

small TIMES

Volume 5 Issue 3.....Official Publication of the H MOD - Over-the-Hill-Gang

Fall 1994

As we see it...You only lose when you decide to quit!

H MOD CALENDAR

RACE RESULTS

Le Petite' Galleria

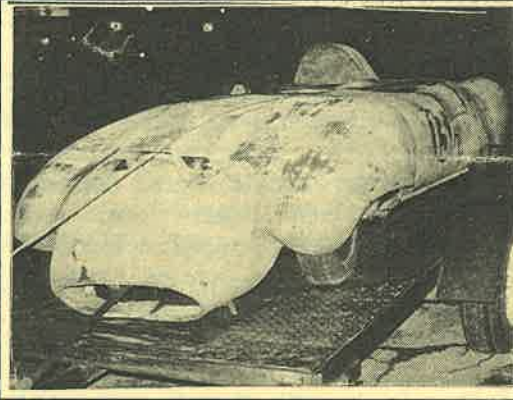
key upcoming race events

SHOW DOWN IN MONTEREY

The 1994 North-South Challenge was all that could be expected for a good ol' fashioned H MOD event. As modern vintage races go you may run at anytime. In the ol' days it was often at lunch time! We actually followed lunch at Laguna! The Gang" showed up on August 20/21 with only 4 H MOD's. Still that was quite enough... Because even though we weren't out in force and had to run mixed in with old GP Ferrari's, Alfa's, a 300 SL Mercedes, C Jag, an SS 100 Jag and such, the mighty "H" cars collectively proved that little... Ain't necessarily slow. Saturdays race saw Don Racine having starter ills and he got a DNS. No such thing with Bob Graham's Miller-Crosley. He surprised the wall wagers and shot into the lead for an embarrassing time until an old GP car got by and managed a win. Bob continued on flying low for 2nd overall 1st in HM. Then we had a couple of other large displacement ill handling elephants, a Stanguellini Formula Jr. and Jim Jensen in Don Racine's Nichols Panhard, Curt Anderson in the other Miller-Crosley was last or 3rd in class, but ahead of a big special, the SS 100 Jaguar and a lonely, but serene, Morgan Trike.

On Sunday the field included Don Racine in the Aardvark starting last. He didn't stay last and rocketed through the field to take 2nd overall, 1st in class behind Peter Giddings in his dominant C type Jaguar. A melting pot of classic racers and homebuilt H Mod's went at it for real...The H cars, completely outthanded the Grand old crocks in the tight spots, only giving ground on the straights. Bob Graham in his Miller-Crosley took 2nd, Jim Jensen was 3rd in the Nichols - Panhard and Curt Anderson, after losing 2 or 3 laps repairing his throttle cable, finished a distant 4th in the other Miller-Crosley. This was the first appearance of two Millers together since the mid seventies. Jim Jensen who was 2nd in class, will be joining H MOD soon. He normally drives Don's Mini Cooper but really likes the H Mod people and the competition. Ugo Piccagli, H MOD, Texas member was for the weekend, in his front engine Stanguellini Formula Junior. Jim Furlowe and ol' time H Mod racer, drove a huge big engined special, and showed real interest in joining our club. If you care to know. The final standings for the two race H MOD WestCoast North-South Challenge are shown on page 3. For your info Don Racine won the Wine Country Classic at Sears Point a month earlier.

Joe P.



Top-Bob Deul's Mystery Panhard Spl. can you help ID? I believe it was in Road and Track once as a GM blown Panhard. The nose is drooping because of age...Sez Bob.

Bottom- Kip Fjeld in H MOD East meets West pose with Bob Deul, Fred and John Aibel.



Sears may be a Surprise!

The turnout of 4 cars for our Reunion at Laguna Seca was disappointing. However this may mean this coast will heat up for the next Sears Point meeting. The VARA Las Vegas race was a poor showing as was the last Willow event. The new Northern California SCCA track called Thunderhill, which opened earlier this year, in Willows California saw 7 cars but no more. My Phoenix-Saab has been down since Vegas and missed the Reunion at Laguna. But the Miller-Crosley fresh from a good showing at the Pittsburgh Grand Prix, made that trek too! Kip Fjeld later won at Willow Springs Oct. 2 in the Miller Crosley when Bim Shooks PBS broke. Kip earlier bested Eric Shulof's pretty little Crosley Spl in the Handicap event and finished 5th OA! Sears Point November 26-27 may see more H MOD's than usual this year. Call it a wild ass hunch! member Gene Leasure told me that he had to have his rare Tanner T- 5 wheels cast special for big \$\$\$\$. He is aiming for a return to racing at Sears Point in November.

