

# small TIMES

Volume 5 Issue 2.....Official Publication of the H MOD - Over-the-Hill-Gang Summer 1994

A fast little car is better than a slow big car everytime...Nuvolari

## RACE RESULTS

### Aardvark wins Vegas H MOD

**T**he VARA Las Vegas opener was held on May 14/15 in hot sunny weather. Despite an all out effort by our staff the H Mod 's didn't exactly turn out in force and in fact only Don Racine's Aardvark chose to join Joe Puckett's Miller-Crosley and Phoenix-Saab in this the first of the two scheduled 1994 HMOD reunion events. A number of cars declined to run due to other events already planned and still others have been in the throes of rebuilding from last year and simply weren't yet available.

The Las Vegas circuit is ideal for the little cars. The Aardvark posted very fast times on Saturday setting a record 1:14 then easing back to 1:17 while the Saab had a best of 1:15. The Curt Anderson driven Miller-Crosley ran well turning from a 1:25 down to a 1:22. The car is currently running a mild 728cc engine, stock bore and stroke, Miller belly grind cam and a Weber carburetor. It's running better this season but is still teething somewhat. Meanwhile, Saturday's race began with Bud Clark getting off first in the Saab and the Aardvark back a bit in second. Don Racine caught and passed Bud by lap 3 and seemed invincible. The Miller was by then a distant 3rd in class, way back among a gaggle of Production iron. Clark suddenly began cutting some fast laps and started to gain on Racine who had just moved to 4th overall. All at once the usually reliable Saab 2 stroke engine decided to go away. Later the Aardvark too gave it up due to heating woes leaving the Saturday win to the Miller and a surprised and delighted Anderson.

On Sunday the Aardvark passed the Miller and about 7 cars in two laps ultimately winning the class by a 54 second margin! After the race the customary awarding of the checkered flag went to Racine but at the flag team's urging another checker was given to the valiant Miller. In a show of respect and H MOD class, Don refused to lap the Miller at the finish. Upset by the Saab's demise I left and went gambling, winning \$2,200 at Keno! Guess what I'll be using the \$\$\$ for? After Las Vegas both cars enjoy a series edge. The action ends at the Monterey Prehistorics.



## GALLERIA



(TOP PHOTO) Legendary "Doc" Young Crosley to be restored for vintage racing by Steve Soenke out of San Luis Obispo California. (see page 2)

(BOTTOM PHOTO) Alva Rodrigues and his Devin Panhard(left) at 1990 H Mod Reunion (see page 3)



## H MOD CALENDAR

### key upcoming race events

Annual Pittsburgh VSCCA races  
July 23/24  
Prehistorics at Laguna Seca  
August 20/21

The final event of the two race H Mod Reunion series for 1994 will transpire at Laguna Seca on August 20/21. Entries should be over 12 cars including the series leading Aardvark with 10 points and the Miller-Crosley which now trails with 8 points. The winner at Laguna Seca will receive 15 points, second will garner 12, third 10 points, fourth 8 points, fifth six points, seventh 4 points and eighth 2 points.

The beautiful prize to be awarded is the Chuck Tsigomis Memorial 1994 Reunion Series trophy which honors the late H Mod racer/member of our H MOD group who passed on earlier this year.

As things now stand with the entries, expect perennial favorites like Don Baldocchi's Nardi-Crosley, Bill Chisar's former Ed Walsh ex-National Champion Lotus-Saab, Don Racines Aardvark, Joe Pucketts Miller-Crosley and Phoenix-S a a b, Bob Grahams Miller-Crosley, Alva Rodrigues' Devin-Panhard, Dan Mullin and his Crosley spl to show. Look for several very formidable challengers from as far away as Arizona, Ohio and Texas. H Mod Members with cars or without should make every effort to attend this climax to the West Coast H Mod North-South series.

## Inside This Issue

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**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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## H Mod validation now a success!

Do you need to have *legitimate authentication* for your H Mod? Well Bill Chisar and Steve Soenke did and now have received a study and certification of their cars authenticity! For our members we have setup a program which researches evidence that you provide, augments that data if possible, utilizes volunteer staff experts to ferret out old records and recollections. For only \$25.00 you receive our study document, and authentication certificate. *If we can't validate, you get your money back. We're the source recognized by VARA, SVRA, Victory Lane and Vintage Motorsports magazines!*

Replicas will get caught in the future!

