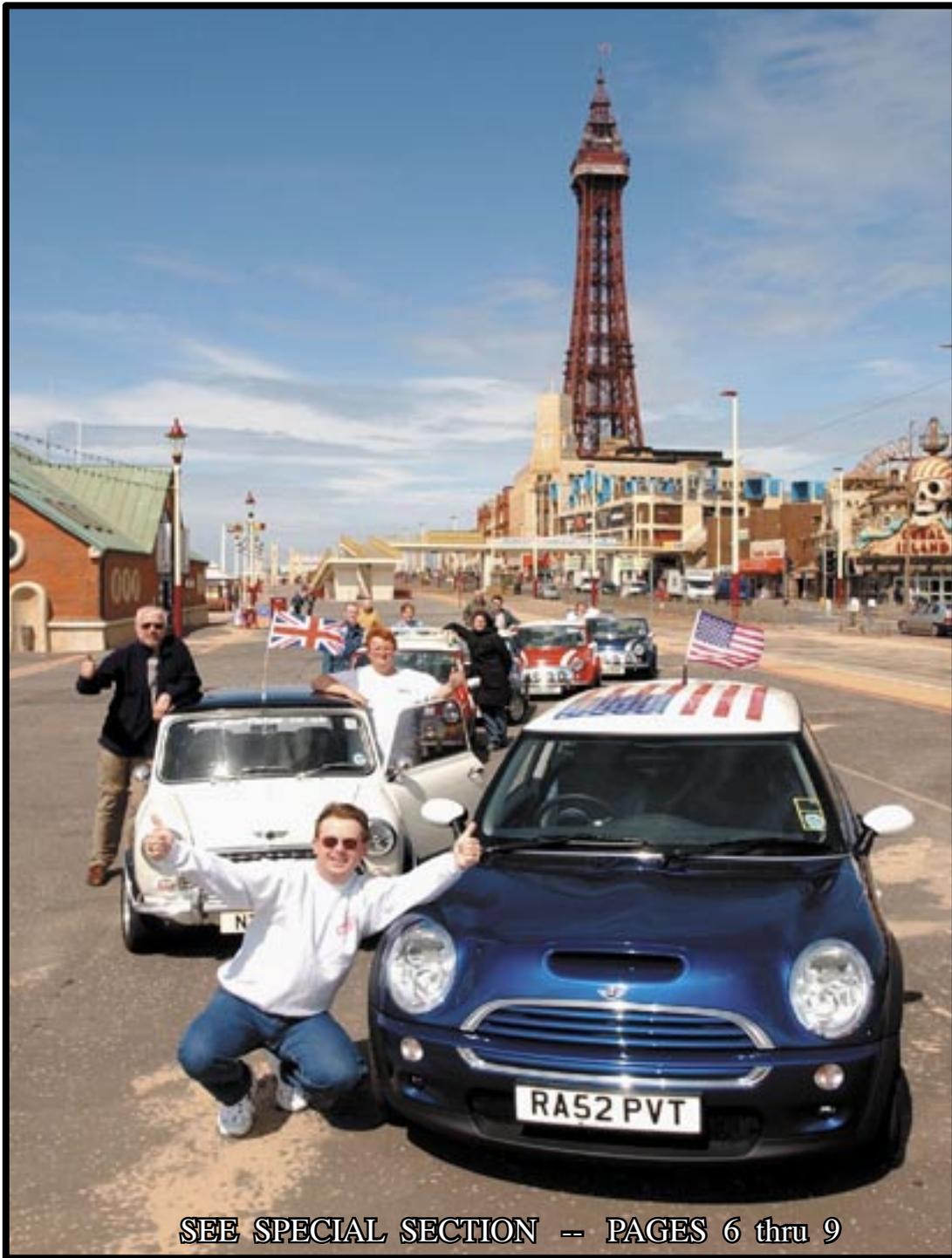




# MINI NEWS

Official Publication of the Mini Owners of America, Los Angeles . . . July/Aug. 2003



SEE SPECIAL SECTION -- PAGES 6 thru 9

## Motion Picture and TV Retirement Community MINI CAR SHOW --- June 8, 2003

Thanks are in order for Gene Novak for all his efforts regarding the show at the Motion Picture and TV Retirement Community. He did not give up when the first scheduled show was bombed out by torrential rains and he had to re-schedule it for this date. It was a really nice show and 30 or so Minis showed up to share their cars with the

would simultaneously be restoring Minis together. They then told me that their sister was also working on her own Mini restoration project -- man -- talk about a family affair!