Terry Johnson has bought a Zink Formula Vee to race.....**TRAITOR!** Jus' kiddin' Terr. Joe Puckett

Inside This Issue

H MOD's meet the 1994 challenge!

New H MOD Tee Shirts available

A Miller returns from Pittsburgh!

Profile: Dick Schoenen

Ads, Letters, Area Reports, and Braje

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 car 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 only H Mod info source recognized by VARA, SVRA, Victory Lane and Vintage Motorsports magazines!*

Replicas will be a future target for the major organizations!

Editorially yours Joe Puckett

I just turned 60 years old last issue and now I forgot what I was gonna say this issue! I'm kidding! The club is very healthy now because of the enthusiasm of those rejoining and a number of you contributing articles and photos. As an example of our collective enthusiasm I give you the excellent H Mod. Reunion races at both Laguna Seca and Pittsburgh. Many people attending Laguna Seca came over to comment about our little group. Non racing members who showed up to kibitz were Kip Fjeld, Marty Stein, Alan Bolte' and Dave Brodsky. Kip Fjeld fresh from his successful outing at the Pittsburgh Grand Prix won a nice trophy there for the greatest distance traveled., about 2,500 miles each way! H MOD East meets West. It seems we need to do this more often.

We are looking for an Area Representative for the Southern USA. Please volunteer. It is just a simple job to report by phone or letter, on SVRA races and the H Mod cars in the events or under restoration . We have members in Texas, Florida, Georgia, Tennessee, Virginia, Louisiana, South Carolina and Missouri. lets drop those mint julips and pick up a phone guys!

The loss of Jim Lawrence recently is sad for all who knew him. Old competitor/members gone on now are: Chuck Tsigounis, John Bukowski, Jim Starbuck, Bob Snow, Frank Davis, Don Miller, Hugh Pryor, Jack Brown and Jim Lawrence.

There must be a lot of good H Mod racing going on up there!

Don Racine of Aardvark fame sez, "A little Aardvark never hurt anyone!" He's not hurting us this year...He's KILLING us!

TECHNICAL INFORMATION AND SPEED TIPS

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

Hot weather is here and the ol' temp gauge is climbing...Here are some tips if your H Mod tends to run hot. New stuff on the racers market is called Water Wetter and in light of the the fact most clubs don't permit anti freeze any more this is very interesting and reasonable alternative at around \$6.00. Water Wetter will lower the operating temp of most cars considerably but make sure your radiator is in tip top shape or this is all just a big waste of time.

The new high performance fans available are another plus if your battery can handle it. A can of water pump lubricant and rust inhibitor is also a good idea. If you don't use Water Wetter which has these ingredients If ya don't have an oil cooler (two stroke Saabs are of course excepted) Do get yourself one by all means!

This overheating talk reminds me of a story. Our Editor Joe Puckett once had a near catastrophe with old coolant bottles his team used for water. One day one of his crew filled two of these beauties with old gas! Good thing that during a warm-up session in the garage old Joe's proboscis smelled the hot gas and they shut it down in time and drained the system.

Only in H Mod could a little ol' radiator explode in a gasoline filled fireball!
Bye now...
Nick Brajevich

In Memorium
Jim Lawrence
April 2, 1913-August 7 1994

Those who knew him and raced with him, have lost a friend.
God Bless you Jim!

**MORE REMINISCENCE
OF THE OL' DAYS
OR
GRANDPAW THROTTLEBOTTOM
ON SPORTIVE AUTOMOBILISM
VIII
John Donaldson**

ON CHARACTERS, III

Rich Erickson ran a variety of H Modified cars in the 1959-63 timeframe, including a series of Viking machines. Rich fancied himself a Norse hero; in another life he would have been Eric the Red or maybe Rich the Ruddy. His logo was a funny looking Viking in a helmet with horns on it, holding a battered, nicked and bent sword.