## Editorially yours Joe Puckett

Well Gang ... It's crazy time coast to coast now...If things weren't already confused it seems things continue to get even more muddled up in the area of vintage car technical rules and regulations. First, as Nick B. told us last issue the extinguisher stuff called Halon was going away and new stuff to save the environment called FM100 was coming in...*Sorry folks new regs!!!* now FM100 (sounds like a radio station) is also bad for mother earth too and thereby out and something else is in...Oh! now you can't run Avon tires with HMSA but you can with SOVERN or VARA! Listen to this one...VARA requires fuel cells and full fire systems while HMSA and VSCCA don't. I though this organization of clubs that Dewey Dellinger started many moons ago would straighten out the club differences. Not yet apparently as the differential gap widens.

VSCCA doesn't allow H Mod's built after 1959. Sadly this policy eliminates a lot of historically important and unique cars. A cutoff year like 1961 would to our mind incorporate the so called Golden Age of Sports Car racing.

I'd like to thank the VSCCA and their H Mod members for enabling the Puckett team -1956 Miller-Crosley to run at the Pittsburgh GP. In turn, for their sincere encouragement and assistance, Victory Lane magazine. As always the clarion voice of vintage automobile racing.

**VICTORY LANE**

## TECHNICAL INFORMATION AND SPEED TIPS

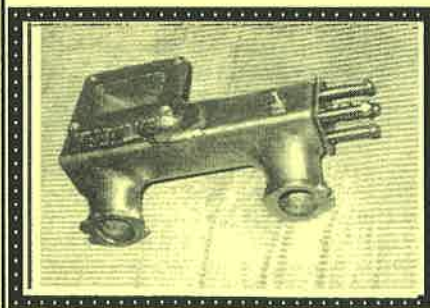
### ---- PIT STOP---- BY NICK BRAJEVICH

Some of you Crosley racers have complained about continuing ignition problems and this can really handicap a hot engine. First take a look at the battery it could well be the mystery culprit...Then take a gander at your wires, coil, breaker points and the point spring and if all fails, get hold of Bob Graham...He's got something new called a cure.

The Crosley used Ross steering which worked pretty well, however it could feel a little sloppy to some Tech inspectors and force you into adjusting it harshly to get rid of the problem. A warning...this adjustment if made improperly will destroy the gears in the steering box! Do yourself a favor! Read the manual! That's enough for now...Let us know about your problems but confine the questions to cars please.  
regards, Braje.

### POWER MAD?

*Crosley Blower manifolds* now available to members! for info or orders contact Glenn Reynolds at 203/355-1697



*Say Gang! Have you met anyone who is involved and simply ought to join H Mod? Hey...make them a copy of the small TIMES! It sells itself!*



**MORE REMINISCENCE  
OF THE OL' DAYS**

OR  
**GRANDPAW THROTTLEBOTTOM  
ON SPORTIVE AUTOMOBILISM  
VIII**  
*John Donaldson*

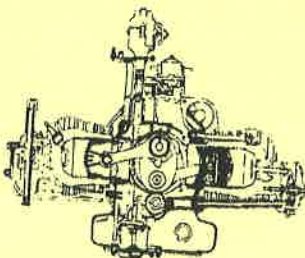
Reflections on characters-part II

In my last article I mentioned Bill Cunningham and his quixotic approach to life in general and to road racing in particular. Bill is one of the few people in racing I have known who didn't have a dragon to slay. Or if he did he never showed it.

Back in the olden days, some of the H Mod racers could be pretty obnoxious at times. Names like Bill Molle, Harry Jones, John Donaldson and the late Chuck Gounis (Tsigounis) come to mind. We regarded ourselves as fierce, macho competitors and you better not get in the way, Bunkie!

Bill was a little older than some of us young tigers back then, ( he currently runs a close second to Methuselah) but the main thing about Bill was that he thoroughly enjoyed road racing. Understand that there are people who enjoy doing something and those who enjoy having done something. Us YT's were among the latter group. Bill was in the former.

