

MINI NEWS

The Official Publication of:

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

TOGETHER AGAIN...



MINI MEET WEST

LONG BEACH, CA

• 1996 •

MINI MEET WEST 1996 Official Tee Shirt Design

VOLUME 32-1

Jan., Feb., 1996

THE PRES SEZ

GUESS WHO? Yeah, it's me, Phil. Apparently everyone thinks that I am doing a fantastic job as president, as I couldn't find anyone to run for the office. (Yeah, RIGHT!!) Well, anyway, I guess you are stuck with me for another year.

The Topanga Turkey run was a HUGE success. Rob McKeown was the roadmaster and he turned it into an unmanned poker run. It was great!! Of course, the fact that my daughter Jennifer and I won helps! But seriously, I know that Rob put a lot of work into it and I really appreciate it.

The Christmas party was not a huge success (as far as numbers go) but I think all who attended had a good time. Jeanne Ross paid us a surprise visit from Northern California -- what a great surprise!! It was really good to see her again.

The smaller turnout meant lots of food and door prizes for everyone, so for those who couldn't make it -- THANKS! Speaking of door prizes I would like to thank Pam from Avonbar for the beautiful sweater (jumper); Laurie from Mini City for the three \$10.00 gift certificates; Chris from Mini Mania for the two books and two pins and Bill from Mincomp for the two tee shirts. They certainly added greatly to the festivities. Thank you very much.

MINI MEETWEST '96 planning seems to be going well, although it is kind of hard to tell at this point.

I hope that everyone had a Joyous Holiday Season. I know I did. My mother flew in from Laredo TX. to spend the holidays with me. Thanks Mom.

I am sure Bob will remind you elsewhere in this newsletter that dues are due NOW. For those of you not on one of the planning committees, sending your dues in promptly will be your way of helping with Mini Meet '96.

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

PRESIDENT
Phil Dawson



NEWSLETTER
EDITOR
Bob Amaral

MOALA
24 Hour Fax

CLUB NOTES

In an effort to make the newsletter more readable I have decided to change the type face used. I would be interested in any reaction to this change (pro or con) and would appreciate a call from anyone wishing to voice an opinion.

There are two corrections to the member's phone list. Bill Rogers phone number is listed incorrectly. It should be: (805) 498-0846.

Also listed incorrectly is Robert Smith - His number should be (909) 352-0409.

If anyone else out there is listed incorrectly, please let me know and I will run a correction in the Mini News so that other members can make the corrections on their lists.

CSCC SOLO II HOTLINE -
SOLO I INFORMATION -
SCCSCC INFORMATION -

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

MiniMania

31 Winsor St
Milpitas, CA. 95035
(408) 942-5965
FAX (800) MANIAC1

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COMPETITION



CALENDAR

JANUARY

WED., Jan 17, 7:30 p.m. REG. M.O.A.L.A. Meeting Me 'n Eds., Lakewood See Map elsewhere this issue

SUNDAY Jan 21, 9:00 a.m.-- THE PALOS VERDES RUN. Meet at California Harley Davidson parking lot; 1517 Pacific Coast Hwy, Harbor City (PCH between Normandie & Western) Bring a picnic lunch, or, fast food near park at end. Bocci tournament planned at finish

