



LCS ANGELES MININEWS
Dec. 14, 1976

MINI OWNERS of AMERICA, INC.

P.O. BOX 2872-D, PASADENA, CALIFORNIA 91105

EVENTS

I intend to stage a gimmick-type rally for the club in late January or early February 1977, to be open only to Minis. I will need a few volunteers to help at checkpoints and such. Details will be determined at our next meeting and in the subsequent weeks, and announced in the next newsletter. So be sure to have your Mini running by then; or if you can't, volunteer to work with me in the setting-up. (Maybe we can get some coverage from the news media.)

I have located a source for the movie The Italian Job. For those of you unfamiliar with this film, it involves an armored-car robbery in which the getaway is made in Mini-Coopers. The cost of rental is \$50, so we will need about 25 people paying \$2 each (or some equivalent scheme) in order to hold a showing. Please let me know if you would be interested.

BUSINESS

Our next meeting will be this Monday, Dec. 20, at 8:00 PM, at the Glendale Federal Savings Building, 401 N. Brand Blvd., Glendale (just south of the 134 freeway; park on the middle level of the parking garage in the back). There are several issues of importance to be decided, so please be sure to attend.

The first order of business will be the election of officers for the coming year. Also, we will vote on the question of lowering the dues. (This was to have been voted on at the last meeting, but there were not enough members present.) And finally, it has been suggested that we change the meeting place to a location more convenient for our Orange County members, or even perhaps meet in different places on alternate months. (The meeting day is also open to change.) One suggestion has been that we meet at the Alpine Village, which if I remember correctly is somewhere near Long Beach (or is it Santa Monica?). Anyway, all these things must be decided, so please be at the meeting.

From now on, classified ads in this newsletter will be run free for paid-up members. The rate for others remains \$1.50 for 20 words, 1 month.

PARTS SOURCES

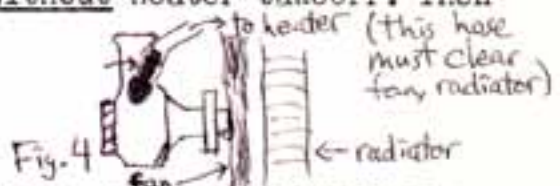
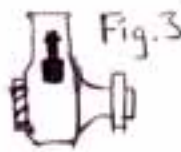
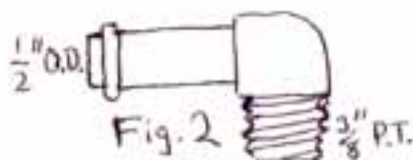
The following sources have parts for Minis, and some will give a discount to MOA club members as noted. Please ~~write~~ ^{tell me of} any additions or changes.

- Parts for Imported Cars (Beck/Arnley), 12562 Garden Grove Blvd., Garden Grove 92640; (714) 530-7650, (213) 860-8910. The store manager, Greg Semotan, has a Mini and will give a discount to club members.
- Auto Spares, Ltd., 724 N. Western Ave., Hollywood 90029, phone (213) 469-1418; and 1501 S. La Brea Ave., Los Angeles 90019, phone (213) 937-2700. Ben Vega, president. Discount, depending on purchase, to members.
- Peter Satori Co., Ltd., 297-325 W. Colorado Blvd., Pasadena 91105, (213) 795-8835. BLMC dealer.
- Miniac, 2551 San Fernando Rd., Los Angeles. Maurice Gross, the owner, sells and services Minis. Phone (213) 226-9462.
- Reseda Imports, 6955 Reseda Blvd., Reseda, phone (213) 881-3180. BLMC dealer.

Dean Deeds

TECH TIPS by Jim Houston

This month I have a quick hint that was suggested to me by Maurice Gross (of Miniac fame). I tried it on my new 998 and it works fine. I was looking for a way to do away with the heater hose outlet on the lower radiator hose. Take the head and unscrew the small tube fitting under the thermostat (where the bypass hose goes). Get the right size pipe plug and plug the hole. Take the thermostat and drill four holes $1/8"$ in diameter, evenly spaced around the outside edge (see Fig. 1). This provides bypass until the thermostat opens. Remove the bypass tube on the water pump. Drill the hole to $9/16"$ and tap with a $3/8"$ pipe thread tap. (You did take the pump off the engine -- right?) Now take an AN 842-8 (aluminum) or AN 842B-8 (brass) fitting (see Fig. 2) and screw it into the water pump. (Be sure to put some plumber's teflon tape on the threads.) Turn it tight and align it with the radiator outlet (see Fig. 3). Reassemble water pump and head; install a lower radiator hose without heater takeoff. Then



turn the AN fitting Clockwise if necessary to align for connecting the heater hose and keep everything clear of the fan (see Fig. 4). Connect the heater hose and then fill the cooling system, run the engine, and check for leaks.

If anyone would like high quality, wire reinforced hose which should last for several years, I can supply a sufficient amount to do both upper and lower hoses for about \$15-17. Cheap if you don't have to replace it but once every 3-4 years (or longer). The AN fitting is available at any aircraft parts house, such as All Aircraft Parts in Van Nuys or Nagel Aircraft Parts in Torrance. Check your local phone book. Cost of the fitting should be about \$2.50 (aluminum) or \$3.00 (brass).

The promised article on large-engined Minis, taken from the British magazine HOT CAR of Sept. 1976, appears elsewhere in this newsletter.

The conversion from wet to dry suspension involves more than I indicated in my last column. I will be glad to supply the rest of the information to anyone who requests it.

Next month's column will be my last, as I will soon be moving to Texas. In the future, the editor of the newsletter will try to get a knowledgeable answer to any questions which are sent in to this column; but, ideally, another writer should take up the job. Any questions for this column, or offers to help write it, should be sent to this newsletter at the club address (Box 2872-D, Pasadena 91105).