Thanks go to the retirement community for letting us show our cars and thanks to those that showed up and made

the event a success. Most of all -- thanks to Gene who is already talking about making this an annual affair.

Take care ---- Drive Safe  
Bob Amaral

PS: Anyone who attended this show can request a copy of the photo below and I will print you one in color. --- Bob



June 8, 2003 -- Motion Picture  
TV Retirement Community  
MINI CAR SHOW

residents of the retirement community. There were three or four new MINIs in the group.

The residents got a real kick out of our little cars and many of them came out for our presentation. There was also a table of "goodies" set up for us. Coffee and soft drinks; donuts (lots of donuts) and bagels for snacks. It was very nicely done.

I spoke with Jay and Jeff Sadbad from North Hollywood who showed up in their restored classic Minis. What makes these two unusual was the fact that they are brothers and both restored their cars at the same time. Jay's silver '68 and Jeff's blue '73 were both extremely well done. I thought it interesting that two brothers



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## Editor's Ramblings

As you can see by the size of this newsletter, the club has been BUSY. No shortage of copy this time around. I have added a special section -- pages 6-9 to showcase Mike Walsh's trip to England and his participation in the "Tower to Tower" rally. Be sure to check it out.

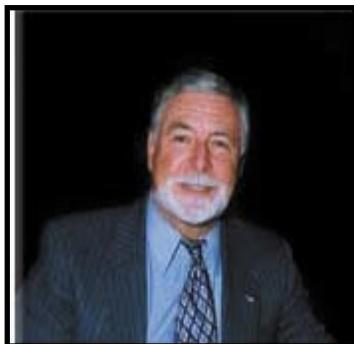
We were trying to find a way to do this newsletter in color but the cost ended up being prohibitive. We are still looking at the possibility for the future. We also want to put the newsletter online so that members can call it up at will from our web page. So far this is still in the "talking about it" stage.

There are many events upcoming, also. I have copies of registration forms for the Braille Rally (July 19) and Mini Meet West (Aug 11-15) available to those who need them.

If you are thinking of participating in the Braille Rally; It is

one of my favorite events of the year and once you have experienced it for yourself you will see why.

Mini Meet West, of course, is the premiere event of the year for Mini owners and if you can make it up to Victoria, BC, I can heartily recommend



PHIL WICKS

it. It is a beautiful area of Canada and I am sure that the Vancouver and Victoria Mini Clubs will put on a fantastic event.

Recently while corresponding with Karl Strauch (member of the MADMEN in St. Louis, MO.) I found that another member of the club, Phillip Wicks, was the driver of one of the Minis in the classic Italian Job. He has, among his many racing accomplishments, road tested the Lamborghini alongside the likes of Juan Manuel Fangio, Graham Hill and Stirling Moss. His many racing endeavors are too numerous to mention here but he has been racing his entire life and to this day runs a driving school for racing fanatics. He has been involved in building, development and competition with MG, Mini Cooper, Porsche, Abarth, Lotus, Ferrari, Mercedes and AC Cobra, just to

CONTINUED ON PAGE 10

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# The Italian Job - Paramount Preview

I had visions of this becoming a nightmare. Scheduled for a Friday evening just past "rush hour" and in the middle of "get out of town" traffic; I thought we would be about a day and a half just getting there. But I was pleasantly surprised when we encountered few holdups. Just a couple of slowdowns on the 5 freeway and we arrived less frantic than I thought we would.

The event itself was pretty amazing. Two hundred and fifty Minis (and I believe that estimate was conservative) all together at once for the premiere of the Italian Job. That makes it the largest Mini event ever in the U.S. Pretty impressive.

All of this and In-n-Out Burgers; popcorn; sodas and a red carpet too! This was all courtesy of Paramount Studios. Thanks a lot Paramount for putting this all together.

Speaking of the folks at Paramount -- the people there who were helping to get the cars arranged properly for the "drive-in movie" showing seemed to be having about as much fun as all the Mini owners. One was quoted as saying "Hey -- we see big stars on the red carpet all the time -- but seeing all these great little cars was really a blast!"

There were cars of every description in attendance. And not just local yokels, either! I saw plates from Arizona; Utah; Nevada and I even saw a license plate from Hawaii.

I talked to several people who had driven quite a distance to participate in the premiere and then were returning home afterward. That is pretty awesome -- to drive all that way just to see a movie.

