



# MINI NEWS

Official Publication of the Mini Owners of America, Los Angeles, Inc., - July/August 2004

## 7th ANNUAL BRITISH EXTRAVAGANZA

Presented by Moss Motors - Buttonwillow Raceway May 15-16, 2004



**THE CAR SHOW** - at Buttonwillow. Lots of classics and some new MINIs --The Car show winner, Rick Williamson, was a local from Bakersfield. His Blown 1275 was a big hit with the racers.

Story & Photos by  
David Haight

Five a.m., Sunday 166 miles, 3 hrs and 23 minutes to go! Why did I let Bob talk me into this? Oh yeah. He had no Mini available! Cathy (my lovely bride) had talked to him on the phone, "Why does Bob sound so depressed?" she

asked. "He had a bit of a Boblem." was my reply. And so did several other Mini racers at Button Willow this weekend. Friday and Saturday had taken its toll on the racers, but the good news was that none of them were MOALA locals.

After a cool early morning run up over the Grapevine ( it was 57 in Gorman!) I

pulled into the entrance of Button Willow Raceway. It's always easy to find. Drive out to the middle of nowhere and turn left at the John Deere Dealer! The morning practice had already started and I could see quite a few Minis on the track. But I was surprised to find the Heritage works "Pumkin" parked in front

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## The PREZ Sez:

# Tower to Tower Run - Story & Photos

by Michael Walsh

The looming deadline for this years Tower to Tower found me with a car that was a bit lacking. Just as I was about to put my Clubman Estate into storage after using it for our holiday last November I had caught a curb with the nearside tire - something that I seem to manage almost every time I make the transition from LHD to RHD. It wasn't a high-speed hit, but it was enough to throw my (until then) die-straight steering off to the point that it felt uncomfortable to drive and was actually tiring to fight over long distances. It definitely needed sorting before doing a run from England to France!

In addition to this I was wanting to fit a number of interior trim items. For the record, not a good idea to be pulling your car apart when you have a looming deadline. However, in anticipation of putting over 2,000 miles on the car during the two week period encircling Tower to Tower I definitely wanted to replace the standard seats with the more comfortable bolstered ones from a later car and, of course, if I was going to do that then they surely needed to be reupholstered to match!

So that's how I found myself freshly landed in the not too sunny UK on the day before Tower to Tower busily reupholstering seats in the parking lot of a Manchester National Tyre outlet while the Mini friendly member of their staff worked on my front suspension and tracking for me. In many respects he was a bit of a godsend really - most tire places don't even want to know Minis running on 10" wheels and I felt lucky to have found a place not too far from my parents home that was willing to have a go!

All in all it turned into a long day, though I was ever so thankful that the wet weather held off. The wife and I didn't get to Blackpool until almost 8:30 in the evening and had given up on the normal pre-run evening high-jinks in favour of a quick curry and a few beers. Still, it felt good just to have made it that far and with a car that was now in fine fettle, that was miles ahead of where it previously was comfort-wise, and was looking damn good (even if I do say so myself).

It felt a bit different going into this run than it was last year. Because I had so much else going on, I hadn't really been able to follow the planning as closely as I had on the inaugural and didn't quite know what to expect when reaching the appointed departure point. But it made me very

glad to see a good number of familiar faces were back again, and that some enthusiastic new folks had joined on. Vehicular representation by the classic contingent was of course strong, but quite a few more owners of the new breed had joined up this year. Having an inclusive outlook I was happy enough to see this, and you'll remember that I was alone in driving a new MINI last year. Even fearless leader Alex Richards was in a new MINI this time, courtesy of MINI-hire.com, after he found a huge crack in the front subframe of his classic just a few days prior to leaving France for the UK!

First stop out of Blackpool was again to be the motoring museum at Gaydon. This had been a major disappointment last year, as the group arrived just prior to closing and we weren't allowed to go inside. This time even the more sedate amongst us (which actually turned out to be the 3 car Clubman Estate contingent) got there in plenty of time for a good look round and even a leisurely lunch!

However, we did have an 8:00pm ferry sailing to make, and did need to get all the way down to Newhaven for it, so not long passed before we were itching to get on the road again. Thankfully, the traffic gods were relatively good to our little group of stragglers and except for a bit of slowing on the M25 we made it with around an hour to spare. In fact cars that had left Gaydon at least an hour before us had gotten to Newhaven just minutes ahead of us due to some

traffic tie-ups they encountered that we did not!

