
MINI NEWS

The Official Publication of:

MINI OWNERS OF AMERICA - LOS ANGELES, Inc.
Established 1964



MORRIS MINI COOPER 1275cc Historic rally car and crew (W. E. Bill Rogers and Peter Valentine).

ALSO INSIDE; Woodley, Del Mar,
Fallbrook, Peterson Museum & More!!

VOLUME 31-6

Nov., Dec. 1995

THE PREZ SEZ

There has been a lot going on the last couple of months. Almost too much! Belmont shores; what a show, close to 1000 cars. Woodley Park; signed up 4 new members. Del Mar; two new members (including Scott Crawford who won best of Marque with his beautiful 1967 Austin Cooper "S"). The Fallbrook run; great run. Peterson's Automotive Museum; and finally, the first meeting of members who have volunteered to help organize Mini Meet West '96. By the way, it is not too late to volunteer. You don't need any special talents, just a desire to help your club!

At that meeting, the subject of insurance came up. Not long after I became president, several people approached me (as a group) and said they thought it was a waste of money to be paying \$650.00 per year for insurance for the club when everyone has insurance on their own cars anyway. Well, right or wrong, I agreed, and did not renew the insurance when it came due. Not only that, I intentionally didn't tell the people I thought might be upset by what I did. That was wrong.

All I will say in my defense is that it is easy to say "we can afford that" if you are not in control of the checkbook. As of today (10-30-95) we have \$1132.70 in our checking account. Two years of insurance at \$650.00 per year, well, you do the math! OK, now everybody knows.

This might be a good time to remind you that we are still taking nominations for president. We plan an election at the Christmas Party. So far we have no nominations! Speaking of the Christmas party, we have a date, it is Dec. 2, 1995 at Tony Swisler's home in Huntington Beach. The club will supply Ham & Turkey & Soft Drinks. We ask that you bring a covered dish or a dessert. Also BYOB. This is the biggest event of the year and a great place to see old friends and make new ones. (And tell the Pres. what you think of him) Hope to see everyone there.

Phil Dawson,
President, M.O.A.L.A.

PS:

By the time the next newsletter comes out dues will be due.

Everybody's dues are due by the end of January for 1996. It is OK to pay your dues early. We can handle it! With Mini Meet coming up, we sure could use it.

PRESIDENT
Phil Dawson

Mini Owners



of America

Los Angeles

Established 1964

NEWSLETTER
EDITOR
Bob Amaral

MOALA
24 Hour Fax

CLUB NOTES

To those members currently running ads in our Mini Marketplace section: Please let me know when the item you are advertising is no longer for sale and I will cancel your ad. We have a limited amount of space for ads and it is frustrating for someone to call about an item for sale only to find that it has been sold.

NOTICE: We have new stickers available through Phil Dawson -- Only \$2.00 ea. You can order them by mail, phone, fax or in person at the meeting. (Fifty cents shipping on mail orders.)

All contributions to Mini News are welcome -- have an opinion? -- a cartoon? -- an innuendo? -- funny story? -- Not so funny story? -- a downright fabrication? Send it in -- we can use it!!

Those members specifically interested in more info on CSCC slalom events can call the following numbers:

CSCC SOLO II HOTLINE -
SOLO I INFORMATION -
SCCSCC INFORMATION

NOTE: It is advised that you call the numbers about
shortly before an event to insure against last minute changes

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CALENDAR

NOVEMBER

Wed. Nov. 15, 7:30 p.m. -- MOALA Reg. Meeting.

Sunday Nov. 19, 9:00 a.m. THE TOPANGA TURKEY RUN
-- Meet beside the Holiday Inn at the Sunset offramp of the (405)
Freeway. A traditional run -- many great roads -- "Biker Burgers" at
the Rock Store -- always good food -- Rob McKeown, Roadmaster. This
run will be an "unmanned Foker Run." (Sound Like Fun? -- It will be !!) --
BE THERE!!

DECEMBER

THE FABULOUS CHRISTMAS PARTY

DECEMBER 2, 1995

7:00 P.M. TIL.....??

PLEASE BRING A COVERED DISH
FOR THE "POT-LUCK" REPASTE !!

ANOTHER YEAR IS IN THE BOOKS !!
IT IS TIME ONCE AGAIN TO
DIG DEEP!! GIVE TILL IT HURTS!!