At one time Bill owned a Moretti, approximately 1955 vintage. this little Mussolini's revenge was a 750cc roadster, envelope body, and was really kinda pretty. (next column.)



Panhard

A word about the barrel crankcase for those of you who never got past Crosley 101. In most engines, you lay the crank into the case, bolt on the main bearing caps, and proceed with engine buildup. With a barrel case, you bolt the main bearings together with the crank out of the engine. What you wind up with is a set of circular plates, one in each main journal, which are larger in diameter than the crank throws. You then slide this whole shootin' match into the engine lower end from the back, and hold everything in with set screws. You are now ready to proceed. This was Italy's hi-tech answer to the Porsche Hirth roller bearing crank.

The Webers were about the same size as those fitted to the 1300cc Alfa Veloce, and Bill had one heckuva time getting the 750cc spaghetti cooker to suck enough air through 'em to vaporize the fuel!

Parts availability was always a problem. Let me put it this way, you can get Fiat Topolino gearboxes easier today than you could get Moretti valve cover gaskets in 1960. Bill had to order all parts from Italy, from the Moretti factory, where no one spoke or read English. At least that was the way it seemed. ( Continued on Pg.4 )



1967 ... Raddler

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MUCH!**

**THINGS TO DO  
AND NOT TO DO**

by Count De Fumes'

The old saying goes...there are old race drivers and bold race drivers...but no old bold race drivers. *Ah baloney!* I know guys...ol' racers, in their 70's, that can still hang out a good four wheel drift through a sweeping turn ...bounce you neatly out of your line yet they can't hear...see or walk normal! But drive a car fast...That they can do! The new drivers I see in vintage racing need at least a few choice tips so here they are for your examination and commentary:

- 1.) Watch your mirrors, but not overly...a good driver will see that and snooker you on the left while you look to the right!
- 2.) never try to outbrake an overtaking Corvette...those guys probably have no brakes anyway and besides they are usually nuts!
- 3.)Never argue with a Tech Inspector...wait till dark and let the air out of one of his tires!
- 4.) If you drive an H Mod. and an MG passes you in a turn...QUICK! Get your butt out of racing.
- Finally 5.) If you are racing in group 4 get in the toilet line at the start of group 1...These lines are usually quite long and full of novices and old men on race day. Remember...watch your mirrors!

**where have all the great race tracks gone?**

*Western USA only this issue*

*Tucson Arizona - was an airplane graveyard last time I looked.*

*Torrey Pines California - another golf course and housing and businesses.*

*McCarren field Las Vegas Nevada - Now LasVegas' major airport.*

*Pebble Beach California - golf course and housing and a concours annually.*

*Ernie McAffe died there in the trees.*

*Riverside Raceway California - now mostly a mall and housing but turn 9 looms majestically...almost in a air of disdain.*



### *Nardi's 750 ND special*

To the average car enthusiast NARDI means steering wheels or other fancy auto accessories. To the people in H Mod, **Signore Enrico Nardi was a Crosley speed equipment genius.** A former Ferrari engineer, Enrico left in 1947 to start his own company manufacturing forged steel cranks, cams, intake and exhaust manifolds etc. and a bevy of record setting cars. His first car, the **750ND was powered by a two cylinder BMW motorcycle engine** and featured low frontal area and extremely light weight. It was a unique car available as a monoposto or two seat version. This pre-H Mod set lasting class records from Como to Sicily. **Check out Don Baldocchi's Nardi Crosley at the H Mod Reunion, Laguna Seca.**

( Donaldson continued from Pg.3 )

Bill Cunningham is not in the same league, height-wise, with Patrick Ewing. However, Muggsey Boggs, he ain't either. Still, he had the devil's own time fitting into the Moretti, which was built for a 5'5", emaciated Italian. Bill drove the car in what we then called a semi-obsteric position.

As you looked the Moretti over, you could see a couple of ominous clues about the projected performance in sprint races. First, you noticed that there were cutouts in the front fenders so the driver could check tire wear during long races. Second, the Moretti weighed in at 1300 pounds. With Bill in the car, he outweighed me in my 750 pound Miller ! Turns out that the car had been built for the Mille Miglia, that thousand mile race in Italy. They had to build 'em like tanks for that race. As you may guess, Bill was your basic Goliath with that car. He had a lot of fun with it, but no trophies. Eventually he peddled it to some unsuspecting soul.