For a Mini owner, I guess it was not any movie, after all. It was THE ITALIAN JOB. As for the movie itself; it was no disappointment to the Mini crowd. The producers really made the new MINIs look good. Even the token "classic" was made to look great -- especially being driven by Charlize Theron.

The film took itself a bit more serious than the old IJ -- but the chase sequence was (like the classic) pretty



MINIs and Minis -- all set up as though they were at a Drive-In movie -- await the start of the Italian Job at Paramount Studios backlot. Over 250 Minis participated in this event. Your Mini was your ticket to this exclusive premiere for Mini owners, 10 days in advance of public premiere.

amazing. I heard that Hollywood Blvd. was closed for 6 days just to shoot the start of the chase scene.

Just like in the original IJ there were three Minis; red, white and blue. They gave their pursuers a pretty good run for their money. (Once again the Minis were loaded with gold bars).

The pace was frenzied and some of the shots of the Minis were spectacular to say the least. Just what we wanted -- an awesome chase scene starring our very own MINIs.

If you missed the premiere -- do not miss the movie -- you will like it -- MINI owner -- or Classic Mini Owner -- it will

be entertaining for either.

**CHARLIE CROKER RIDES AGAIN!!!**

Take Care -- Drive Safe  
Bob Amaral

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# MINI MANIA ULTIMATE MINI CHALLENGE

Mini Mania's Ultimate Mini Challenge is scheduled for October 3-5, 2003, at Mazda Raceway at Laguna Seca. This all-Mini/MINI race on a world-class track will let the Classic Minis and New MINIs duke it out, "mano a mano", and it is destined to be a spectacular weekend! The original Mini Challenge, held in November 2001, broke all U.S. records for the largest all-Mini race in history, with over 50 Classics and a single New MINI racer. Now that more MINIs are in the country, race teams are sprouting up and the grid could end up larger than 2001's.

The race is a "libra class" - there are no technical specifications to meet, and no noise limits, just standard safety requirements. Bring your best tuning tricks and let's see who can bring home the bragging rights!

As part of Laguna's US Sports Car Invitational, the Ultimate Mini Challenge will share the bill with vintage Can-Ams, retired Winston Cup stock cars, and others, to thrill a crowd expected to reach 10,000 spectators throughout the weekend.

Which will mean a lot of visitors for the Mini Corral Car Show. Both Classic Minis - with all its variants - and New MINIs are welcome at the show, which will feature trophies awarded by people's choice judging. And the highlight of participating in the show: exclusive access to Sunday's Parade Laps around the Laguna track! This year the show will be staged in the infield area, between Turns 2 through 5, adjacent to the Vendor Village.

Did we mention there's a Vendor Village? If you have a Mini-related business or tuning garage, this is a great opportunity to get the attention of a whole new group of customers. Booth prices including tent start at a very reasonable \$500 for the weekend. Visit the Mini Challenge website and follow the link for Vendor Information to get the details.

This event is attracting some major sponsorships, which will help spread the fun around for everyone involved. MINI of San Francisco is presenting the trophies for both the Challenge race and the Corral car show; Phoenix Airfreight

and Tire Rack are both supporting the event with advertising; and other major sponsorship deals are in the works! More announcements on the subject will be made in the near future.

**LATEST DEVELOPMENTS:** We have some "bad news/good news" to report for those of you who have been keeping track of the Mini Challenge. First, Laguna's Refund Policy has recently been revealed, to be "\$75 non-refundable deposit, no refunds after July 31". This is harsh, but I have word that those who must withdraw for good reason from the race after July 31 can apply to Laguna for consideration of a waiver to the policy. It must be assumed that Laguna has final say in what constitutes a "good reason".

The good news is that Mini Mania will be giving away sets of Yokohama 165-70-10 tires to FOUR Classic Mini drivers entered in the race! Best of all, the tires will be awarded by random drawing rather than race results, so EVERYONE will have a chance to go home a winner!

And finally, the tentative schedule for the weekend has been posted on the Mini Challenge website, at [www.minichallenge.minimania.com](http://www.minichallenge.minimania.com). The Ultimate Mini Challenge race will be over by 2 p.m. on Sunday - but plan to stick around for trophy presentations at the Mini Mania tent in the paddock (and find out who gets those

tires!)

**FEES AND DEADLINES:** Race entry deadline is JULY 25. Entry fee for three days of driving is \$450, with a \$100 late fee after July 25. The entry fee includes four gate passes for driver and crew. Transponder rentals and additional gate passes are also available. Send your entry forms and fees directly to Laguna Seca; send a copy to Mini Mania to let us know you've entered, and get a free Ultimate Mini Challenge T-shirt.