The idea of travelling in small groups, rather than trying to keep a 25 car contingent together, had been on the books for last year but folks were reluctant to stray from the pack. For whatever reason though, this year it just felt right to be a little more independent and break up into informal groups of 4-5 cars. It didn't really matter so much, as long as the cars all ended up in the same place at the same time eventually!

The evening sailing from the quieter port at Newhaven to Dieppe was miles better than the overnight sailing from busy Southampton, even though the Transmanche flagged ferry was a little more basic than others I've sailed. And my assumption that the A-roads leading to Newhaven could be a potential problem turned out to be unfounded. On reflection, I think I would recommend that route to anyone looking for a quieter and calmer time of ferry travel to France. The down side to that particular route is that the ship reaches Dieppe in the very early hours of the morning and, although we had rooms booked at a nearby hotel for the night, it was well after 2am local time before we were all settled in our beds.

I don't have to tell you that there were some very bleary eyed people next morning and the 10:30am departure to Paris was difficult for a number of folks (me included!). Yet

Continued on Page Six



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## Editor's Ramblings

Hello again. The time between newsletters seems to be getting shorter with each publication. Plenty of stuff to report on though. There seems to be more and more to do each year, although this year we missed putting together our annual Big Bear Run. I heard from lots of people about that run. It was the favorite of many. We will figure a way to get it back on our schedule of runs for next year (maybe even later this year).

If you read David Hights report on Buttonwillow you might have noticed the mention of the word "Boblem". I felt that I should explain that word to the uninitiated among you. I will preface this by saying that my car has been quite dependable and as trouble-free as I could expect a 40-year-old car to be. I had my share of problems but, after all, I am still running the same engine and transmission that was installed in my first car in 1986.

I have, however, encountered some niggling little problems along the way, as I am sure that others

have. Well -- my problems seem to be (shall we say) "unusual." Gas mileage has had it's ups and downs -- for seemingly undiscoverable reasons. I have had intermittent engine misfires that have taken weeks to diagnose and various other "problems" that seem attributable to ghosts or gremlins..

So among those mechanics and fellow miniacs that have had the unique experience of working on my car those problems have become known among them as "Boblems" -- problems that only Bob could come up with. Hey - rather than be embarrassed by that -- I revel in the fact that I am responsible for creating my own unique little category of malfunctions. Who else among you can lay claim to that distinction?

My latest encounter with major repair, and the one David mentions in his article, came about as a result of a "self-inflicted Boblem". Much to my chagrin. I may as well confess to it, however.

After a major frustrating all day repair which required me to drain my oil and during which nothing went right; I proceeded to button up my car and pick up my tools and put them

away. Did I mention that I was in a rush? I was. Too much of a rush. Deciding to take the car for a test ride I jumped in and started it and proceeded down the block. Noises began emanating from the engine compartment and soon got my attention as they grew louder and louder although everything seemed to be operating OK to that point. After driving about a block I realized what that ominous noise was. You may be ahead of me here. Yes - that is right - I forgot to put the oil back in. A definite "Boblem". I cannot tell you exactly how dumb I felt at that moment. But I can tell you that it will never happen again. Not ever.

I hope that it never happens to any one of you. I will be getting my car back soon - it has been about 3 weeks. Hope to see you all soon on the next run or event.

Check this issue Page 8 for the return of the Woodley Park British Car Day - return of an old favorite from bygone days. Be there!

And - before I close -- CHECK YOUR OIL - even if is just to make ME feel better.

Drive Safe - Bob Amaral



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# FALLBROOK RUN

## Sunday May 23, 2004

To start with -- I am having withdrawals being without my car for the past few weeks. So I would like to start this story out with thanks to three folks who allowed me to enjoy the Fallbrook Run.

First of all to David Haight and his wife Cathy for ferrying me to the Denny's for convoy down and also for bringing me back home. Then Bernie Just for allowing me to ride from the convoy point and through the "scenic tour" part of the rally. Special thanks to Bernie who also allowed me to drive his car over a portion of the marvelously twisty roads of this run. It was more fun than a person is allowed to have and helped me shrug off my withdrawal pains for a part of the day.