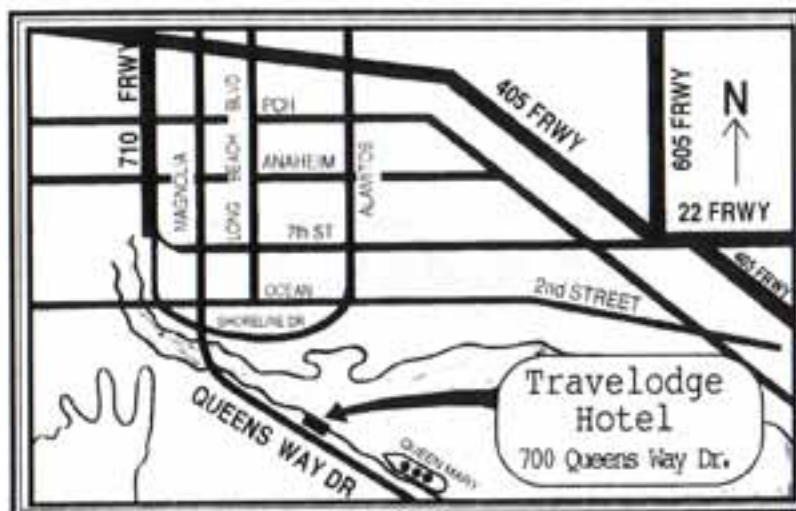
SUNDAY, Jan 28, 12 NOON Mini Meet West Planning Committee Meeting Queensway Travelodge, by the Queen Mary. **EVERYONE WELCOME** -- See Map below

FEBRUARY

WED., Feb. 21, 7:30 p.m. REG. M.O.A.L.A. Meeting Me 'n Eds., Lakewood. See map elsewhere this issue

MARCH

WED., March 20, 7:30 p.m. REG. M.O.A.L.A. Meeting, Me 'n Ed's., Lakewood. See map elsewhere this issue



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 -- or Bob Amara!

RACING NEWS

By Mark Smith

Well, 1995 ended with a bang. With the SCCA Runoffs history, and MinComp's Bill Gilcrease bringing home a hard earned 4th overall, attention was turned to the Palm Springs Vintage Grand Prix. Palm Springs is the second biggest Vintage Auto event on the West Coast next to the famous Monterey Historic Races, but unlike Monterey, the Palm Springs people let the Mini race! The '95 version of the PSVGP was an ideal proving grounds for the Mini. Tight and very twisty, a great handling track, with little emphasis on power.

In Vintage Racing, the Mini runs in 2 different classes, one for the stock prepared under 1275cc cars, while the other is for the big bored motors approaching 1400cc plus. In the F Production race, for cars under 1275cc, with a total of 38 entrants, Graham Reid of Costa Mesa brought his '62 Morris Mini home 10th place overall, 6th in class. Gary Johnson finished 19th overall, but 1st in class in his full stock prepared '67 Austin Mini. Other participants in this race were Arnold Moss of Palm Springs in his '67 Morris, as well as John Burnham of Beverly Hills in his '67 Austin Mini.

In the over 1275cc race for Minis, the only entrant was Eric Allard from Sun Valley. Eric had an interesting weekend, putting a hole in a motor, but luckily having a spare. Starting from the back of a 30 car field, Eric managed a 5th place finish, pretty impressive. Eric said next year look for 2 Allard prepared Minis racing, as one will be available for rental. Sounds like a good time!

As for 1996, here is the latest schedule as I have it, with dates subject to change:

VARA VINTAGE

- | | |
|-------------|--|
| FEB 3 & 4 | Driving School - Streets of Willow - Rosamond |
| Feb 23 & 24 | Phoenix International Raceway - Phoenix |
| Mar 23 & 24 | Willow Springs International Raceway - Rosamond |
| Apr 20 & 21 | Las Vegas Speedway Park - Las Vegas |
| Mar 17-19 | Spectator event at Pomona Fairgrounds (Closest event!) |

SCCA

- | | |
|-------------|--|
| JAN 13-15 | Double National - PIR - Phoenix (look for MinComp/Tortech) |
| Feb 24 & 25 | Regional Willow Springs (Probably no Minis) |
| Mar 23 & 24 | Regional Buttonwillow (Bakersfieldish) (Track Grand Opening) |
| Apr 27 & 28 | Regional Buttonwillow (Possible Mini warm-up for Natl.) |
| May 25-27 | National Willow Springs (Should see the MinComp Mini) |

The dates are only as current as the time they are printed, but look for a Vintage event at the Tustin Marine Base in July, and possibly a temporary street race in San Luis Obispo in the Fall. Looks exciting and Fun! If you've never seen a race, the Mini drivers really enjoy the support, and who knows, you might even get your hands dirty!!!