Entry fee for the Mini Corral Car Show is \$25; you and your crew will also be required to pay gate fees, which are \$20 per person for Sunday only, \$30 per person for Saturday and Sunday. (All "official" Corral activities will take place on Sunday, so you won't miss out on anything except a lot of fun if you can't come on Saturday.) The \$25 fee allows you to participate in the car show judging (classes will be announced this summer), exclusive admission to Sunday's Parade Laps, and an Ultimate Mini Challenge T-shirt. Entry deadline is September 5.

**FOR MORE INFORMATION** - and there's a lot more to say - visit the Ultimate Mini Challenge website at [www.minichallenge.minimania.com](http://www.minichallenge.minimania.com), or call Mini Mania at (800) 946-2642. We'll see you at Laguna!



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# TOWER TO TOWER RALLY

Words & Photos by Michael Walsh

Winter 2002

Alex Richards, barking mad or genius? A question I'd asked myself more than once after seeing some of the improbable event ideas he'd floated on the Mini Spares web site we both frequent. But there was one that immediately stuck a cord with me - Tower to Tower - a charity benefit run that would take 25 Mini teams from Blackpool Tower to the Eiffel Tower in Paris.

Blackpool had been my home for 15 of the 19 years I had lived in the UK. And since emigrating to the US some 22 years ago I had secretly been looking for a reason to go back and visit long lost friends and family. Others were clearly enthused about this particular run too because it took no time



AWAITING the start at the Blackpool Tower in the Northwest of England. Classics & New MINIs alike. My "loaner" in foreground.

at all for the team spots to fill. I was lucky to be in at number 25.

So logistically I had a bit of a quandary, what on earth was I going to drive? I had a road worthy classic Mini, but it was here with me in California and it would be too expensive to ship it to the UK for the event. And then I had two Minis already in the UK being restored, but both were stripped bare shells that I didn't think could possibly be ready in time for the run. Thankfully MINI UK stepped up to the plate and offered me use of a new Cooper S, the only new MINI that would eventually participate in the run. The chance of a week long test drive and the relative certainty of escaping

mechanical difficulties during a very hectic UK visit made accepting the offer a no-brainer, even after also being offered loaner classic Minis by a few of my fellow T2T-ers.

**Friday May, 23rd, 2003**

There were a couple of pre-run events scheduled for the day prior to the off, so quite a few of the teams rolled into town early, myself included. MINI UK had arranged a press call with the local media in the afternoon, and that evening quite a few of the teams were getting together for a cruise down the prom that would culminate in additional fund raising at the Pleasure Beach. Unsuspecting holiday-makers had no chance at keeping their loose change



The eventual destination!

after being set upon by the bucket wielding T2T-ers!

While frolicking down there one of the eagle-eyed group spotted what looked to be an excellent ride - "The Italian Job", complete with overhanging Mini decoration! Imagine the level of disappointment when upon closer inspection it turned out to be a Pizza parlor and not a roller-

the same. A couple of Red Bull girls had turned up in their Mini to distribute magic wake up juice, so by the time that Alex was done with the drivers meeting and other preliminaries we were all wide-awake, overly excited, and completely ready to be away! And what a departure it was - tram, car, and foot traffic alike came to a standstill as the Minis, horns blaring and flags waving, pulled out from the promenade onto

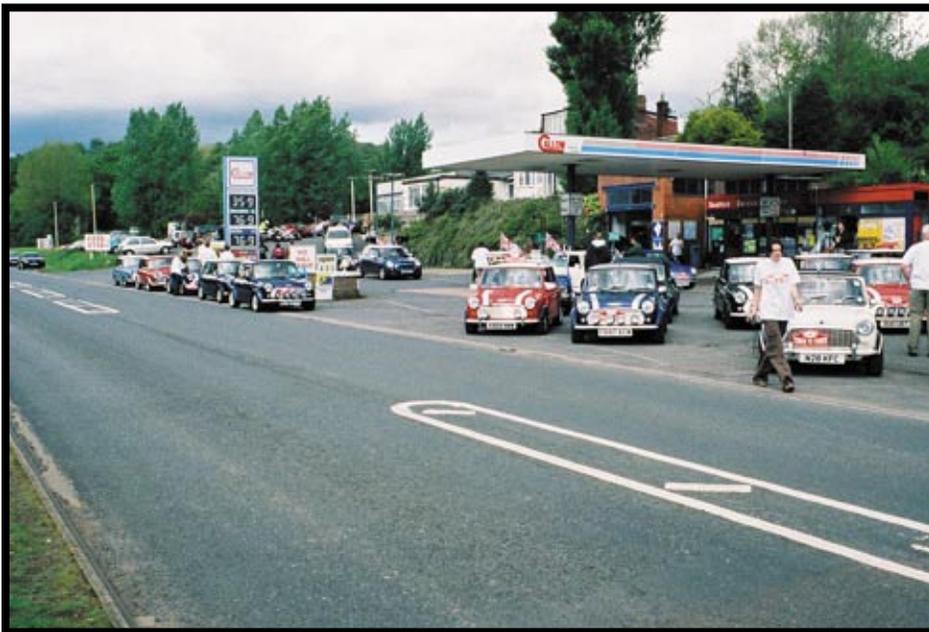
order up that great Northern delicacy the Black Pudding and Bacon sandwich! Yum!