Asidelight. Rich and his brother Bob worked on and raced sporty cars a lot. Including a few Limeymobiles like MG-TD's and Austin Healey's. They each had had a pair of Levi's which the only wore to work on cars. You need to understand that they bought these Levi's new and never washed them! When I met Rich, the levi's were black, and so stiff with grease that they'd literally stand by themselves. Bob's wife Earlene refused to let either of 'em into the house wearing those Levi's...With some justification. But I digress.

Rich and Bob collaborated on the Viking 1, as butt-ugly an automobile as ever showed up to race in Southern California. —Well maybe the Max Balchowsky's Ol' Yeller machines ran close competition for ugly. Rich acquired the chassis and body from a wrecker's crusher. Now that link about it, the chassis may have been derived from a Topolino. The car had 15 inch wheels (or maybe 16)
(continued next column)

Ode to Racer Todd
*There once was a racer named
Todd.
Who thought he could win in H
Mod.
Though his little car could fly
When he gave it a try.
He finished dead last cause he was
a clod.
U.N. Own*

quasi-clamshell fenders and a ducktail rearend! Fact is, Rich and Bob took a lot of stupid pride in that rearend, lavishing it with Bondo, filework and sandpaper. More on this later.

I met Rich at North American Aviation, where we were co-workers. Rich regaled me with the progress he and Bob were making on Viking 1 and repeatedly invited me over to see it. With each invitation came he admonition "Ya gotta promise not to laugh!" Naturally the first time I saw the thing I hee-hawed and giggled same as everybody else. Don't remember the gearbox he had in it...May have been Topolino. In those days what H Mod didn't have a Topolino? (continued next page.)

A FAMILY QUESTION
*H MOD IS CONSIDERING ADMITTING
A NUMBER OF ORPHANED CROSLY
AND SAAB POWERED FORMER
FORMULA 3 AND 4 AND FORMULA "S"
CARS TO OUR MEMBERSHIP. THESE
750-850CC OPEN WHEELERS ARE
REALLY LIKE RELATIVES, "OUR H
MOD COUSINS", AND HAVE NO PLACE
TO RACE. THE H MODS WOULD
REMAIN CLASSED SEPARATE AS HM
WHILE THE FORMULA CARS WOULD
RACE WITH US AS FH. WHAT ABOUT
IT GANG? CALL OR WRITE ON THIS.*

**Compete Results North-South
HMOD Challenge (Cont'd)**

name/car	LV	LS	total
Racine/Aardvark	10	12	22
Anderson/Mil-Crosl.	8	6	14
Graham/Mil-Crosl.	-	10	10
Jensen/Nichols Pan.	-	8	8
Clark/Phoen-SAAB	1	-	1

**H MOD DUES ARE RENEWED
EACH NOVEMBER. THE
COST TO YOU IS \$12.00
ANNUALLY. NEW MEMBERS
ARE \$ 15.00.**
**IF YOU WANT TO REJOIN
NOW NOTE THE DUES ARE
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SEND YOUR \$12.00 TO:
JOE PUCKETT c/o H MOD 22901
LOUMONT DR. LAKE FOREST Ca.
92630. THANKS SO MUCH!

**THINGS TO DO
AND NOT TO DO
by Count De Fumes'**

Because of all my years of racing my rare Fiat Topolino-Crosley special "The Full House Mouse", I decided to give you some Fiat pointers:

Do keep the Transmission...Some Siciliano might enjoy the pain of nonsyncro 1st and second gear.

DON'T keep the engine..Instead use it and a rope as a leg cuff for the above Sicilian.

Do keep the rear axle. the ratio is pretty good for small tracks and if used with the driveshaft and rich leathery U joints it may offer a delicious surprise for the sadomasochistic driver.

Ooh! the tiny little Fiat starters. DON'T ever keep one...They don't work and besides they have the Borgia curse!