Yes, it is time to mention that dreadful demon . . .

DUES! It is doubly important that dues be prompt this year
to enable us to prepare for **MINI MEET WEST!! YES . . .**
We will be host club in 1996. Preparations are well under way
for what we hope will be a fabulous meet. We need your cold,
hard cash (actually checks will suffice) to pay for all the fun
things that Mini Meets everywhere are famous for. So get up
off the Barca-lounger, cast aside that Mint Julep and take a
minute to whisk off a check to **MOALA!!** Its simple -- its pain-
less -- You may even enjoy it!! We need it! We want it!! We
can't do without it!!! **DONT WAIT!! DO IT EARLY!!**

NOTE: ALL DUES FOR '96 MUST BE PAID BY JAN. 31, 1996

Please Note: The calendar is not carved in stone and dates and times may change. Any changes will
be printed in later newsletters or you will be notified by postcard. If you have any
event questions you can call Phil Dawson (714)

RACING NEWS

BY MARK SMITH.

Start off this update with the news that I have finally re-settled back into the high desert in Lancaster, working for McDonnell Douglas at Edwards Air Force Base for the next few years. Unfortunately, this will keep me from the monthly meetings, but I still can keep everyone updated with the road racing Mini news. Jot down my new number and give me a call anytime if you want to get involved, as a spectator, a worker, or a participant.

One of the first things I did upon moving to Lancaster was break my leg. This ultimately kept me from both VARA's Mini-Sprite Challenge, as well as Bill Gilcrease's assault on the SCCA National GT-5 championship at the Runoffs. But every good reporter has his sources for information, thus I can still file my Mini Racing Reports.

Starting with the VARA event in Las Vegas, the following notes were passed on by Club member, and Mini Racer Gary Johnston. According to Gary, the Mini-Sprite Challenge featured a disappointing 4 Minis and 5 Sprites. The Las Vegas track's new configuration lends well to the exceptional cornering ability of the Mini, but the overall results, unfortunately, showed a Sprite out of the Speedwell Engineering Shop finishing on top. Note that this is the same car/driver that won the East Coast Sprite/Mini race at Mid Ohio earlier this year. Minis of Dale Shore, Eric Allard, and Ken Someone (racing the Mini Mania Monte Mini) staged a great three car battle for 3rd overall, with Shore ending up with the top finishing Mini honors. Unfortunately our reporter, Gary, broke on Saturday and was unable to answer the green flag for Sunday's feature race. Hopefully VARA will bring the event closer to the LA area so the Mini Club can attend to support our racing hopefuls. Thanks again for your notes Gary!

As for the SCCA Runoffs back at MidOhio, my expert reporter happened to be my father, Dick Smith, who was in attendance with the Ohio Mini Owners. According to him, approximately 35 Mini Club members from across the country joined together to root for the Minis competing. The Fortech Mini with Joe Huffaker at the wheel dominated qualifying, with the Mini of our own Bill Gilcrease qualifying a disappointing 10th. Eight Minis started the GT-5 championship race. As is usual for the mini luck, Huffaker led early, only to be passed by the Nissan Sentra (ugh...) of David Walsh. Gilcrease moved up quite nicely from his poor starting position. The leading Nissan spun on the next to last lap, and the Fortech Mini took over, but was repossessed by the thing from Japan. Final results showed Joe Huffaker in the Fortech Mini finishing 2nd, while Bill Gilcrease in the MinComp Mini finished a hard fought 4th. Minis also finished 6th and 8th. No significant problems, just out-powered. A post race Mini Barbecue sponsored by the Ohio Mini Owners and Seven Enterprises brought together all the race cars and the

Continued on Page 7

Mini News is a collection of information published for the enjoyment of Mini enthusiasts worldwide. Read at your own risk, we accept no responsibility for the joy, sorrow, or anger that it may induce. The views expressed within are that of the authors and editor and do not necessarily represent the views of the Mini Owners of America - Los Angeles.

WOODLEY PARK BRITISH CAR DAY

Sunday Sept 24, 1995

Rick Feibush has been organizing this show for a long time -- with sporadic availability of the grounds in the last few years. The "Wings & Wheels" show was spawned originally to replace Woodley when the park people raised their price beyond reach. But Woodley is definitely back. I am happy to say. This All-British meet seems to attract the best of the British marques every year. It is always a delightful treat to make your way around the grassy venue and look at some beautiful and rare machinery. Failing that, you can always pull up a beautiful shade tree and have a picnic.