But the damage was done to the days schedule and by the time we eventually found our way to Gaydon it was fifteen minutes to when the British Motor Industry Heritage Museum would close. They wouldn't even let us in for a quick look at the Minis, the rotters! Although I should say that they did allow us use of the toilets, which was very much appreciated.

So after a much needed pit stop, it was decided that we would just hare down to Portsmouth in small groups to be certain that everyone would make it in plenty of time for the ferry departure. And we did, with tons of time to spare. By around 10:00 pm we had all boarded the P&O ferry and made ourselves comfortable for the voyage to Le Havre.

### **Sunday May 25th, 2003**

Someone had warned me at dinner that there would be a PA announcement to wake passengers at 5:00 am so they could be ready to disembark, which I understood would take place at 7:00 am. Even though I was dog tired from the previous day, I did hear the call and got out of bed, though I told myself that I was going to take full advantage of the two hours to wake up slowly. Well, imagine my surprise 45 minutes later when they started calling drivers to their vehicles, What I failed to realize is that I had lost an hour to French time and that I needed to be showered,



THE CLASSIC MINIS were in need of a sip of petrol several times along the way.

coaster! Bummer!

### **Saturday May 24th, 2003**

The T2T-ers all turned up quite a bit earlier than the scheduled 9:30 am departure and the Minis lined up neatly in front of the Cenotaph War Memorial were quite a sight to see. Inquisitive holiday makers buzzed around trying to make out what exactly was going on, and a fair number of official looking vehicles cruised by apparently looking to do

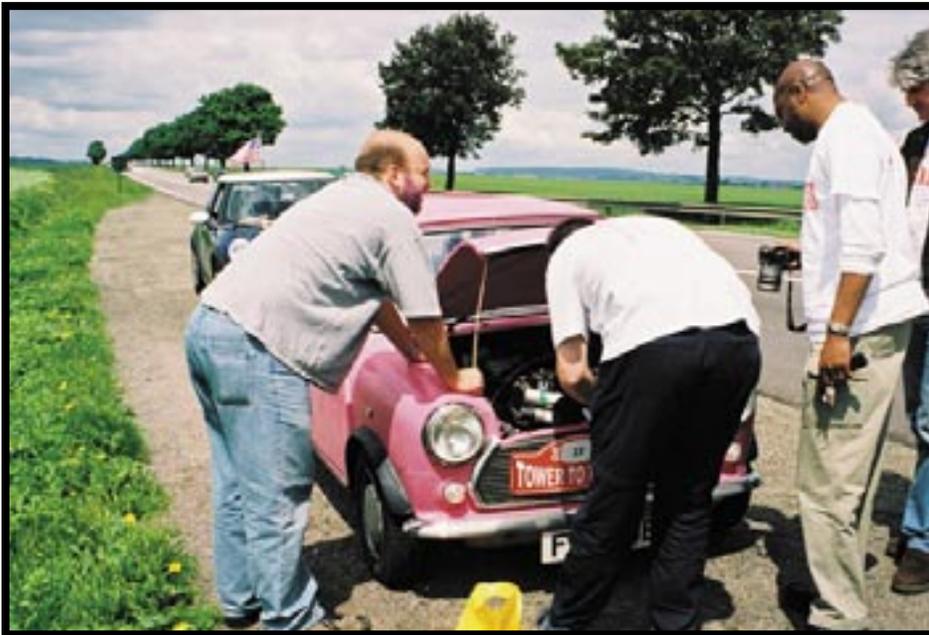
the main road!

