

MiniNews

MARCH 1982

MINI OWNERS OF AMERICA — LOS ANGELES P.O. BOX 91785 LOS ANGELES, CA 90009

" OH NO, not this old rag again!!!" Yes folks, it's time once again for MiniNews. The newsletter that ends up in more bird cages than any other periodical in America.

March Mini History: March, 1963, Twin leading front brakes introduced, also the first Cooper S with a 1071cc engine introduced. One year later in 1964, Cooper S with 970&1275 engines introduced; radial tires standard. March 1970, Mk II replaced by Mk III.

This month's meeting will be held on Tuesday, March 16th at 8:00pm. The address is the Mercury Savings Building at 20715 S. Avalon Blvd. in Carson. This is off the San Diego Fwy. between the Long Beach and Harbor Fwys.

Car of the month goes to Dale Harkins and his Mini Pick Up.

This month's event is the Dean Deeds (Do you smell smoke?) Idyllwild Run. If you'll remember last year, Dean had a small problem with a shorted out battery cable, resulting in a fire in his trunk. Both Dean and the Mini survived, though they both smelled funny. This will be the fifth year we've made this run so lets all turn out for this one. Mark down March 21st on your calendar. Two meeting places are picked out, 9:00 am at Sambos restaurant out in Green River Canyon off the 91 Fwy. and Sandy's in Riverside on University Avenue just south of the 60 Fwy at 10:00 am. A map will be located somewhere in

the bowels of this Newsletter. It has been suggested that an optional Poker Run be made available for \$1.00. Winner will get a free lunch at Baker In The Forest.

We are starting a Mini scrap book for Mini Meet West. If you have any photographs you wish to submit, please send them to the club address or my address. If you have negatives, we'll pay for prints and return your film. We are also starting a club library of anything having to do with Minis. If you would like to contribute any articles, send them to me, the club librarian, (SHHHH NO TALKING!).



**MINI OWNERS
SOUTH**
1391 Carter Road
Decatur, Georgia 30030

MINI MEET EAST VIII
is April 30th-May 2
in Greenville S.C.
For more info.,
wright M.O.S.

Last but not least, I have heard that some people don't like what they have been reading in the Newsletter, and feel I should be projecting a more conservative view of the club as a whole. What you read here is my own personal view, (however perverted it may be) and does not mean everyone in the club is this way. I don't want to sound rude, but if you'r one of the people who don't like what you see in here, get off you'r butt and send something (anything) in. Obviously I'll print anything. If I have'nt personally thanked the people who have sent me some-things, I would like to do that now. I am also starting a letters to the editor section, so if you have any comments, send them in, I would like to hear from you.

Tom Pearson

PRESIDENTS MESSAGE:

Hi everyone. Sorry this space was bare last month. I was busy writing an epic "Presidents Letter", and the old deadline made it obsolete.

If you're one of the faces we haven't seen lately, you're missing a banner year. There still is time to get involved. We need your ideas and help to keep our club the best. Several great ideas were brought up at the board of directors meeting. They will be mentioned at the next meeting. Such ideas as name badges, a points system for awarding a trophy to the member of the year, and refreshments for the meetings. If you have any ideas, or wish to be heard in regards to our ideas, please come to the next meeting. Since our Mini Meet is the biggest thing this year, I'm going to devote the President's message to updates on the meet. Besides the regular events such as: slalom, funkhana, concours, rallye, and banquet dinner, we're thinking of a photo contest, perhaps a showing of "The Italian Job", a poolside party(Hopefully Tony's Moke won't hop in!), sand sculpture contest, and more. We've been in touch with the Santa Barbara City College Sports Car Club in regards to the slalom and funkhana. They have access to a great parking lot, insurance, and all the best equipment. They even have a Christmas tree light! We should have more info. on what they'll charge us at the next meeting. In order however to keep thier fee down, we need people to help set up and run the slalom. In the past the SBCCSCC has done everything when they hired out thier services. We're the first organization thats requested only their equipment, space, and insurance. Usually they set it up, run it, and work it, all the participants had to do is bring their cars. We could save several hundreds of dollaes if you'll volanteer to help.

We booked forty rooms at the Holiday Inn. Please be sure to reserve your room ASAP. If President Regan happens to be in town over that weekend (His western White House is only a few miles away), we were told every hotel room in the area is full of reporters and news people. So reserve now!