It seems that this meet always draws the most interested (and interesting) spectators. There's LOTS of interest in the club and we always run out of newsletters and member applications (we bring more each year and still always run out). We always swell our ranks here and this year was no exception.

There were numerous cars for sale -- some good deals and some not so good -- and I know a few cars changed hands at day's end. I took down some numbers and called a few -- they were sold.

Normally it is pretty hot at Woodley, but this year was an exception -- it was pretty warm, but not downright hot. The club canopy gave us some shade and there was a slight breeze most of the day.

There were about 20-25 Minis in attendance (not all club members) and some pretty attractive "just finished" cars. This is the only meet I know of where cars come and go pretty much all day. Most meets have their late-comers and early leavings and the cars tend to arrive until 10 or 10:30 and then leave anytime after 2:30 or so. That means you can sit under a shade tree (if you are early) and shoot the breeze till about noon, then see all the cars in place from noon to one. Not at this one!! Some cars arrive at 9:30 and are gone by noon (or earlier!!) -- so you have to be on your toes to catch them all.

One of the "for sale" items there brought back a few memories. It was the white van shell once owned by Eric Lindquist. It was in much the same shape that it was after he ran into the side of a mountain in the rain during a long-ago Fallbrook Run. The van body was sold. Do not know who bought it -- but, hopefully, it will be brought back to life and we will see it on the road sometime in the future.

A tip o' the hat to Rick Feibush -- Thanks Rick! Drive Safe !!
Bob Amaral

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Mark Smith colm. from Page 5

street cars in attendance, almost a 'minif - Mini Meet. I think MidOhio has one more year left as host to the SCCA Runoffs, then look to see the Runoffs in Kansas?

As for the future, VARA has 3 more vintage races scheduled. October 21-22 VARA will run a full schedule of vintage classes, with a highlight of Formula 5000 cars to help Willow Springs celebrate it's 42nd birthday. Then, November 4-5, VARA is back at Las Vegas with the Lotus/BMW challenge, along with a strong gathering of cars from the Rocky Mountain area. The season concludes with the Palm Springs Road Races presented by Chrysler, November 16-19th. The premier vintage event in Southern California, Minis showed well there last year.

As for next year, look for vintage spectator events at Pomona in May, a temporary street course in San Luis Obispo, and an event at SCCA's new Buttonwillow Road Circuit. Stay tuned, as dates are made available, I will pass them on.

Happy Motoring!

Want to Race? Want to Work?

Want to Watch? Call Me:

Mark Smith -- Home

THE PETERSON MUSEUM TOUR

OCTOBER 22, 1995

Five cars made this one; In attendance was Tony Swieler & Ken Reid in Tony's pickup; Phil Dawson and Steve Falkner in Phil's red racer; Willy Hugron in his ghost white sedan; Jerry Muro in his blue flame special and Larry Cox and myself in my woody. Chris Travers and wife Christine awaited our arrival at the museum (Chris still has his car on "the spit" -- working towards it's speedy completion). I was quite curious to find out how much the exhibits here had changed since my last visit (last year). Well there were quite a few new goodies to drool over but it seemed there were slightly fewer cars than last time.

The first floor was essentially the same as last time -- with the addition of a few different cars -- notably a 1938 Lincoln Zephyr that was awfully nice. Upstairs was quite a change from last year. A full sized mock-up of Craig Breedlove's "Spirit of America II" took a considerable amount of space in the upstairs hallway. It is awesome!! There was one disappointment -- the danged Mini is gone! It's sign was covered with a note that it was "Temporarily removed" from the exhibit.

The gift shop provided a few goodies for the 'Mini clan' -- quite an extensive array of books and car memorabilia offered. They also have some videos (nothing on the Mini, however).

This is one of the most unusual car museums that you will ever see (for reasons better left as a surprise) and it had changed enough to make this trip worthwhile. It is always an enjoyable way to spend a couple of hours perusing the exhibits. I will be looking forward to attending again next year. Hopefully next time we will have a few more cars to represent good old MOALAI. Hope to see YOU on the next trip.