Upon arrival I was surprised to see that the New MINIs were outnumbered by the classic version. There were about 33 cars at Fallbrook High parking lot which is quite a respectable turnout for this event. I expected many more MINIs, however.

The run itself was really well thought out and the roads were just wonderful. There were a couple of instruction glitches, as there always are with routing instructions. Nothing that could not be figured out by small applications of common sense. I have always liked the Fallbrook area for its twisties and we managed to see some of the "past event" roads as well as some new territory on this one.

Thanks go out to Jerry Craft of SDMinis for all of his hard work putting together this run; and more thanks to Anthony Cooper of Pacific Coast Minis who was so generous to allow us to picnic at his estate. It was a beautiful venue and a bit of a cloudy day kept us all nice and cool. Anthony was there to greet all of the new and old Minis and seemed to enjoy looking over the many and varied cars that arrived after their run through the roads of Fallbrook.

I understand that the winner of the TSD rally did not even have a working odometer -- so -- as you can see -- it was not one of those highly technical and nerve wracking rallies. Just a lot of fun - with a lot of fun people and the most "fun" car in the world.

Results:

**Riddle Rally:** 1st - Ken & Barbie Ried; 2nd - Michael & Joshua; 3rd - Boris & Debi Tilim. **TSD Manual:** 1st - Furniss and White; 2nd - Cindy and David; 3rd - Mike & AJ. **TSD Computer:** 1st - Colin and Justin; 2nd - Terry and Mark. **Anthony's Favorite Classic:** Adam De Felice and **Anthony's Favorite New Mini:** Bill Szczepaniak.



MOALA's Own Ken & Barb Reid ended up placing first in the Riddle Rally. Good Job Guys!



Anthony Cooper with Works Prepared Race Car.



Minis lined up at Anthony Cooper's place.

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**Continued from Page One**

of the Reid Motor home. It turns out that, due to the high number of broken bits among the various Minis, Graham had decided to pay attention to some erratic oil pressure readings and give his back-up race motor the day off. As the cars buzzed about he took me on a tour of the various other cars that had become "donors". There were a few blown tranny's, burned valves and even doggy electrics... (how unusual eh?)

Me. I think it was just because they were afraid. The Heritage racers seemed to be going like gang-busters. Scott and Alan in particular.

After the "Dead Mini Donor Tour" I wandered about to see who else had shown up. I was surprised at the variety and number of Minis in attendance. MOASF had quite a few there, Chris (AKA Hypersprite on the MM message board) and a few of his fellow club members had driven down Friday night, and were camped on site. The Victor Valley British car club, with several Mini owners as well, had a huge encampment. And it turns out there's at least a half-dozen Mini owners in the Bakersfield area. The Car show winner, Rick Williamson, was a local from Bakersfield. His Blown 1275 was a big hit with the racers. The second place winners were a nice couple from San Luis Obispo. (No bob, I didn't think to write down their names!) They were on the hunt for other owners in their area to see if they could get a central California club going.

I had parked with the show Minis. I was too cheap to actually register for the show, so I passed up the chance to go for the gold. I was more interested in the track tour, since the last time I was here you could actually pass people on the straight. I headed over to the lunch time tour assembly area and, to my dismay, was slotted behind several Mini Vans! Not exactly the position I wanted. And so, to no one's surprise, it started out as a slow parade. After several laps the speed picked up as cars dropped off. Coming down the straight one of the Van drivers motioned me around. I went. 15 cars later the flag marshal was jumping up and down and looking like he was trying to fly with that black flag of his (remember, it's always easier to seek forgiveness than permission). The next lap I had to stop and get the lecture, plead ignorance and promise to be a good boy, but by Gawd! I was well in front of the vans. It's such fun to watch old MGs try to escape the casual pursuit of a badly driven Mini.

As the real racers came back onto the track I headed back over to the Heritage Camp. I caught a ride with the official Heritage Chauffeur "Leadfoot Heather" and was whisked over to the last turn before the straight. Scott Crawford has the fastest Mini in his class! Duh! But two other Heritage rac-

ers seemed to be winding it up as well. Fred Combs contributed to the guy who won the "Best Drive" trophy by dogging him the entire race with some really fine driving. The real thriller was Alan Berry deciding that the "Toon Town Taxi" was just NOT going to pass him! Every time they came by they seemed to get faster and faster. Sprites were spinning out left and right. Tire smoking braking into the last turn seemed to be a common occurrence. And finally on the next to last lap Scott looked as if he was going to drive under Alan and moved over to pass a slower Sprite. Alan, however just dropped the hammer and hung on, as he dropped two wheels into the dirt. The TT Taxi got squirrely at the exact same moment. There was a huge gasp from the crowd and it was over! Alan had done it!