Want to Race? Want to Work? Want to Watch? Call Me:

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, Inc

ORTEGA FINES TO BE INCREASED

TRAFFIC: Three rural roads are part of a pilot program in a bill signed by Gov. Wilson

By Cheryl Downey

The Orange County Register

Lawbreaking drivers caught on Ortega Highway's curves this year will pay a steep price: higher fines, some double the penalty.

Gov. Pete Wilson signed a bill recently that requires Ortega (74) Highway and two Northern California highways to be posted as "double fine" zones in an effort to lower accident rates on the winding, rural roads, known for their deadly crashes.

"This new law will hit dangerous speeders in their pocketbooks," said Ed Matovcik, spokesman for the bill's author, state Sen. Mike Thompson, D-Santa Rosa.

Thompson was concerned about "killer highways" such as Highway 37 in Napa and Sonoma counties, nicknamed "Blood Alley" because of 30 fatal head-on crashes in five years, Matovcik said. Highway 4 in Contra Costa County and Ortega Highway were added to the three-year pilot program to determine whether steeper fines for certain offenses would reduce accidents.

Ortega's double-fine zone, which takes effect Jan. 1, will stretch 16 miles from the San Diego (I-5) Freeway to the Riverside County line. The California Highway Patrol typically cites 700 to 800 motorists there annually.

Motorists caught tailgating or passing unsafely will pay \$130 in fines and penalties, instead of \$103. Speeders exceeding the limit by 15 mph or less will pay \$103 instead of \$76. Misdemeanor drunken-driving fines will double, to more than \$2,000.

Controlling speed is an issue down there," said Joe Hecker of the local California Department of Transportation office. "We've had our share of accidents because it's windy and because motorists don't want to pay attention to speed limits.

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WHILE SUPPLIES LAST !!!!!

PLEASE DO NOT FORGET TO PAY
YOUR 1966 MOALA DUES

I know dues are mentioned elsewhere in
this issue but It does not hurt to mention
them again.

PLEASE SEND YOUR DUES IN NOW!

SUPPORT

MINI MEET WEST

**MOSS MOTORS &
VINTAGE AUTO RACING ASSOCIATION
PRESENTS**

RACE CARS SHOW CARS DAILY DRIVERS

WEST COAST BRITISH EXTRAVAGANZA

**All British Car Show
MG / Triumph Challenge Race
Mini / Sprite Challenge Race
All VARA Race Groups As Well
AN EVENT YOU CANNOT MISS !!**

**When: June 15 & 16, 1996
Where: Buttonwillow Road Circuit (Near
 Bakersfield, CA.) New State of the
 art, 3-mile Road Course (20-turns)
 700 Paddock spaces, RV hookup**

IT WILL BE FANTASTIC !

**Concourse: Participation Fee \$20.00 per person
 & Includes entry, Sat. Night BBQ and
Daily Driver Track Drive.**

**Races: Requires license and car eligibility
 Normal VARA Fees**

For entry forms send self-addressed stamped envelope to:

Dan Longacre

FROM THE EDITOR'S DESK

A few things to mention this time around. First, and foremost, Mini Meet West dates: July 26, 27, 28. I told someone that this information was in the last newsletter -- I was wrong -- nothing about dates in that one (sorry 'bout that).

On the cover of this issue is the "logo" for the meet selected by vote at the Christmas party. The layout that received the most votes showed three Minis alongside the queen -- this artwork was deemed by the silk screener to be "unsuitable" for a Tee-shirt because it was composed of "halftones" and would appear "muddy" on the Tee-shirt. We wouldn't want "muddy" shirts, would we!