Drive Safe -- Bob Amaral



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1995 Targa Rusticana Rally

Report -- Car #38

By Bill Rogers

Inquiring minds may well ask, "Why on earth would he go all the way to England to do a rally?" So here goes: Peter Valentine and I learned to rally together as teenagers and by the mid-sixties, when I emigrated to the U.S., had led the London Counties Rally Championship and were competing at the National level as a team and the international level as navigators. About 10 years ago, Europe and primarily the English, became interested in recreating the "Golden Age" of rallying (1957-1967) -- precisely our era. We both had had Minis, so Peter started to restore and build rally-prepped Cooper S's. The car I have, "AUN" is his second and we used it on the Belgian Historic rally in 1990. His third and current car, "CNX" is a 1275S with everything including plastic windows, and is as well prepped as any works car. The last time Pete Y and I did a rally in Wales, on the most challenging roads in the UK, was in 1965. Peter's son, Michael, built a 970S and planned to navigate it for another old friend, Peter Gilbert. Peter G is the person who took the video of the Belgian rally that many of you have seen at the CCT rallies we run in March; and he was to start one minute behind us. The Targa represents the closest duplication of events of that time and Peter has done several, so when he invited me to drive this year, I could not say no.

Carol and I went to the UK and Ireland for a vacation and arrived back at Peter Y's on the Wed. prior to the event. Thursday was spent in final preparation and Friday we loaded the car for the 200 mile trip to Wales; CNX towed behind Peter's BMW, while Michael's car would be driven. This went off uneventfully and we arrived in Llandrindod Wells in time to check in to a B&B, calibrate the Brantz 1/100 mile digital trip, sign on and complete scrutineering. The 120 entries ranged from a '30's Avis and a gorgeous Chrysler, to '60's Morris Minors, Cortinas and a Ford Falcon Sprint, MGA, MGB, TR2, 3, 4, Sprigets, Big 'ealys and foreign stuff like Porsche 356 and Volvo 122S. There were 14 Minis and everyone ran together in their own class to equalize performance. Then back to the hotel for dinner and a night's sleep prior to our 11:06AM start.

The first competitive events were four autotests around the roads and parking lots of the agricultural show grounds, to be completed twice. The car started to get hot as we sat in lines waiting our turn, but never boiled. A few tests in, we picked up a heavy vibration; it went away a short time later; but at the end of the test a marshal came up and handed us a wrench that had fallen out of the engine compartment. Pete recalled losing it while working on the car earlier. Good Luck #1. On the tests, we tried to be accurate first, make sure I stopped astride lines, and then fast to minimize penalties. British law requires that no average speed faster than 30 mph can be required, so complex navigation became the norm, with map references, straight line route cards, etc. all to be plotted on the move; basic timing is to the minute. Road sections were interspersed with tests and immediately after one of these we had the left rear go down. The valve stem was missing, but with two spares this was not a problem and was changed quickly. Good Luck #2.

One test was on a rough gravel road in a forest with the first regularity section (variable average, timed to the second) immediately after it, we noticed that the Brantz trip was not working, so I jumped out and saw that

the connector to the pickup had shaken off. Reattached, everything worked fine. (Good Luck #3. In the middle of the third regularity, the Brantz stopped working again. I leapt out again, but this time everything was connected, so I wiggled everything but nothing but zeros. It stayed that way for the rest of the event. Big Bad Luck #1. Our only option was to follow someone else, preferably someone we knew to be capable. Following this strategy, we lost a minute but tucked in behind #40 and hung on. Peter saw a distance listed on the route card and used it to calibrate our speedo/odometer. This was hopelessly inaccurate due to our lower final drive ratio and it turned out to be 22% off. Now we had a way to continue even if it was imprecise.

The two hour break for supper and fuel prior to the dreaded 130 mile night navigation section was spent by the navigators plotting a dizzying array of map references. The actual route and approach directions to controls was to come through the window later. Quite soon they took us into the forests on gravel logging roads still at the 30 m/h avg and things got tight. I have had little experience on gravel in competition and began to learn -- fast. We began to catch slower cars, driving right up on them with full heads and spots so they got the message that we were serious about getting by. Usually we had to wait for the next junction but everyone pulled over as soon as they could. Mini #49 flew by, but 4 corners later we caught him, pulling off with a flat right front and the slide pushed in. There were several hairpins that were impossible without backing up; we made a few wrong slots; we could not read the small trip accurately in the dark pitching car and we were soon losing time. Peter G began to catch me but then disappeared. I made a mistake, needing a couple more feet of road and we did a wall-of-death right turn on the bank; from where I sat, the car did not look bent but it sure felt funny, especially in a straight line, but was OK in loose corners. Bad Luck #2. We had no time to check anything and the car seemed driveable so we pressed on at a slightly reduced speed; luckily there were very few straight pieces of road.