"I don't do bodywork." Was Grams only comment as he watched his two best customers attempt to destroy their toys. Scott said later that they were so close, LHD car to RHD car, that he could have reached out and shook Alan's hand. Who needs ESPN when we've got VARA.

All in all a fine day of racing, will all the cars HG cars going back in one piece, under their own power.

And me, why I even got 35 mpg going 80 back up over the grapevine and thru the lovely Sunday traffic on 101 in LA. A fine day indeed.

**MINI FINISHERS  
Sprite Mini Challenge**

First three places were Sprites followed by:

- 4th - Scott Crawford
- 6th - Bart Smith
- 7th - Nick Martin
- 8th - Fred Comen
- 10th - John Samczyk
- 11th - Len Verheyen
- 14th - Kevin Curtin
- 15th - Alan Berry

**GROUP 1 - FLAG RACE**

Top three Mini Finishers

- 3rd (First overall) Alan Berry
- 4th (Second overall) Scott Crawford
- 9th (Third overall) Bart Smith



Scott Crawford & Alan Berry engage in a little "bench racing" in the pits at Buttonwillow.

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### TOWER TO TOWER

we still managed to be off fairly close thereto, and the days running took us on some invigorating local roads to a couple of very charming out of the way towns for rest breaks. The weather cooperated by giving us a crisp yet sunny day and a good time was had by all. We eventually reached Paris at around 3pm, parked at what has become our usual spot near the

Military Academy, and went off to find lunch and other Parisian diversions!

That evening we were treated to a lovely dinner cruise down the River Seine. The air was so full of romance that one of our couples announced their engagement. Excellent choice of venues I must say, and hats off to Alex and fellow runner Mark for thinking of it and then getting it sorted!

Another nice change from last year is that there was an option to stay on in France for a few extra days. My

wife and I chose to do this, so we said our good byes to the rest of the group at the hotel immediately following the dinner. However, I understand that everyone that was going back to England the next morning made it without any troubles.

Another excellent Tower to Tower under the belt. Roll on next year and Tower to Tower 3!

Regards - MJW



Participants in the Tower to Tower event await boarding on the Ferry to France and below Michael's triumphant arrival at the Arch de Triomphe in his hastily re-upholstered and re-aligned Clubman estate wagon which will be making regular appearances here in the US at club events after July. Michael said it is the only Mini he owns that is capable of carrying all the club crap he needs to bring with him.

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# 24th ANNUAL UNIQUE LITTLE CAR SHOW

## May 8, 2004

Well - what would you expect to find at a show called "The Unique Little Car Show"? YUP! Unique Little Cars, of course. And if you attended this show looking for that type of car you certainly would not have been disappointed. They were out in force including all the beautiful Metropolitans that came from the host club; the Metropolitan Club of California, LTD.

All told; there were about 100 little cars of all kinds. Rare makes and models and lots of folks wandering around engaged in "auto-speak". There were BMW Isettas; Metropolitans; Minis; Austins; Crosleys; Suburus; Amphicars; Renaults;

Hondas; and even a Playboy. Never heard of a Playboy? I am not surprised -- there were only 97 of them made before the factory went under. Talk about unique!

The Metro club always does a bang up job putting this show together and this was no exception. For the first time this year my wife and I went to the banquet (at Sam's Seafood one of our favorite restaurants in the area) and enjoyed a pretty good meal and awards show including a slide show by the daughter of Bill Flajole, the designer of the Metro. The slide show was all about her dad and how he came to be the one to design the sprightly

little Metro for Nash Motors. A very interesting presentation.

There were a dozen Minis from MOALA and that was a surprise in itself -- but the big surprise was that there were more wagons and vans than saloons. That does not often happen. The Minis were in the class "800cc & Above". That included a number of cars but MOALA still managed to take home two trophies. A first place for Jeff Cushing's flamed Mini and my wagon took a third place trophy.

All in all it was a good day for a car show -- lots of sun -- lots of interesting cars and people -- what more could you ask for.