I don't want to give away all our Mini Meet secrets. I'm going to save some for our next meeting. See ya there. Pete

Whats that you say friend? You just answered an ad for an Austin Cooper S and it turned out to be a Honda 600? "But the guy swore it was a Mini". Well heres a sure way to determine just what your spending your hard earned bucks on. Open up the bonnet and look to the radiator cowl. There you should find an oval tag screwed down to it. The next step is very important, step back and pour Mad Dog on the tag, then light it on fire. This removes all the grease and antifreeze built up over the years. Next step is to peer down with your beady little eye balls. The first five digits will tellyou what you're looking at.

Austin 850 MKI prefix A/A2S7
Morris 850 MKI prefix M/A2S4
Austin 850 MKII prefix A/A2SB
Morris 850 MKII prefix M/A2S6
Austin Cooper MKI prefix C/A2S7
Morris Cooper MKI prefix K/A2S4
Austin Cooper MKII prefix C/A2SB
Morris Cooper MKII prefix K/A2S6

The only difference between Cooper and Cooper S is the sixth digit is a S, e.g C/A2S7/S would be an Austin Cooper MKI S.

Mini Meet Report:

We are more excited than ever now to be hosting M2W '82. Santa Barbara is a perfect spot for our festivities. You couldn't ask for more beautiful weather, more luscious countryside or more fun roads to drive!

The official "Fact-Finding and Fun Run to Santa Barbara" was planned for Sat. and Sun., Feb. 6&7. It was disappointing that not more of you were able to go with us, you missed a gorgeous drive up Pacific Coast Highway. Pete, Tony (the Swiss) and I met at Cathy and Bill Gilcrease's house at 8:00 Saturday morning. We set out from there in our Minis to Pepperdine, where Marcy joined us. The wind was so strong there that it was difficult to keep our Minis on the ground! While waiting at Pepperdine, we were parked in a questionable "No Parking" zone. A C.H.R. drove by and said over his loudspeaker, "Get those roller skates off the road!" We think he was smiling when he said that.

We arrived in Santa Barbara around 1:00, in time to scout around the Holiday Inn before our meeting with the Conventions Manager. At this point our excitement grew-the accommodations and arrangements for our special weekend are going to be terrific! And wait until you see the menu for the Awards dinner!

After a day of business, and brainstorming, we settled down to test out a local restaurant, (good margaritas), a famous ice-cream shop, take a nice drive and then a long walk on the beach. (We will be testing the local restaurants from time to time, and make suggestions for you at Mini Meet time.)

You don't want to miss any of the fun we have in store for all of you. I can't urge all you Mini lovers everywhere enough, to make definite plans now to attend MMW'82. It's a beautiful place to spend your summer vacation! The beach is close by, and the weather is always terrific. Mark your calendars for Sept. 4TH, 5TH, & 6TH, and start working on your Mini to get ready for an unforgettable celebration in Santa Barbara. And don't forget your suntan oil!

Kathy



A few shots of last months
Ortega Highway Run: Bill
contemplates the wonders of
a Suzuki; as Tony's Moke
contemplates the wonders of
the universe.



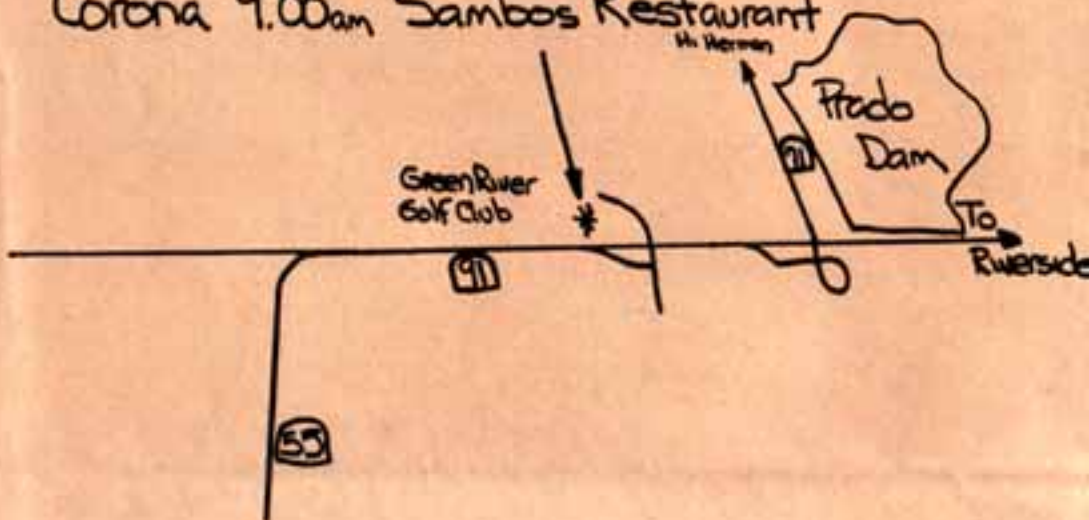
BORO GT:

Building his own sportscar was always one of Eric Lacey's ambitions. The opportunity came about on his son, Robin's fifteenth birthday when the two of them agreed that both had similar ideas in mind, and promptly began preliminary drawings. This was in 1969 and over the next year the Lacey garage in Hedon, near Hull in Yorkshire, saw plenty of activity while the Boro's mechanicals took shape. The car's spaceframe chassis was constructed of steel tubing to a wheelbase length two inches longer than a Mini's, and a Mini front sub-frame was fitted at each end. Power in the form of a reconditioned 850cc Mini engine was then fitted to the rear subframe, along with a complicated gearchange mechanism worked from a lever situated in the normal central cockpit position.

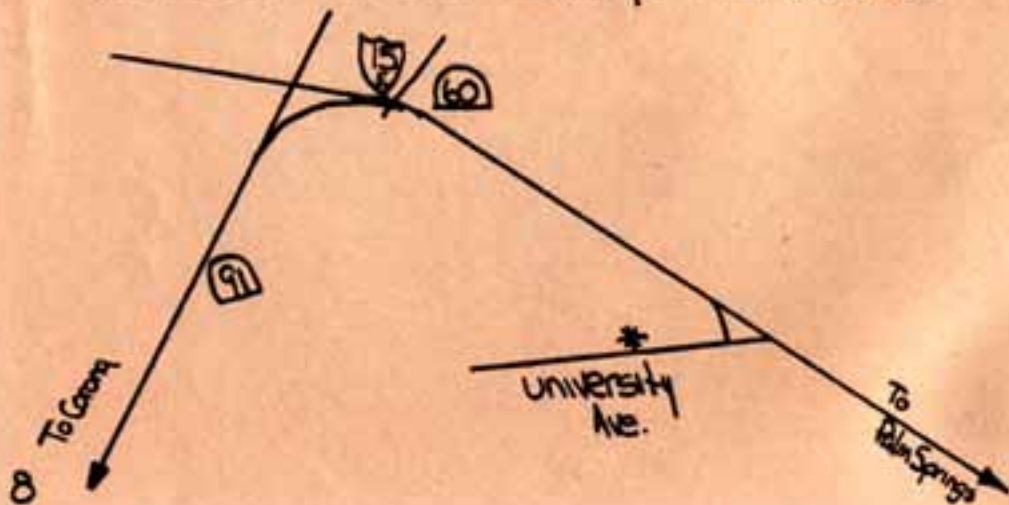
Another year was spent giving the car its final shape and interior. The Boro's vaguely Unipower-inspired body was hand beaten and gas welded from aluminium alloy, using a front bonnet from a Hillman Minx and windscreen surround from a Mini pick-up, with floor sections and door sills of sheet steel. Lamborghini style rear window slats gave added engine cooling, while rear vision from the cockpit was through a vertical perspex rear window. An Austin A35 petrol tank was positioned in the nose, together with the spare wheel. Fitted at the rear was a Mini radiator which was cooled by air drawn in through the rear vents by an electric fan. When the final, most attractive bodyshape was completed, it was 42" high, 11'5" long, and 4'11" wide. Engine tuning was restricted to a worked 1100 head, twin Stromberg carbs. and Cooper exhaust manifold, giving a top speed of 101MPH and a 0-60 in 14 secs. 12" alloy wheels and professionally trimmed interior were added before the Boro was completed in 1971

Idyllwild Run March 21st 1982

Corona 9:00am Sambos Restaurant



Riverside 10:00am Sandys Restaurant



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WANT ADS

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- FOR SALE: 1960 Austin Mini Van, 1100cc eng., and trans., Cooper S disc brakes, new paint and chrome, sunroof, cass., Corbeau seats, Cosmics, tinted windows, wood dash, full instruments, no rust, \$4500 OBO.
- FOR SALE: Austin Cooper S, 1967 MKII, balanced 1293cc, Weber, LCB, full synchro. trans., 49,000 mi,
- FOR SALE: 1959 Austin Mini, bare body, have all major parts incl. 1275cc eng. & trans. \$2000 OBO. Call for details, ask for Bill, after 7pm.
- FOR SALE: 1971 electric cooled pony harness, with fuelinjection ...fuelinjection...fuelinjection...
- FOR SALE: 1966 Morris Woodie Wagon, 850, R.H.D., with many extra parts, must sell A.S.A.P.! \$1200 OBO Bill Irwin (213)



It's that time
again!



Bill Gilcrease shows Charlie Martin his Moke
driving technique... Details inside...

MOA-LA MINI NEWS

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FIRST CLASS