And so the parade continued along Northern highways and byways for the next couple of hours, until the Mini that would be known over the weekend as Pink Car started to act up. It was a bad brake cylinder that caused this particular holdup, but it wasn't all bad because we found a lay-by with a mobile café and were able to

dressed, out of my cabin and on the car deck right away! Add insult to injury when the café we were going to eat breakfast at refused service to more than a handful of us at a time. So we were away to Rouen on whatever could be foraged at the first open petrol station we

able to persuade a Kebab shop owner to open a little early for food and toilets. Kebab and chips - the first real meal of the day!

So now the chase for Paris was on, and the vow was no further stops until the Eiffel Tower. All well and good had it not been for Pink Car,



Rally participants offer a helping hand with "Pink Car" along the rally route. After calling for the breakdown truck the problem was sorted out in quick order at a local garage and Pink Car rejoined the group back in Le Havre in time for dinner.

found. Great start to the day!

Otherwise things went pretty well for me on the French roads. I certainly felt more at home, what with the driving on the left and the relatively flat terrain, which was decidedly more American looking than England's rolling hills. And we made a pretty good pace between Le Havre and Rouen, despite accidentally splitting into two groups. While most of us were waiting for the absentees to catch up, we were

which decided to throw an ignition related problem not more than 5 minutes on. It was quickly decided that a small group of us would stay on to help while the rest continued. I was among the ones who elected to stay, but secretly began to think that my chance of seeing Paris was evaporating. However, after an hour or so tinkering the most mechanical of the group had admitted

defeat and it was decided to call a breakdown truck. One T2T-ers stayed on with Pink Car and it's owners and the other three cars headed off to Paris.

Using the motorway helped us close the gap with the other participants and we arrived at the Eiffel Tower within a half-hour of them, missing only the drive around the Arch de Triumph and down the Champs Elysées. We parked up with the rest of the group on the south side of the Eiffel Tower and set about enjoying the Parisian afternoon. Quite a few went up the Tower, a few others went off to find fine French cuisine, and a few more simply stayed with the cars and engaged the locals in polite conversation. I have to say that, despite any concerns I might have had about French anti-American sentiment, I found the locals to be the friendliest I'd seen them in any of my previous visits to Paris! Perhaps it was the Mini thing.

So, after a nice afternoon underneath sunny Paris skies it was time to jam back to Le Havre for our final meal together as a group and a well earned nights kip. And guess who showed up just after we pulled into the hotel car park? That's right, Pink Car! Apparently the problem wasn't quite as terminal as the more pessimistic amongst us had surmised, and they had been towed to a garage where the problem had been rectified.

**Monday May 26th, 2003**

No one seemed to have

any kind of trouble making the 7:30 am departure for the ferry terminal, despite more than a few making a very late night of it. And by 1:00 pm we were back in Blighty and the event was done. We quickly parked up near the ferry terminal looking to say last good-byes, and virtually everyone promised to keep in touch and to reunite next year if there should happen to be a T2T TWO! And if there is you should join us, because it will be one heck of a run!

--Michael Walsh



## MISSION ACCOMPLISHED !!

### BIG BEAR Twin Lakes Tour and Poker Run - June 21, 2003

Saturday June 21st was a gloomy, dreary day -- unless you were lucky enough to join us on our Mini tour to Big Bear.

We started the day in the gloom at the Ontario Mills Krispy Kreme. Seventeen minis showed up, most with two passengers each. After filling ourselves with doughnuts and coffee, it was time to hit the road.

Most of the attendees had no idea of how to get to John and Terri's place. It was decided that we should split into two groups, so no one would be left behind. (This plan worked great, but strangely, the first group to leave arrived second at our destination.) To our delight, about halfway up the hill, we broke through the clouds into clear blue skies.

Upon our arrival, we were warmly

greeted by John and Terri and we were assigned the task of meeting ten new people and writing down their names and their Minis license number. Next up was lunch, which was a delicious spread, including fried chicken and fresh fruit. With full bellies and the nice relaxing atmosphere, I think everyone was ready for a nap after lunch.

But there was no time for that, as our hosts had prepared several things for us to do. We began with a poker tour around the lake, where we made 5 stops to picks cards with the goal of getting the best poker hand. Thinking of everything, they even planned a stop for ice cream.

The drive was nice and leisurely, but the lake was very low, with many of the boat docks laying up on shore several yards away from the water. We

also drove past a tree with hundreds of pairs of shoes hanging from it's limbs. Upon our return, everyone compared their poker hands, and it was quite apparent that Larry Cox and I had a pretty bad hand. Tee-shirt prizes were given out for the two best hands and the worst hand, and we won a t-shirt for the worst hand.