*Chao!! All you Cisitalia, Giaur, Siata, Nardi, Moretti, and Stanguellini H Mod piloto's...Remember this phrase-
Beauty is only skin deep!*

Count DeFumes'

**WE'RE LOOKING FOR A FEW
FOLK FROM THE OLD DAYS!
HAVE YOU SEEN OR HEARD FROM:**
PRUDENCE BAXTER
JAMES BROADWELL
JACK SPARKS
CANDY POOLE
BILL SIEDLER
HARRY JONES
TOMMY JAMISON
JIM ORR
OLLIE SCHMIDT
BOB MILLER
ED WALSH
AN Y OTHERS OF THE GANG?

**WE'D LIKE TO KNOW IF THEY ARE
OUT THERE WAITING FOR A CALL..
GIVE US AN ADDRESS...PHONE NO.
CALL, WRITE OR FAX H MOD.**

EXHAUST NOTES

The Club has one function we don't expound on enough. We communicate! Recently I needed a camshaft so after exhausting local sources I asked the NE H MOD Club Rep. Glenn Reynolds for help. he came up with 3 Crosley cams, we agreed on a price and he shipped them out. I took the one I wanted and shipped the others and the money back to Glenn in Connecticut. If you use the member list you may also help yourself.
Joe Puckett

Donaldson ...Continued

The engine was Crosley, but what made the Viking 1 unique was the dry sump crankcase. At this point I've got to stop, Joe is pestering me for this article. Next issue more on the dry sump.

John, the Viking 1 lost two 15 inch Fiat wheels. One at Santa Barbara and one at Vegas. The last @\$%\$ wheel almost hit me! I believe the tranny was an MG -TD. Ed.

New H MOD Tee Shirts!
available

rainbow of color blended on white premium 50/50 adult shirts... unique new design...

send \$ 13.00 per ea. to Joe Puckett c/o H MOD shirts, 22901 Loumont dr. Lake Forest Ca. 92630 now! This cost includes s/h. Allow 4 weeks for delivery.

Show your colors!
sizes left are Lg./XL/XXL



PROFILE***

Dr. Dick Schoenen
1960's H Mod stalwart

Dick Schoenen was one of the nicest guys I ever raced with. The term "nice guy" doesn't mean he was non competitive No...not Dick, he raced flat out ...flag to flag every time I ever saw him!

I remember once at Pomona Dick was toiling away on his Devin Panhard with grease up to there, and I said "How can a renown doctor have such grimy hands?" He retorted. "Hell man, I wear rubber gloves when I'm working!" He raced a Devin Panhard and later the ex -Harry Jones, Ex-Chet Burgraff, twin cam Lotus-Fiat out here on the Pacific Coast with considerable success. We had some wild battles at Pomona, Riverside and Las Vegas on the airport. One Vegas runway go stands out in particular. It was Saturday and "Doc" was in the grease again after a particularly rough running practice.

I walked up and inquired as to the patients condition. He sat there on one knee revving the Billy Begeessuz out of the heavily smoking engine and only shook his head to signal his frustration. Suddenly something sharp hit my Levi covered pants leg and I hobbled away. "Doc" ignoring everything, kept on revving his sick little engine. I struggled briefly with the decision to show him the piece of broken piston ring that had hit me but opted instead to gleefully lap him 3 times during the race, grinning ear to ear as his Panhard labored like a mortally injured pelican.

"Doc" please forgive me and keep your membership current with us...It was a points race after all! "Doc?"..."Doc? Are you still out there?"

NEW MEMBER LISTS NOW INCLUDE ALL KNOWN CARS + NON MEMBERS TOO! STILL ONLY \$2.00 SEND CHK!

A Miller returns from Pittsburgh!
by Kip Fjeld

The Trip took 6 days, my van consumed 300 gallons of gas, a case of oil and a gallon of ATF! Not to mention a windshield! It was worth it ALL to drive in such a famous Vintage event and finish in the top 3 of a field of 8. The 2.33 mile, approximately 14 turn course was set in beautiful Schenely Park, a quasi Pittsburgh Central Park with lots of curb, telephone poles and big ol' trees. I arrived a couple of days early and met my Dad and team manager Jack Fjeld. On Saturday during the morning warmup I was able to treat him to a tour of the course. The practice and familiarization was on Saturday and the race was actually on Sunday. Now to the event! I was gridded 3rd in class with the Jim Duffield Fiat Abarth way up front and John Aibel in the Quantum Saab "Thing" right alongside. (Continued on page 5)