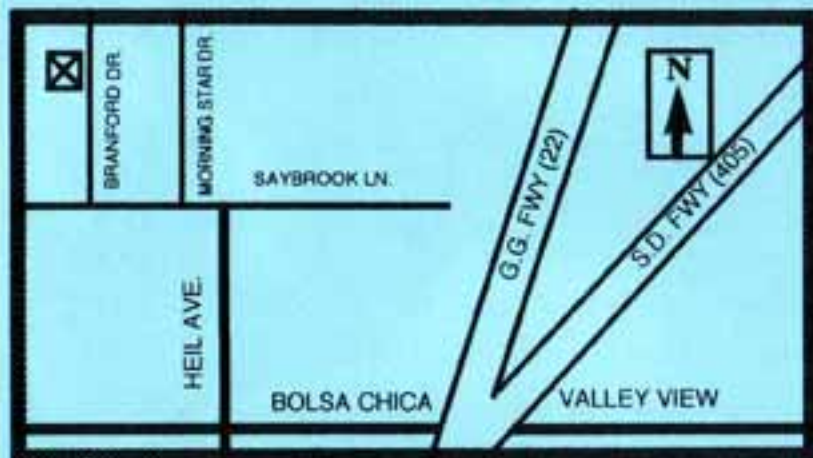
A fuel stop appeared but we had enough and used the time to plot; you are only allowed 30 minutes of total lateness before being excluded. As the first and second gear work took its toll, and the miles went by, Pete said "You know we are not going to have enough fuel to finish". I can't think of anything more demoralizing to tell a driver, and I slowed down 10-15 m/h. Bad Luck #3. We asked each marshal we came to if they had any spare fuel. No luck. One offered his tank if we had a siphon. No siphon. Finally one of the many spectators said "We have come back at the farm". "How far?" Peter asked. "About a hundred yards down that track" was the reply. He jumped on his Honda 3 wheeler and shot off down the track with the Mini in hot pursuit. His 5 gallon can had about 2-1/2 gallons and he tipped it in. I reached for my wallet -- nothing but 20 lb notes (\$30), so I gave him one. His mother offered change, but I said "Look, I came all the way from California to do this and you saved my ass; you earned it," and we roared off. Good Luck #4. We lost another 5 minutes and dropped to within 6 minutes of our allowable lateness.

As we headed into Carmarthen for the final fuel stop, we saw the white Mini #39; Peter G and Michael flagged us down. They had hit a post and pushed the left front radius arm and fender back. They also had electrical problems and were out. It turned out that the oil cooler had cut into the starter cable and it shorted out the battery every time they hit the starter switch. They eventually drove it back to Landod using a flashlight. We pressed on, getting the hang of it now and much more relaxed without worrying about Peter G breathing down our necks. We were waiting a few seconds at controls and getting our times. Suddenly we turned out of the forest

Continued Pg. 13.

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VIDEOS from Mini Meet West 1995
The Belmont Shore Car Show
and our traditional screening of

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BE THERE !!!

Targa Rusticana Cont. from Pg. 11

onto a nice paved road and the tough bit was over. It was 3 AM; a 20 mile main road run took us back to Landed where we could catch 4 hours sleep. Boy, that car felt really strange at road speeds. We checked in and got a few seconds back where a marshal had not booked us in correctly.

All that remained Sunday morning was a return trip to the fairgrounds for 3 more tests then back to Landed for the finish and a Concourse by the lake. At breakfast we decided not to mess with the car since it would handle in the tight turns of the tests, but another driver came in from the car park and said "Your right rear is flat". Sure enough we had picked up a nail and were able to put on the second spare before heading out for the morning tests. Good luck #5.