We were then quizzed on what we saw on our tour. Just like in school, I studied everything that wasn't on the quiz. However, your actual score did not matter as these prizes were doled out via the luck of the draw.

Before everyone headed for home, John had one more task for us to complete. We were divided into three groups, given "percussion instruments" and asked to come up with a raindance and chant to help the "Bigbearians" end their drought. I was lucky enough to get in the group with Bob "Rainchant" Amaral, who quickly came up with the following Grammy-worthy chant. "Water, water, don't be a pain, come to earth in the form of rain" (repeat 3x). The prize for this winning rain chant was a bag of Mini Oreos for each team member.

The group trickled away after this, and our trip home had us driving through some fairly thick fog as we descended back into the gloom. All in all it was a very nice day. Thanks very much to John and Terri for a job well done.

----Chris Thornton



The attendees pose for a "Kodak moment."

# CLASSIFIEDS

OK Folks . . . Here it is . . . Your opportunity to clear out the bedroom closet of Mini bits and pieces. No item too small -- or big to be listed here in the Mini News Classified section. And the best part? ITS FREE! Give me a call at (714) 890-1966

(1) **FOR SALE** --1275 "S", twin 1.1/4" SU, rebuilt 4 synchro gearbox , entire suspension and brake system new/upgraded, Revo wheels with Yokohama A008 tires, body stripped to bare metal and painted July, 1999 (BRG w/white roof), custom interior and dash, have all original parts. Heritage letter. Over \$25k invested, appraised at \$22.5k. Offered at \$20,000. For more info,

(2) **FOR SALE** -- Small single-axle trailer -- suitable for towing Mini. Some surface rust -- needs paint & wiring but for the price -- very good deal at \$350. (firm). Contact John at

(3) **FOR SALE** -- 1968 MORRIS MINI. Race ready with VARA logbook. Fresh 1275 Heritage Racing engine with all the race parts needed to win except the driver - way too much to mention here so email or call for full details. Trailer and spares package are also available. Looking for \$18,000 for the lot, will entertain any offer above \$15,000. KEN BERTINO

(1) **WANTED:** I am looking for a Mark I Mini shell to replace my accident-damaged shell. If you have one for sale -- or know someone who does please contact Terry at work

Continued from Page 3

name a few. He has raced in England at Brands Hatch, Lyden Hill, Silverstone, Snetterton, Mallory Park, Aulton Park, Aintree, Goodwood and Castle Coombe and has quite an impressive resume built up after all these years. OK - he drove the red car in the original Italian Job movie Richard Essame drove the blue car -- now all we have to do is find the driver of the white car.

It is difficult to imagine that we are halfway through the year 2003 already. Time is just flashing by. The reason? I think it is because there are so many outstanding events being held and we are keeping very busy. It is obvious from this "expanded" newsletter that we have a lot more stuff going on lately. This newsletter contains four reports on events in the prior two months (excluding the Tower to Tower event) and looking ahead there are seven more events mentioned in the calendar in the next three months.

BUSY BUSY BUSY --- Take care - Drive Safe Bob Amaral

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## Beach Boys Concert May 30, 2003

The Meguiars people -- of car wax fame - invited several car clubs to the Dorothy Chandler Pavilion, home of the Oscars. It was a pretty nice venue for a "car guy" event. Host Barry Meguiar was congenial and funny at times. He is completely at home at car-guy events as his primary job for Meguiars car products is to appear at just this kind of event and he is also a bonafide car-guy himself.

The primary purpose of this event was the presentation of several awards from Meguiars to people who have been instrumental in promoting the Hot Rod hobby and related activities. There was also a display of cars around the plaza -- nicely done -- very classy!

Although the Beach Boys should have been called the "Beach Boy" (non-plural) because Mike Love was the only "original" Beach Boy onstage. The band gave a stellar performance of all of the beach Boys hits. As I told someone -- "It seemed like a tribute concert" -- but it was a REALLY GOOD tribute concert.

The band was onstage for about 90 minutes and sang all of the old hits from the 60's and even some songs that the Beach Boys never performed.

I was impressed when they played "Good Vibrations". That is a song that was originally produced with layers and layers of sound. An extremely difficult song to perform "live". But the band was up to it and did a very creditable job.