So we had a decision to make -- we decided that the second place design be used. The second place design was executed by Rich Warnock who anxiously awaits the first issue of his Mini World subscription (the prize for the winning design). Thanks Rich for a great job on what is going to be a beautiful commemorative Tee-shirt for our get-together by "the Queen". The black and white reproduction on the cover does not do the color version justice, of course, but I wanted everyone to get a general idea of what the final design was. In color the design is quite striking! Thanks to all who submitted artwork -- we do appreciate you all taking the time and effort to participate.

The planning committee for MMW '96 is moving along inexorably towards the July deadline. Progress is 'slow but steady' and your committee is dedicated to giving everyone the best meet we possibly can. We have a time, a place, a logo -- SEE !! We are doing something!!

Speaking of the planning committee -- we will be meeting at High Noon on the 28th of January at the Travelodge for another concentrated planning session. If anyone would like to join us to have a look at the "digs" -- or to put in your "two cents" -- please, feel free to do so. See the map (Pg. 4).

Another thing that I wanted to mention was EVENTS! We need to plan more events for 1996. So far we have January covered with the Palos Verdes run -- but that is it. Does anyone have any ideas for events for the coming months?? Any suggestions would be more than welcome. Come to the meeting with your plan in January; or call Phil; or call me !!

Last, but not least, I hope that everyone had a great holiday season and wish everyone a very Happy New Year. 1996 -- our 32nd Year !! -- MINI ON !!

Drive Safe !!!

Bob Amaral

The Topanga Poker Run Roadmaster - Rob McKeown

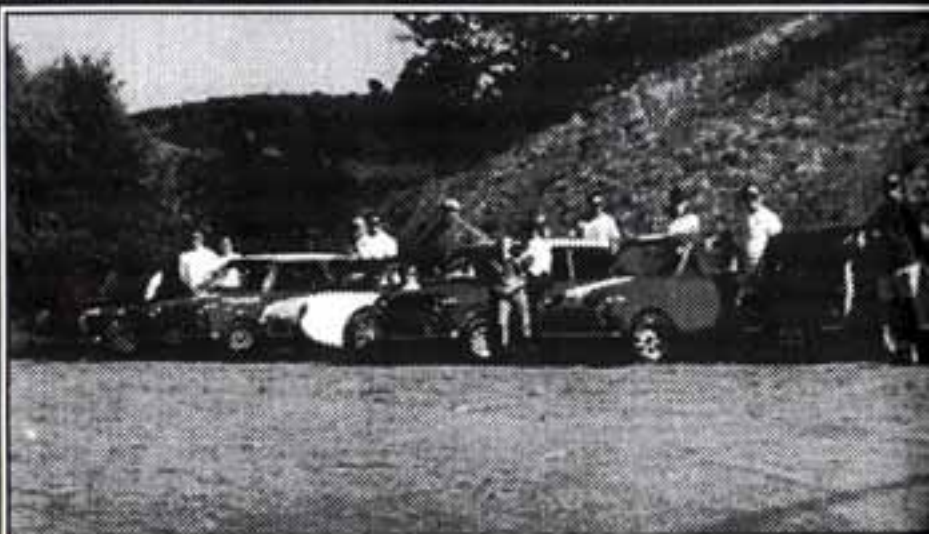
I have not missed a Topanga Run since 1986 and have to say that this was the best of them all. For one thing, it was *different*. It was set up as an "unmanned poker run" and required a lot of pre-planning, pre-running and time spent by our intrepid roadmaster. Rob did a great job laying out a run over some roads that I have never seen before (*some really exceptional roads*).

The concept of the unmanned poker run was mentioned earlier by Rob and, at the time, I hoped it would not "scare off" folks who do not show up at any event that has the word "rally" associated with it. No fear of that -- we had a great turnout. Eleven cars!! Not bad for MOALA members.

The weather also cooperated. Lots of sun, cool by the ocean and downright warm by mid-run. Rob sprinkled sealed envelopes with cards in them at various points throughout the run and gave us our packet of instructions at the start. The instructions were clear, concise and to the point. There were three sheets of instructions (even a cover sheet!) and the instructions were all interspersed with Rob's good-natured humor.