Yeah, Bill Cunningham got beat in more road races than most of us have run well in. But I can guarantee you this, Bill had more fun racing than the rest of us put together.

### PROFILE\*\*\*

## Alva Rodrigues-A nice guy who can finish first!

I've known Alva Rodrigues about ten years and vintage raced with him about nine of those years. True, I was out there with him those racing months in 85', but I'd rather give him his dues and write that year off as a forced re-learning period if you don't mind.

At one of the many farewell races at Riverside Alva noticed me in Saturdays race seemingly just tooling along as he roared by to take the class win from me and John Murphy. Alva is the kind of gentleman we need in vintage racing. He actually took time to come over and see if I had a problem. I told him no and listened quietly as he made some excellent suggestion for me to improve my lap times. Some of you ol' timers will agree that kind of cooperative spirit wasn't very common in the good ol'days. On Sunday I was able to pass Alva early on as he got trapped in traffic. He soon got on my tail and began a tenacious series of rapier like thrusts to squeeze by. The pressure was unreal but for the 9 laps remaining I used what skill I had and what he'd told me and finally learned to pilot a front wheel drive race car.

after the race this man came over congratulated me with smile and a manly bear hug. I'd been lucky and had won. But I found that I valued his spirit and unselfish friendship more than the win.

That year we would meet one more time at Riverside and he'd win. The next year we met once at Riverside and I took second to Don Racine while Alva drove the DB. to third.

Alva who resides in the farm community of Gonsales California, has a successful Auto Parts business which enables him to race a beautifully prepared, red with contrasting white striped, Devin Panhard. The car came from the East but is a dead ringer for the John Pierre Kunstle Devin Panhard which was so dominant in the early days of So. Cal. sports car racing. Alva has competed at Monterey and Sears Point as well as Las Vegas. In last years H Mod event he was 5th behind Bim Shooks PBS, Gene Leasures Tanner, Don Badocchi's Nardi Crosley and Curt Anderson in the Phoenix Saab. Alva will run both cylinders hot and hard this year at Laguna Seca and you can count on it.

### MOD NORTHEAST REPORT by Glenn Reynolds

Well I guess I missed the Ol' deadline. You can spank me with a wild grind Crosley Camshaft! the Spring Issue of Small Times arrived the day after I sent you my report. I found it outside, clutched in the deep frozen hand of our mail carrier.

On April 8 \ 9 VSCCA held their drivers school and Spring Fling at Lime Rock Connecticut. Of interest to our club was a duet of exotic H Mod's that were there attending the school for licensing. Maureen Serri was out in a pristinely prepped red 1949 Siata 750 and George and Ed Lustig driving the exquisitely detailed, bright red, ex- Jeff Brown Jabro Mk 1. Also attending the drivers school was H Mod member Bill Pelley whose Jabro is currently being restored and should be out by about mid- season. Bill attended the school in his trusty TR3. OK that's all hope I see ya at Pittsburgh!

(The two new cars discussed above are shown on page 5 of this issue . Ed.)

**H MOD EDITOR**

**WE GET LETTERS**

Dear H Mod,  
 Sorry about the wrong name on the payable. New check is enclosed. I have a Jabro MK 1 with a very good body and frame -"the kit" was completed in 92' and has a total of 3 races on it. Oh! it's not for sale. I'd like to make a body and frame combination to offer new H Mod people. I have experience and good help in this endeavor. Could you put a piece in the classifieds to see if there is any interest out there?

Thanks,  
 Bud Bossart 414-639-3049  
*Bud consider it done...as you check our classifieds.*

Dear Joe and Linda,  
 Where does Bill Cunningham get those stories you publish? He's got to be Small Times leading FICTION writer! I refer to the article about me mopping Nancy's face with water soaked Jockey shorts, (small TIMES, Vol. 5, issue 1) In the first place I don't believe Nancy ever got on a race track. Fact is, back then we had a verse of a song about that:

There sits ol' Nancy with a stopwatch  
 clickin'  
 But she won't race 'cause she's to  
 chicken...  
 She's movin' on...She'll soon be gone...  
 She shies away from those bales of  
 hay  
 She's movin on.

