C. Gounis (Tsigounis)
7.	1957	C	Envelope	Red	Rico Verrechio
8.	1957	C	Roadster	Alum.	Jim Blauvelt
9.	1958	C	Envelope	Green	M. Stillwell
10.	1958	C	Envelope	Maroon	E. Smith/B. Graham
11.	1959	M	Envelope	Red/Alum	J. Starbuck
12.	1959	C	Envelope	Blue/White	J. Bukowski
13.	1959	C	Envelope	White	Jack Sparks
14.	1960	C	Form 3/4 Fr. Eng.	Blue	J. Donaldson
15.	1961	C	Envelope	Alum	J. Paul/N. Brajevich
16.	"	C	Envelope	White	R. Erickson
17.	1962	C	Envelope R. Eng.	Unk	J. Lawrence
18.	"	C	Same	Unk	F. Scott
19.	1963	F	Same	Wh/Blue	F. Davis

**Editor's notes:**

\*Don was a prolific builder who really got going in the 1960's using Crosley, Ford, Imp and Saab for power. \*engine types shown in 3rd column: C=Crosley, T-Triumph, F-Ford sleeved to 850cc.

## FOR SALE

1961 DuBerry Jabro Crosley Spl. original engine C/R VW irs trans, split axle drum brakes, 4 spoke amer mags, Warren body, car from Omaha SCCA engine new and built-up. Needs hookups only. \$8,500.

1952 Crosley Spl. based on Super Sports Chassis & Body with front and rear cut down body, alum center section, new roll bar, Sprite rear end and trans. Needs finishing, core engine - all parts and welding done \$3,000 — drum brakes.

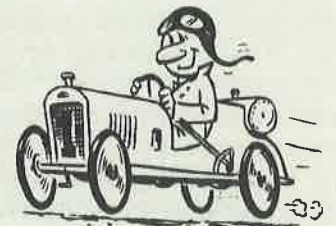
Robert Thulander  
83869 No. Pacific Hwy.  
Creswell, OR 97426  
503/895-4551

Both cars can easily be finished before August, so tell them to come see em Joe. Creswell is 8 miles south of Eugene, Oregon on I-5!

**FAX us your story**  
**714/859-HMOD**



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**Times**  
**SMALL**  
c/o JOE PUCKETT  
22901 Loumont Drive  
El Toro, CA 92630



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Tom Churchill  
3177 Wilburforce-Clifton Rd.  
Cedarville, OH 45314-9520