**MINI LINEUP** -- There were more wagons and vans than saloons that showed up for this show. Below left a very pretty Isetta and below right an ultra-rare Playboy (yes that is the name of the car -- one of 97 built).



# BRAILLE RALLYE -- Saturday, July 17, 2004

It's hard to believe that another year has passed and it is again time for the Braille Rallye!

The Braille Rallye was begun over 30 years ago as an incentive for visually challenged students to study and to grow confident in reading Braille. Each student must qualify by meeting established reading goals before they can compete as a navigator.

Up to 60 student navigators from Braille Institute Youth Centers all over Southern California compete in a standard sports car rally, teaming with drivers from sports car clubs, law enforcement, media, and just regular folks.

The actual rally is very straightforward. The driver/navigator team must get from checkpoint to checkpoint at the proper speed to attain the correct elapsed time. The directions are written in Braille or large print and are given to the driver by the navigator. You, the driver, have no idea where you are going; the challenge is for your navigator to read the instructions properly and to communicate those instructions clearly to you. These students, like any other California teenager, would like the independence of driving their own car. That cannot happen, but in this event, they are more than just a passenger. As a driver, completely dependent on your navigator, you will find a team partner and friend, and a day not easily forgotten.

Rallye participants should reach the final checkpoint between 1 and 2 PM. There is a luncheon and awards presentation at the end and the event concludes by about 4 PM.

This is a NON-SPECTATOR event. All the attention is directed towards the navigators. They are the competitors. They will receive the trophies and the cheers. We do invite the media so they can report on the activity and the remarkable capabilities of these young people.

There are some changes this year. Please note the new starting location. The Braille Institute Youth Center on Cahuenga has been sold, so the start this year will be at the Braille Institute facility on North Vermont in Los Angeles. Also new this year, there will be a \$10 entrance fee, payable at registration

on the day of the event. As always, any additional donations will be gratefully accepted to help defray the expenses of the Rallye and to further Braille Institute Youth Center programs.

You will receive an entry confirmation package. This will contain a copy of General Rally Instructions and Sample Rally Instructions.

For those donating their time for this event, it is very rewarding to know that the Braille Institute reports that this is their primary "fun" event promoting reading skills.

To be a DRIVER, please mail or fax a completed Driver Registration/Information Sheet to the registrar before July 10, 2004.

To be an EVENT WORKER, please contact the Registrar at any of the number shown below.

PLEASE JOIN US FOR ONE OF THE MOST REWARDING DAYS YOU WILL EVER HAVE! FOR FURTHER INFO:

REGISTRAR: Pat West  
6471 Newbury Drive  
Huntington Beach, CA 92647-6565  
714-841-1249 (phone) 714-841-0777 (fax)  
nseandwest@juno.com  
or

Anita Wright Braille Institute Youth Center  
741 North Vermont Avenue  
Los Angeles, CA 90029  
323-663-1111 Ext. 1208

**THANK YOU FOR YOUR TIME AND CONSIDERATION!**  
DRIVER AND WORKER CHECKLIST  
Schedule:

7:00 AM Gates open at Youth Center - Coffee and donuts available at registration  
7:30 AM Registration opens  
9:00 AM Drivers' and navigators' meetings  
9:30 AM Pairing of navigators with drivers  
10:01 AM FIRST CAR OUT - THE BRAILLE RALLYE 2004 ADVENTURE BEGINS!

Helpful Hints:

- Arrive early - first registered, first out
- Please do not bring a passenger unless he/she will be a course worker. The day is for the navigators without distractions

- Polish the car and yourself - there is a good chance of media coverage
  - Fill your gas tank. Check oil and water
  - Be sure your spare tire is usable
  - Make sure seat belts operate properly
  - Bring a Los Angeles County map or a Thomas Guide
  - Familiarize yourself with the "General Rally Instructions" you will receive prior to the rally
  - Verify your auto insurance is current (The event is covered by K & K)
  - Bring a cell phone. You will be given a number to call in case you are hopelessly lost or you have a problem
  - Bring a couple of extra dollars that may be needed to treat your navigator along the route. There will be a break stop midway through the rally with drinks and snacks
  - You will need a watch, clock or sundial to track time, especially at the break stop. Fancy rally equipment is not necessary
  - SUNSCREEN!
  - There will be plenty of Braille Institute workers to assist at the checkpoints, break stop, and luncheon.
- REMEMBER: The primary purpose of the Braille Rallye is to give the students a fun incentive to aid in their mastery of Braille, increase reading skills, and gain confidence in communicating with the sighted world.