H MOD NORTHEAST REPORT
by Glenn Reynolds

In a neverending attempt to contribute something needed to our illustrious newsletter, I have tried to identify as many H Mods in the Northwest as I can. The area I cover will include New York, New Jersey, Pennsylvania, and the New England states. There must be activity in the South but being Yankees, we don't hear much up here. Maybe somebody below the Mason-Dixon will volunteer? Oh! I'd also like to suggest that the HMOD club assign a serial number to authentic cars. (Maybe a comprehensive Registry could then be developed. (Good idea! each member has a number now....Folks with several cars would have a dash no. i.e. 120-1, 2or 3 Ed.) See page 5...

To the H MOD EDITOR

WE GET LETTERS

Dear Joe,

I just got my copy of small TIMES. It is great to know racing is still alive and well! I read the articles and it brings back a lot of good memories.

Racing and his cars were a big part of Don's life. it makes me feel good that he is remembered and respected. We are having a hot summer here in Hawaii. I have a big house and BIG yard , I hate to give it up!!

Say Aloha to everyone in the racing business.

My best to you,
Ruth Miller

Ruthie, The man was, and is an H Mod legend! You remain the loving wife who inspired the legend of Don Miller. Love ya, Joe.

Hey Phoenix,

These H Mod guys always have to do things on a dream and a budget. I want to get back on the track. I just need a wheel that's round. Somebody certainly can make an adapter kit to make any ol' wheel fit my lugs. Excuses, excuses, -excuses...That's all I hear. First it's, "I'm collecting data for process and price." Then it's, "in the works and we just have to be patient and wait our turn!" What happened to "Don't worry we'll be running by Monterey!" I gotta tell ya this BS is getting old. It certainly wasn't this way when Martin(Tanner) was in charge. The latest, "The pattern is at the foundry." sounds like the check is in the mail to me! I sure as hell don't think my foundry contact has read this "Have you hugged your race car recently?" sign over my head lately.

Catch you later,
T-5 (Cont'd)

**DON'T MISS OUT...
JUST BRING US TWO NEW
MEMBERS AND GET A FREE
H MOD TEE SHIRT!
CALL TODAY 714/768-7882 OR FAX
714/859-HMOD**

*"I never had a tach on any of my Crosley powered H cars...Hell I'd just rev em til they wouldn't go any faster, then shift!"
attributed to Don Miller*

Photo below- Bob Graham and his Miller-Crosley. Bob, who is recovering from kemotherapy drove his car masterfully at Laguna Seca. Bob is the 1994 Martin Tanner-Spirit of H Mod. winner! Congrats Bob!



(Letters Continued)

T-5 folks, is an alias for H MOD member Gene Leasure who owns and races the quick Tanner T-5. You know we are good SAAB Buddies Gene..So this doesn't go for me! But a lot of the other guys prefer your car on 3 wheels!

First, here is a check for my dues. For some unexplained reason I keep getting my Newsletter , even though I think my payment is quite tardy. Thanks! (*You were on the bubble! Ed.*) Second, here is my article of sorts about my H car. My H-Mod was one of the turn-key variety usually reserved for rich guys. The car is an ex Team Roosevelt Fiat-Abarth 750 Record Monza Bialbero. Bialbero means "twin cam" in Italian. It is pronounced bee-al-bear-oh. The list price was \$4900.00, putting them in the seriously not-fair class. They were so fast in their time that the SCCA forced them to run H-Modified. At Sebring in 1959, (This letter continued Page 6)

Letters Cont'd

Dear Editors,

I'm writing in regard to John O. Donaldson's letter in small Times Vol.5 issue 2. Im beginning to worry about ol' J.O.D...First he denies Nancy's story of his doing Le Mans run-for-yur-car starts in El Segundo in the quonset hut garage! Now he is denying the smacking of Nancy in the face with a wet pair of Jockey shorts at Pomona! I think the old boy has gone senile. This time though he has really shot himself in the foot because I HAVE THE PHOTOS TO PROVE EVERYTHING I WROTE!