The tests were soon over and back at the lake we were able to jack up the car and check out the damage. The steering arm was bent about 3/8 in. resulting in about 1/2 in. toe out, the hub nut was loose and both spotlight lenses and support stays were cracked. With advice from the assembled competitors, we aligned it by eye since Michael's car would need the trailer and CNX would have to be driven home. A tough event with navigation as difficult as anyone could remember was the consensus.

We returned to the host hotel to check the results, check the bar and eat the buffet lunch as the results were announced and the awards handed out. We ended up 15th overall and 4th in the Mini class. We were given awards for best foreign entry and for coming the furthest.

As you can tell, rallying is adventure. You prepare as well as you can and then set off into the unknown to pit your wits against those of the organizers, and use what you have to overcome events. Most rallies are not as eventful as this one, but it did prove that it is possible to go back to your youth even if only for 24 hours.

P.S. FAX from Peter V:

It was great rallying with you again, as always, and I personally thought this was better than the Belgian event. Much more like our sort of rally.

The good news or bad news depending on one's point of view, is that there was a mistake in the results which neither the organizers nor I spotted. During the night regularly when we couldn't see the trip, we were incorrectly booked in 8 minutes late at one intermediate regularity control and then 8 minutes early at the next. Hence an error of 960 marks against us. Therefore, our true position on scratch was 5th overall - that's more like it! Without our fuel, trip meter and steering problems I think we could have made third so we were really on the pace after all. My only excuse for not spotting the error is age. I really can't remember ever failing to check every page of the results and I thought that I'd checked each one against my own figures. Never mind, we really did do well after all.



TEAM VALENTINE (L-R) Peter Gilbert, Michael Valentine, #39; Peter Valentine, Bill Rogers, #38.

DEL MAR BRITISH CAR DAY

Oct. 1, 1995

In case you have not been counting -- this makes it three car shows in as many weekends (actually four for me as I went to Wavecrest, the Woody show the Saturday before Belmont) -- What's the Deal II is late-summer, early fall the only time people can plan car shows??? I am reaching burnout right about now!!

Del Mar is one of my "no-miss" shows. I have been to this show nine years in a row and always enjoy it (despite the Kamikaze flies!).

A slight twist punctuated this years foray. It was an invitation from John Klure and Kay to join them for coffee & donuts in Leucadia, a 15-minute drive from Del Mar and definitely a short side trip on the way down.

It required an early meeting time (7 a.m.) that I was sure would discourage a few people from gathering at Carl's Jr. -- but I remained optimistic to the end. I had no idea exactly how many would show and was sorely disappointed with the turnout. Tony Swieler, Phil Dawson (with navigational assistance from Larry Cox) and myself were the only ones who made it.

To those that did not -- you missed out on the donuts and coffee (of course) but you also missed out on the gracious hospitality of John and Kay, who even put together a little drawing for prizes and supplied enough donuts and coffee to feed an army!!

John has a beautiful home and toured us through his "car room" -- another unexpected treat! Thanks John & Kay for a thoroughly enjoyable time. I certainly hope that we can do this again, the sooner the better.

About 15 Minis turned out at Del Mar, and the meet was, as always, great fun! Weather was perfect, flies were hungry, all marques were in attendance and they had lots of door prizes which were being raffled off all day. The club attracted lots of interest amongst the passers-by and we picked up a couple of new members (one of whom -- Scott Crawford from San Diego way -- picked up a trophy for Best of Marque with his beautiful Mini) The usual Triathlon events were held but we failed to field a team this year. We will get them next year!!

Drive Safe !! *Bob Amaral*

1960 Morris "Cooperized" Mini

... another investment in the past

Motorclassics' "Miss Dual Personality" a Street, Show, Race car is now available! Presently configured as a streetable VARA H Production Group 1, 850 cc w/998 cc head, mild Elgin cam, 4 wheel adjustable suspension, 5 type, 4 synchro, center shift, close ratio transmission & full race or street instrumentation. Front suspension, water & oil cooling systems upgraded late 1994. Full restoration 1991 with 3 rd 1991 Palm Springs concourse & 1st HP 1992 Sears Point Enduro.