Here is an example straight from the instruction sheet:

"Now passing Zuma, the beach preferred by most valley



THE LINEUP OF PARTICIPANTS at the Rock Stop
excellent preparation, planning and hard work s

girls! Named after the great Aztec King Zuma. Not part of rally (but educational, eh?) Look for Baywatch chicks (girls with big hair)."

Of course I did get slightly "lost" -- missed one envelope -- but you all know by now that I am famous for it. I have always figured that getting lost is really the best part of any run!

One advantage of the unmanned poker run was that you could run at your own pace. Decker Canyon Road started the foray into Topanga's twisties (a road I had never seen before). It's a beauty! As Rob put it in the instructions: "Please note that this part of our unofficial rally is not for the faint of heart. Proceed only if your life is lacking challenge and adventure!! Speed limit is 35 mph. OBSERVE IT. Watch for rocks and lizards on highway."

The official "winner" of the unofficial rally was Phil Dawson and daughter/navigator Jennifer with a hard to beat Full House (Aces over nines!!).

Our roadmaster promised us a fun day and he certainly delivered on that promise. Rob's wife Lisa ran the course in his Mini and said she only had to stop twice "to let the kids throw up".

Thanks for a great ride Rob.

Drive Safe
Rob Amaral



The run was, in a word, "exceptional" due to Rob's putting up this "Unofficial, Unmanned Poker Run"

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

YOUR MINI MEET WEST 1996

PLANNING COMMITTEE MEMBERS

CONCOURSE: Tony Swisler; Tony Pearson, Larry Cox, Rob McKeown

RALLY: Mark Smith

MODEL & PHOTO CONTEST: Phil Dawson, John Klure & Kay DuFur, Barbara Zeidlik, Brad Thornton

RC RACES: Larry Cox, Chris Thornton & Brad Thornton

FUNKHANA: Brad & Chris Thornton, Larry Cox, Tony Swisler

AUTCROSS: Willy Hugron, Jeanne Ross

KIDS ACTIVITIES: Lisa McKeown, Christine Travers, Willy hugron

PINEWOOD DERBY: Lisa and Rob McKeown, Bill Zeidlik, Remone Naji

BANQUET: Willy hugron, Chris Travers, Bob Amaral

COMMITTEE OVERALL PLANNING: Willy Hugron

The above list is being published to give you all an outlet for your suggestions for MMW '96. If you have any ideas or helpful information call on these people and bend their ear -- all numbers are listed in our phone list -- be sure to call at a reasonable hour !! We can use all the help we can get, and more !! CALL NOW!!

DRIVING THE MINI

By John Aley

In the late summer of 1959, when the first Mini appeared on the market, most people connected with motor sport formed the opinion that here was a car with a useful competition potential. However, several of those who tried them in competition in the early days were disappointed because, for one thing, the smaller capacity engine did not seem to respond so well to the normal tuning methods which had been successful on the bigger engined A.35 and A.40, and, additionally, the fact that the car drove through its front wheels meant that it was not so easy for drivers who had been brought up on more conventional cars to use all the additional performance.

I must admit it was the front wheel drive aspect which made me dubious about the car at first, for although I had had considerable experience earlier with Citroens and Auto Unions, both of which I found excellent in the road holding department as far as normal motoring was concerned, I was very doubtful whether this could be really effective in racing conditions.

At this time we had all been brought up on the old belief that with a front wheel drive car it is fatal to ease off the throttle in a corner. "Keep your foot down" everyone said, "and you must go round." Fortunately with my Light 15 Citroen, this had always got me out of trouble, but I had a nasty little nagging fear that in the hurly-burly of close English type racing there would be occasions when it would not be possible to do this and we should all go flying off into the middle distance as a result.