One aspect of the event that I also enjoyed was that we met at Fillipes Restaurant in LA before the concert. Many people will be familiar with Fillipes as a downtown institution. It was founded in 1908 and for many, many years it was known as the last place in LA to get a nickel cup of coffee. (Today you can still get a cup of coffee for a dime!!). So, the price of java there has gone up a about penny a decade since then. I had not been there since 1959 when I worked at the Terminal Annex Post Office across the street for the Christmas rush of 1959. It was really an experience for me to go back and visit there.

So -- all in all -- a very neat event. Another aspect of it was that I got to see several members of MOALA in tuxedos -- now that is something you do not see every day!!! Take Care -- Drive Safe  
Bob Amaral

# MOALA 2003 Calendar of Events

## JULY

**MINI MEET EAST:** July 1-4, 2003. Magog, Quebec, Canada. Internet contact = [www.mainlyminismontreal.com/mme2003e.htm](http://www.mainlyminismontreal.com/mme2003e.htm)

**MINI and VESPA Retrospective:** Saturday, July 12 at Design In Reach at 60 West Green, Pasadena, CA. 91105. A FREE event. The show will be from 2:00 p.m. to 6:00 p.m. and will demonstrate the "depth and breadth" of Mini design for the last 40-odd years. Food and drink will be provided. Further information and to RSVP call Michael Walsh by email or phone at (310) 726-1400 xt. 118. Please RSVP if you plan to attend so we know how many cars to expect.

**JULY 16: Regular MOALA Meeting** 7:30 p.m. Me & Eds Lakewood

**BRILLE RALLY Saturday, JULY 19:** -- Pre-registration required. Contact Pat West or e-mail at [patwest@miniclub.com](mailto:patwest@miniclub.com). Register early for this one - guaranteed to be one of your most memorable events.

**JULY 20th: 13th Annual CCBC All British Car Show** -- Call Don .

## AUGUST

**MINI MEET WEST 2003; AUGUST 11-15** Victoria BC, Canada. For further details see [www.minimeetwest.com](http://www.minimeetwest.com) or contact Mike at or call at

**AUGUST 20: Regular MOALA Meeting** 7:30 p.m. Me & Eds Lakewood

**POOL PARTY Sunday. AUGUST 24, 2003** At Bob & Dean's place:

Show up around Noon & bring a covered plate. Hot dogs, hamburgers and soft drinks provided by club. For further details or more info call Bob or Dean at

## SEPTEMBER

**BELMONT SHORE CAR SHOW: SUNDAY, SEPTEMBER 14.** For more information contact Tom @

**SEPTEMBER 17: Regular MOALA Meeting** 7:30 p.m. Me & Eds Lakewood

## CLUB OFFICERS

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**Vice-Pres./Treasurer**  
Marilyn Egler

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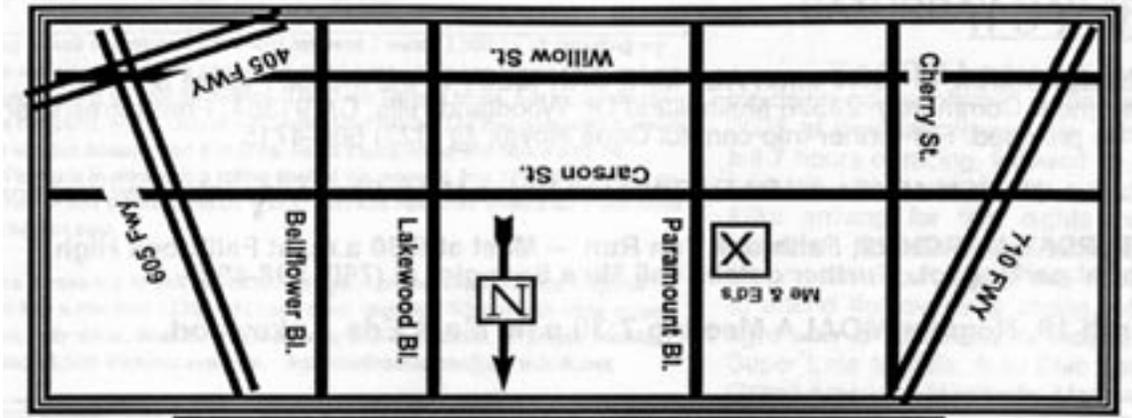
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MOALA Meeting - 3rd Wednesday of the month 7:30 p.m. Me n  
Ed's Pizza - 4115 Paramount Blvd., Lakewood, CA

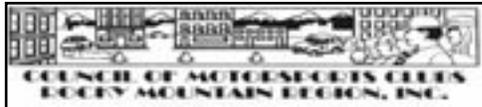


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