Included are: 5 new Pirellie on powder coated 4 1/2" steel rims for street and 4 Yokohama 6" OOB's on Mambas for race. Removable cross and floor roll bar, race seat w/5 point harness, full stock interior, retractable front shoulder/seat belts, heater and 9 gal rally tank. Available for sale @ \$9,500 for 1995 VARA race season with added 5 lb. Phoenix on-board Halon fire system & custom 9 gallon Fuelsafe fuel cell; or as presently equipped @ \$8,500 for street or RMVR race; or @ \$7,500 for street only without Accusump, Mambas, Yokohamas, race seat, cross or floor bar or 5 point harness. Also available for fully supported rental @ \$850 per race weekend as part of our vintage "arrive and drive program". Car in Southern California and can be delivered, either for sale or full support rental to Northern California, Las Vegas, Phoenix or Colorado for mileage costs. Other vintage and special interest motorcars are presently available for show, race or daily driver use as completed, as projects, or for parts; or we can obtain and then coordinate the construction, restoration, and maintenance of your favorite *"... investment in the past."*

For Information call: Bill Zeidlik

Joe Hinton

or Mark Ziedlick

(*) (Readers note: The above is an ad that was too large for our Mini Marketplace section)

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MINI OWNERS OF AMERICA - LOS ANGELES NAME BADGE ORDER FORM

We ask MOALA members to obtain a namebadge and wear it to all MOALA events, including meetings, to make us more approachable to new acquaintances and members alike.

These clip-on badges have the MOALA logo on the left side with member's name on the right. The cost is \$5.50 per badge.

MEMBER NAME _____

COLOR OF BADGE: RED ___ GREEN ___ BLUE ___ BLACK ___

Please fill in the appropriate information and bring this form to the meeting or mail it in with \$5.50

TO: Phil Dawson _____

1995 BELMONT CAR SHOW September 17, 1995

The granddaddy of all one-day car shows did not disappoint anyone this year! It was a Lulu! There were 970 cars in attendance this year -- an improvement of about 100 over last year. Cars of all description lined the streets of Belmont Shore for 15 blocks or so, to be admired by an estimated 50,000 people. The crowd was obviously there to enjoy the beautiful day.

There were actually nine Minis in attendance including two race-prepped cars traltered in by Bill Zeidlik. The Minis were at the Livingston St. end of the show and attracted admiring glances from both young and old (as usual). Every time I tried to leave the area to check out the show I was stopped by people with all the usual questions. It was well after Noon by the time I got to take a look at the show myself.

KRTH radio was broadcasting from midway down 2nd Street and had contests and prizes continually throughout the afternoon. They drew quite a crowd giving away tickets to concerts and K-Earth Tee Shirts for correct answers to Rock & Roll trivia questions.

The day was bright and sunny and those that attended (participants and spectators alike) had a great time. If you did not attend -- well, maybe next year.

Drive Safe !!

Bob Amaral

THE FALLBROOK RUN

October 15, 1995

This run has always been one of my favorites but was cancelled last year because of lack of interest! Just barely went off this year with three cars in attendance (a fourth car joined us in Temecula). We had a good day for it -- warm but not hot. The water hazards usually associated with this run were non-existent this time. All the roads were very dry. Bruce Brewer was our "Roadmaster Supremo" for this one. He is quite familiar with the twists and turns of this area and always maps out an outstanding run, this one being no exception.

Our pace was slower this year and gave us a chance to peruse the scenery as we enjoyed the twists and turns of DeLuz Road (among others). Four cars is not what you would call an "outstanding turnout" -- but then, those that did make it, myself included, enjoyed it immensely.

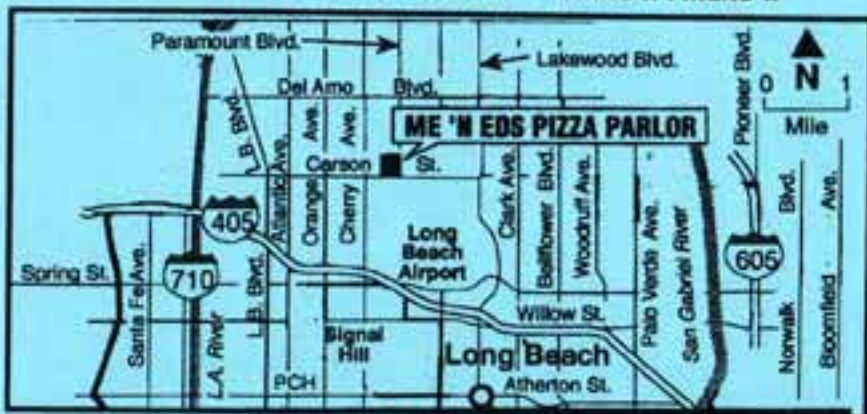
The participants included Bruce & Emily Brewer; Pres. Phil Dawson, John Klure and Kay who joined us with friend Michelle and myself with friend Tom Shaw (who was recuperating from the previous day at Willow Springs where he suffered wind and sunburn).