Oh! I never used jockey shorts for rags...Too expensive...Bill's ol' helmet had no visor only goggles. The two of them were too broke to spring for a separate helmet for Nancy.

Also! in vol.4 issue.4 you showed my Miller F3 as (next column)

no. 14 Miller F-3 and said it was blue. actually it was purple! Hey! love the small TIMES. regards, John Donaldson.

*Sorry John but after I saw you try to squeeze into it the first time my mind went blank on the subject. Joe*



*TopPhoto-MaureenSerri's 1949 Siata roadster*

*Bottom Photo-George and Ed Lustig's Jabro Mk 1*



**PITTSBURGH OR BUST!**

*by Kip Fjeld*

The prospect of travelling 2,500 miles from California to the Pittsburgh Vintage Grand Prix in my 78 Ford van with its instant and often scrap yard fixation is a kind of a nightmare. The fact that I will be running Joe Puckett's Miller-Crosley roadster is a dream fulfilled. The race is an extremely popular annual event put on by VSCCA. I wouldn't be making this epic journey without the help of Joe, VSCCA and H Mod Members, Don Racine, Glenn Reynolds, Fred Aibel and especially John Jacobson. I'd like to thank them all here and now.

As I sit here putting new brakes on the van I am a bit concerned. (see page 6)

**Lets know the truth...**

*by Doc Bill Molle'*

(comments from an original)

Reading the article about the size of the engine of the engine in Walker Edmiston's car in the early days, ragged me enough to write this personal version as I saw it , cause

" I vas dere Charlie!" Walker had the car built by a very fine engine builder who supplied Walker with all the dimensions. later when I had the opportunity to see the specs I was surprised at the engineering that went into the Crosley engine. I recalculated the specs and the arithmetic was correct. It measured 749cc as I remember. A little over the 747cc which was normal. The engine turned 12,000 rpm with the big valves. Quite a feat in those days.

I remember Gardner who built the Crosley for Harry Jones. Now Harry was one miserable person, but a fine driver with a very fine car, and I think he always won if he didn't DNF, which was rare. So those Crosley engines could really go if one would really build them right.

Suffice it to say Walker beat Jim Parkinson in the Ferry Renault on the day in question and our late, great, Perry Peron who was chairman of the contest board at tha time, protested Walker and ordered a teardown. The teardown never ocured. The car was taken sealed to Perry's house where he measured one cylinder with a graduated cylinder of mineral oil and then multiplied it by 4. This was measured through a spark plug hole. How Mickey Mouse can you get? **Peron did not take off the head and measure the swept volume!**

Perry Peron sold me my Panhard when he decided he could not best the Crosleys. I managed to beat most (continued page 6)



**Pittsburgh GP-continued**  
 Joe insisted on me getting the video mount installed so he can get a blow by blow account. I think maybe, the ol' campaigner plans to critique my driving or at least my brake points!

**(Molle'...Continued)**  
 of them sometimes, but the big exception was Jones who went like stink! Perry did not like the fact that I could go faster than he, thus I always started at the back on Saturdays, would run in the first three and start in the front row Sunday, with a shot at the win. Perry was the official who set up the grid. I queried Perry on this and he said positions were drawn from a hat. Yeah, HIS hat! He next bought a Fiat Double Bubble and we all lapped him first race out, and he quit racing. (Ed. note: In the interest of constant truth, The Peron Fiat Abarth was class H production and lapping these unmodified cars could usually be expected.) Next Perry ordered a teardown of my Panhard and he again tried the whole routine including the graduated cylinder. I refused and pulled a cylinder instead. The engine measured 747cc...Not even an apology.

I think Walker got a royal Bleep from Perry (continued)

and the club, but it showed the littleness of the man. Walker was a nice guy, perhaps a little naive and allowed himself to be bullied. As a matter of fact the "little Digger" was the only dirty car I remember. Once he went around Riverside in about 10 sec's flat, Chuck Gounis protested and the car failed to show Sunday for the protest.

I felt then and I feel now, the H Mod group were the best. The most honest and most willing to help, of any racing people I've ever been associated with.

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