In 1960 I found myself racing an A.35 in "group nothing" English events, with a standard Mini Minor as a road car. More or less as a joke, I entered the Mini in the May Silverstone meeting and, as a result of keeping my right foot firmly glued to the floor, as this seemed the lesser evil than the unknown terror that would beset me if I eased off, I achieved overnight fame by overtaking all the Ford Zephyrs in one foul swoop on the outside at Stowe. I am not quite certain to this day who was the more surprised, they for being overtaken, or I for staying on the road while I did so! A week or two later, however, on the same circuit, my wife proved the fallacy of the "keep the power on round the bend" theory, when she entered Woodcote far too quickly, remembered not to

CONTINUED ON PAGE 14

ease off, and the understeered straight into a very solid earth bank to the detriment of the car and herself in consequence.

Of course, what we had not appreciated in these early days was the basic principle that a front wheel drive car understeers under power, and oversteers on the over-run. Translated into more practical terms, it means that with F.W.D., if we go into a corner with sufficient lock on to follow the radius of that corner without turning the wheel at all we can make the car either run wide by keeping the power turned well on, or alternatively make the car follow a sharper radius by taking off the power and letting the engine over-run.

This is in complete contrast to the average car with its engine at the front and drive at the rear on which, nowadays, the suspension geometry is designed to produce a steady understeering effect. This makes for stability at normal cruising speed on a straight road and overcomes the effect of sidewinds or rough surfaces, but it does mean that when a corner has to be taken there is more effort required on the part of the driver who has to apply more lock to the front wheels to keep the car on a given radius and prevent it running wide. In most R.W.D. cars the application of power in a corner tends to create instability with the whole axle hopping around and generally makes fast driving exciting, to say the least. The Mini would probably handle well, no matter where the engine and driver were placed, for it is an honest square box with a wheel at each corner and a low centre of gravity, but where the front drive is so pleasant is in the fact that it makes it such a forgiving car and one that can be driven fast with a minimum of effort, and the maximum amount of safety. When all is said and done, a driver's natural reaction, when he finds himself going into a corner too fast, is to take his foot off the loud pedal and this, with the mini with its "over-run, oversteer", is the very thing that helps to get it round the sharp corner.

Having grasped these basic principles of front-drive handling, it is comparatively simple to apply them to racing. Here it is important to leave the corner as quickly as possible, for the exit speed will effect the speed along the whole of the following straight and thus will have much more effect on lap times than the speed at which the corner is entered. The common mistake with beginners in racing is to drive very hard into a corner with the result they are losing speed and still trying to get the car under control at a point where they ought to be accelerating hard

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, S 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 Pirellis on powder coated 4 1/2" steel rims for street and 4 Yokohama 6" 008'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

*VOLUNTEER YOUR TALENTS NOW !!
FOR THE ORGANIZATION AND PLANNING OF
MINI MEET WEST '96*



MINCOMP Racing Service

- * STILL HERE TO SERVICE YOUR MINI NEEDS WHILE THE OTHERS HAVE COME AND GONE
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746-F West 17th Street, Costa Mesa, CA. 92627 (714) 650-3058

to get the maximum exit speed. Naturally this sort of cornering looks very spectacular and in most cases makes the driver think that he is a real ace, for it appears that he is overtaking other cars in the turn itself and losing them on the following straight, a fact that he is happy to blame on his car or his luckless mechanic.

I have found that with a Mini the fastest way through the corner is to turn in rather earlier than one would expect, and use the natural oversteer from the braking and over-run to put the car at an exaggerated angle so it would appear to be about to follow a radius very much sharper than the actual corner itself. At this point it would seem that the car is going to cut across the apex of the corner well into the infield but this compensates for the understeer which will be experienced as soon as power is supplied. The faster and more powerful the Mini the more the understeer, and the greater the amount of exaggeration required on the entry into the corner to compensate. A normal Mini with something like even tyre pressures at the back and front has to be given quite a decided tweak into the corner to get it at the right angle to allow the power to be put on reasonably early and, even so, with any quantity of power, the understeer is such that the tyres will tend to scrub on the road surface, wasting power and speed. To overcome this it is desirable on a competition car to have a bigger differential between the front and rear tyre pressures. Without going too deeply into technicalities it is sufficient for our purpose to realise that the less a tyre is inflated the more will be the deflection of the walls under cornering pressure, leading to a greater slip angle and hence a bigger degree of oversteer. Unless there has been something really curious with the handling of my car I have always found that a 5-lb. differential between the front and rear was sufficient to produce a neatly balanced effect although in this respect there are many drivers who like a bigger one. In theory a bigger differential, so there is practically no understeer at all, does allow for power to be turned on to its fullest extent all the way through the corner, but it has the attendant disadvantage of producing enormous oversteer on anything but full power. This can be most embarrassing under racing conditions when it is often necessary to back off slightly in a corner to avoid another competitor, and I always feel that with this kind of setup the time lost chasing your own tail more than offsets the advantage you may gain on corners where you have a clear road.