He almost said something nice about me in his Grandpa Trottlepooper column. But that line about me being older than Mesthuselah really hurt.

It isn't true. Although I'm getting sick and tired of all those letters, and calls from Carl Sagan trying to prove his silly theory on all Dinosaurs being extinct. I keep telling him to get off my back and go see Nick Braje!

Bill Cunningham

Pittsburgh Continued

At the start John Aibel got the jump and pulled out a lead he'd not relinquish. Behind us a gaggle of Bandini's, Bob Deull's Panhard and Fred Aibel's Midget fought among themselves but never challenged the Miller or the Saab. probably the most exciting part of the course was the steep downhill hairpin and the narrow and bumpy Panther Hollow Bridge, where the Miller attempted to fly on several scary occasions. In retrospect it was a fun opportunity. For that chance, a special thanks goes to John Jacobson who as an HMOD member and the Race Event Co-Chairman really made us feel welcome. Thanks also to Joe Puckett who trusted me to take his car across the US, to race through the woodsy Pennsylvania setting at flank speed in a challenging and famous Vintage event.

Kip Fjeld

(And he brought it back running and in one piece! Congrats Kip!)

(Mahlon Craft Letter Continued)

my record Monza, number 62, finished second in class, beating the first-in-class Austin Healey Sprite running in class G!

The car is built on a stock Fiat 600 chassis with a body by Zagato. The only suspension changes from stock Fiat were Koni shocks and lower, stiffer springs. The beautiful twin-cam conversion, with two huge, twin-choke 36DCL4 Webers sitting atop the head was designed by Gioaccino Colombo of Alfa and Ferrari fame to fit the stock Fiat 600cc block. It upped the power from 28.5 at 4,600 rpm to 57 at 7,000 rpm. In the block, only the bore and stroke were changed by substituting a polished, forged crank and lightened Fiat rods. This engine is quite a testament to the Fix-It-Again-Tony's engineering Department. The car has been sitting for ten years in my garage since I first acquired it. So far, I have spent about 200 hours welding and fabricating. It took over 100 hours just to weld up the stress cracks and stiffen the repairs. At least it's finally ready for the body restoration. With a little luck it will be done and back in action next spring at the VSCCA Spring Sprints. Outside of the body and paint, every nut and bolt will be turned by myself, in true H-Mod fashion.

Regards, Mahlon Craft

(letter condensed because of space)

North East USA H Mod. Cars
Name make Eng Box Chass/Bod.

B.Duell	Home	Cros	Ft	Fv/Sim/Alum
" "	Home	Pan	Pan	Unk/Fibr
B.Bohlander	Siata	Cros	Unk	Std/Alum
W. Ball	Jabro	Cros	Tube	Glass/Jabro
F.Aibel	Fbrspt	Cros	Cros	Glass
J. Aibel	LeMans	Cros	Ft	Alum
J.Ebbott	PBX	Climax	Unk	Unk
J.Greaves	Band	Cros	Unk	Alum/Rdst
J.Greaves	Band	Dohc	Unk	Alum/Cp
J.Ingleheart	OSCA	"	Tube	Alum/Rdst
G.Lustig	Jabro	Cros	Tube	Glass/Jabro
S.Morrison	Jabro	Saab TC	Tube/Jabro	
B.Pelley	Jabro	Cros	"	"
D.Paqua	Jabro	Cros	Lancia	" "
F. Rhegitti	Jabro	Cros	Volvo	Glass/Jab
G.Reynolds	Ver Valen	Cros	Cros	Tube/Alum
P.Stark	Band	Unk	Unk	Unk
K.Taylor	Jabro	Cros	Unk	Tube/Jab
Unk	Jabro	Cros	TC	" "

Key:-Band=Bandini Pan=Panhard,TC is MG

H MOD WANT ADS

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You too can be in print ! Just write an article or letter about your days of racing, pet peeves or your project car. FAX 714/ 859-HMOD or write the small TIMES

H MOD-OVER-THE-HILL GANG
22901 LOUMONT DR.
LAKE FOREST CA. 92630



Tom Churchill
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Cedarville, OH 45314-9520

FIRST CLASS MAIL

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