Although we enjoyed a slow pace, the run was not without a touch of excitement provided by John Klure on his very first Mini "run" with the club. It seems John decided to entertain us with a 180 degree spin. No harm done or metal bent, just a slight misjudgment. As John explained it "I was just enjoying myself coming off that last turn; visions of myself as Sterling Moss when quite suddenly everyone else stopped for the Stop sign. I immediately hit the brakes -- a bit too hard, I guess!" There are others in the club who (on this same exact spot) have done the same thing. John. Glad to report that there was no harm done. Kay might disagree with me about "no harm" as she appeared to be still shaking when we got to the lunch break!

Good roads -- Good folks -- topped off with a Good lunch -- Good Run! Thanks Bruce.

Bob Amaral

DONT FORGET !! THE THIRD WEDNESDAY OF EACH MONTH !!
OUR REGULAR M.O.A.L.A. MEETING -- BRING A FRIEND !!



MINI MARKETPLACE

ADS IN THE MINI MARKETPLACE ARE FREE, AND RUN FOR 3 CONSECUTIVE ISSUES, UNLESS YOU SPECIFY OTHERWISE. DEADLINE FOR THE NEXT ISSUE IS DEC. 20, 1995 AND SHOULD BE FAXED TO US AT (714) 894-9585 OR YOU CAN SEND IT TO US AT THE USUAL ADDRESS.

- (1) FOR SALE: MINI V8100, Austin America Parts; and various other car related junk -- "leasant prices (make offer). Generators, regulators, camshafts, valves, rockers, oil pumps, pulleys, starters, distributor drive gears, manifolds, valve covers, timing chain covers, fly wheel housing, Head Lt rim, Tail Lt fix, Hub caps. -- Lots of other stuff! (Note this ad condensed by editor) Contact Curt: ()
- (2) FOR SALE: 1968 AUSTIN MINI VAN -- Pearl Purple/Black. Less than 150 KM, since full race restoration, 179 H.P. on NOS. Everything included. Overkill Fast. Over \$30,000 spent on restoration. Will Sell for \$17,000 Cdn. or \$12,000 U.S. Best offers will be considered. Contact Kayr Wile () (Home/Fax). (Ed. Note: Full spec sent with this ad -- too much to list. For Further info Contact Bob Amaral.
- (3) FOR SALE: 1964 Austin Mini Pick-Up. Red in color Black & Red bed cover, sun roof, gold anal. rims & new Bridgestones. Newly reb'd 1275cc eng. with new 1-1/2 5U/a (1200 mi. on reb'd). Koni shocks, disc brns, custom black canvas cover, 11g. gmul elect system w/alternator. New Kokoe interior trim. \$8,750 050. Call Ray at ()
- (3) FOR SALE: 1966 "TRUE" AUSTIN COOPER 'S' -- Mechanically brand new. Weher carb; dry suspension. New tires and Miniflites. No rust. Body strong and straight. Many extras. \$12,500 050. Call Dan Eves or Wade at ()
- (3v) WANTED -- 4 Original Cooper 'S' steel wheels Call Malcolm ()
- (3) WANTED -- Fuel Cell; Straight Cut; Gearbox & Small Steering Wheel. Call Peter at ()
- (1) WANTED -- Fortech Flares -- Manifold for 40 DCOE Weher (sole draft). Call Eric ()
- (1) WANTED -- MINI "S" -- Prefer original/stock appearance or nice resto. NO JUNK please. Car will be used for weekly T.V. series and in commercials. Will pay fair price (and intend to keep car myself). If you have one (or know of one) please call Curtis () or page at () or fax ()

NOTE: See Page 15 for an addition to the Mini Marketplace.

NOTE: The numbers alongside each ad reflect the number of of times the ad has run in the Mini News. If the number is a "(3)" the ad will be dropped unless I am contacted before the next issue. If the number is a "(3v)" it means the ad has run 3 times but has been extended by the advertiser.