WHOOOPS !!

(Author Unknown)

The FAA (Federal Aviation Administration) has a device (similar to a bazooka) for testing the strength of airplane windows. They point this thing at the windshield of the aircraft and shoot a dead chicken at about the speed at which the aircraft normally flies. If the windshield doesn't break, it is likely to survive a real collision with a bird during flight.

The British had recently built a new locomotive that could pull a train faster than any before it. They were not sure that it's windshield was strong enough, so they borrowed the testing device from the FAA, reset it to approximate the maximum speed of the locomotive, loaded in the dead chicken, and fired. The bird went through the windshield, broke the engineer's chair, and made a major dent in the back wall of the engine cab.

They were quite surprised with this result, so they asked the FAA to check the test to see if everything was done correctly. The FAA checked everything and suggested that they might want to repeat the test using a thawed chicken.

OOOOOOOOHHHHH!!!

**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 Feb. 20 1966 AND SHOULD BE FAXED TO US AT _____ OR YOU CAN SEND IT TO US AT THE USUAL ADDRESS.

(2) FOR SALE: MINE; MGT100; Austin America Parts; and various other car related junk -- Cleanout prices (make offer). Generators, regulators, camshafts, valves, rockers, oil pumps, pulleys, starters, distributor drive gears, manifolds, valve covers, timing chain covers, flywheel housing, Head Lt rims, Tail Lt flst, Hub caps. -- Lots of other stuff! (Note this ad. condensed by editor) Contact Curt:

(3) FOR SALE: 1968 AUSTIN MINI VAN -- Pearl Purple/Black. Less than 150 KM, since full race restoration. 179 HP, on 808. Everything included. Overkill List. Over \$44,000 spent on restoration. Will Sell for \$17,000 Cdn. or \$12,200 US. Best offers will be considered. Contact Keirr Wills (604) 921-8908 (Home/Fax). (Ed. Note: Full specs sent with this ad -- too much to list. For further info Contact Bob Amaral.

(5) FOR SALE: 1966 "TRUE" AUSTIN COOPER 'S' -- Mechanically brand new. Weber carb; dry suspension. New tires and Minilites. No rust. Body strong and straight. Many extras. \$12,500 OBO. Call Dan Eves or Wknds at _____

(1) FOR SALE: 1964 LTD Morris Mini, 1800cc America org ICB header & RC. 40 cdx, 15 row oil cooler, 4-spl, 4/synchro, Mountney leather str wheel, Boker dash, MK-2 Cooper S speedo, Integra front seats, White w/blue racing stripe, Glass tilt front end, II-4 bella headlamps, Yoko D08's, Koni shocks -- Lots of extras. Asking price \$6,500. Call Jeff or Shelley Harris *

(2) WANTED -- Fortech Flares -- Manifold for 40 DCCO Weber (side draft). Call Eric.

(2) 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 (805) 498-3886 or page at _____ or fax (_____

(1) WANTED -- 1 5X10 4-spoke Revolution wheel -- also -- Right hand Cooper S Brake Caliper. ALSO: 1275 Crank. Call Larry

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 "(3X)" it means the ad has run 3 times but has been extended by the advertiser.