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NOTES ON LONG-DISTANCE MINI TOURING

Part II

by Dean Deeds

Once you have chosen the Mini for your trip and outfitted it to suit your tastes, you must be sure it is in excellent, reliable condition throughout. It only takes one malfunction to put you off the road; and the thought of being stranded somewhere in Chevrolet country on a Saturday afternoon with no prospect of replacing a crucial broken bit must be the classic nightmare for Mini drivers. Therefore, you must have: a car which is in thoroughly dependable, well-kept condition; the parts and tools which would be necessary to keep it running if something should go bad, or at least to jury-rig it to get to help; and the knowledge to perform any necessary repairs, either from experience or from manuals. (You should already be familiar with the useful manuals, and with which are best in which subjects. Carry all the handbooks you want, or you may kick yourself for the oversight.)

First, prepare the car. I recommend as a minimum regimen for any long trip that the car be brought up to the specification of the 12,000 mi/12 mo service. That is, you should have all the following new or like new: oil, oil filter, plugs, points; all fluids should be topped up, and all lubrications performed; brake linings and/or pads should have plenty of wear left; etc. Go over the complete list conscientiously. A special recommendation: be sure the air filter element(s) is(are) very clean. I have found that half a year of exposure to Los Angeles smog can leave them a black, sooty mess, which causes the engine to run rich due to the restricted air intake. This manifests itself in decreased power and, in extreme cases (such as uphill grades and high altitudes), jerky running and smoky exhaust; and it can cut your fuel economy by as much as one-third.

Also, take extra care in inspecting the vital systems: braking, drivetrain, suspension, lighting. Be sure that all connections and fasteners are properly tight, that no leaks exist, and that all parts are working as they should be. In this category I would also recommend a careful inspection of the tires for soundness and tread depth as well as inflation. (I am still somewhat unnerved to remember one of my 145-10 steel-belted radials which threw its entire tread belt at 50 mph one night. I believe this was due to smog-induced decay of the sidewalls.) The wheels should be dynamically balanced, for even tire wear and smooth riding. The wheel alignments should be within their prescribed ranges. Finally, although it is hard to inspect the engine and transmission for internal flaws, you should consider carefully before making a trip with a unit which is either old and tired or new and untried.

Carrying a comprehensive set of tools is really nothing more than common sense; indeed, many Mini drivers would not go anywhere without them. I will not discuss here what should be carried in such a kit; fairly complete kits can be bought from most tool manufacturers (such as Sears), and they can be augmented as you see fit.

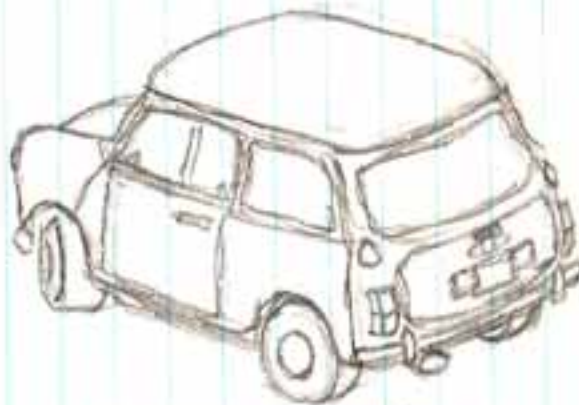
Spare parts are similarly a matter of common sense. As for any car, you should carry fuses, bulbs, a fan belt, first-aid kit, a

tire gauge, spare fuel can (full, of course; and be sure it will not leak even if it tips over), fire extinguisher, flares, flashlight, a spare key (put it where it will be safe but available, even if you are locked out of the car), extra oil (if the can is opened, use a lid or plastic bag or something to prevent spilling in the trunk -- this can create a real mess), a good spare tire, and a jack. Also recommended are a spare throttle cable, spark plugs, distributor rotor, points, condenser, extra water (this can be bought, distilled, in a sealed one-gallon container which is enough to refill the entire cooling system if need be) and/or antifreeze (an antifreeze bottle, like the water bottle, will fit conveniently in one of the rear side pockets), radiator hoses, radiator cap, radiator stop-leak, grease gun, wiper blades, jumper cables, tow rope, snow chains if needed or required, and as many gaskets as you think necessary (a head-removal set is a good start). If you expect to change your oil somewhere along the way, carry a spare filter and (if you use an unusual type) perhaps the necessary oil. If for some reason there is a part whose reliability you doubt but which you do not replace, at least carry a spare for it; for example, it is not a bad idea to have a spare fuel pump.

Your emergency-preparedness supplies should also include lubricants, penetrating oil, hose stock, safety wire, electrical wire, a length of HT lead, cutters, tape, glue, gasket cement, various fasteners such as screws and cotter pins, hose clamps, a magnet, and anything else you can think of along these lines -- and don't forget hand cleaner and a roll of paper towels.

This sounds like a lot of junk to drag around; but it is not really as cumbersome as it might appear. Most of the small odd bits can easily be fitted into a large (say, 12" deep by 8" wide by 18" long) portable toolchest along with your tools, and this will easily fit in the trunk or behind a seat. The other things can be put in the trunk, either under the floor panel or above it (especially if there is only one fuel tank), or in one of the several packets in the interior. This will still leave quite a lot of room for luggage.

Next month: SETTING OFF.



CLASSIFIED

1967 1275 'S' Mark I, engine just rebuilt, 40K miles on car, in storage 4 years, red & black (original), mostly original throughout. Offers. -- 1967 Mini Van, super strong 1275 conversion, near full race, tuned exhaust, body very straight (rear doors haven't been hit), color orange. Offers. -- Complete Weber 45DCE & manifold w/linkage, \$110. -- Fiberglass wheel flares, \$45. John Cressman, office