IMPORTANT: If you sign up and find you will not be able to attend, PLEASE call immediately so we can fill you spot! PLEASE, DO NOT LEAVE A STUDENT WITHOUT A RIDE!

STARTING LOCATION AND PARKING:

Braille Rallye 2004 has a new starting location: Braille Institute 741 North Vermont Avenue Los Angeles, CA 90029

A map of the facility and where to park will be included with your registration confirmation package.

Editor's Note:

This really is one of the most fun events that you can participate in and the kids at the Braille Institute are genuinely inspiring. IF you plan to attend you will not regret taking part in this great event.

## THE GREATER LOS ANGELES BRITISH CAR MEET Woodley park in Van Nuys, CA - Sunday August 29, 2004

After a three year absence, WE ARE BACK!!! Join us for our return to Woodley Park, one of the oldest British automotive lawn events in California. 300 thoroughly lovable British cars are once again expected to grace the field at Woodley Park. Added features will include a free British car tour on Saturday and a great display of automotive oddities provided by the Arcane Auto Society and other unique car clubs with orphans and bubble

cars from all over the world.

### SUNDAY SHOW

August 29th

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods and works-in-progress are as welcome as Concours quality show cars. British food, jazz, toys, gifts and more fun than you'll be able to tolerate!

People's Choice Awards will be given in six classes. We will be staging cars on the field starting at 9:00 AM.

All entrants will receive a commemorative gift. Cars will be placed on the field beginning at 9:00 AM, and the fun goes on all day. The registration fee is \$25 per car at the gate.

See calendar for pre-show FREE TOUR...

**NOTE: There will be no pre-registration.**



**BRaille RALLYE 2004**  
**Saturday, July 17**  
**DRIVER REGISTRATION AND INFORMATION SHEET**

To register for Braille Rallye 2004, please complete this information sheet and mail, e-mail, or fax to the address shown below before July 10, 2004. Thank you!

NAME \_\_\_\_\_ DRIVERS LIC # \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ CITY, ZIP \_\_\_\_\_

PHONE: DAY \_\_\_\_\_ EVENING \_\_\_\_\_ CELL \_\_\_\_\_  
(This will only be used to track you during the rally, if needed)

E-MAIL (Please print clearly) \_\_\_\_\_

CAR MAKE AND MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

DRIVER/NAVIGATOR SEAT BELTS? Yes (  ) No (  ) REAR SEAT WITH BELTS? Yes (  ) No (  )  
CONVERTIBLE? Yes (  ) No (  )

INSURANCE CARRIER \_\_\_\_\_

RALLY EXPERIENCE? Yes (  ) No (  ) PLEASE DESCRIBE \_\_\_\_\_  
\_\_\_\_\_

IF YOU WOULD LIKE TO REQUEST A SPECIFIC STUDENT/NAVIGATOR  
PLEASE INDICATE HERE AND WE WILL DO OUR BEST TO PAIR YOU UP AGAIN  
\_\_\_\_\_

DID YOU NOT DRIVE COMPETITIVELY LAST YEAR BECAUSE THERE WERE NOT ENOUGH STUDENTS?  
Yes (  ) No (  ) If so, thank you! We want to make sure you have a student/navigator this year.

GENERAL MEDIA INFORMATION

UNUSUAL/PARTICULAR VEHICLE DATA \_\_\_\_\_

OCCUPATION \_\_\_\_\_

HOBBIES/INTERESTS \_\_\_\_\_

The above information is available, as stated, for any media release.

Signature \_\_\_\_\_ Date \_\_\_\_\_

IMPORTANT: Please return by mail, e-mail, or fax before July 10 to:

Patricia West (phone)- 714-841-1249  
6471 Newbury Drive (fax) - 714-841-0777  
Huntington Beach, CA 92647-6565 (nseandwest@juno.com)

Register early! In the event that it becomes necessary to limit the number of drivers, or the number of participants from any one car club, it will be done primarily in order of receipt of registration. We hope that there will be a student for every driver, however, oftentimes students cancel the morning of the event and there are more drivers than students. We hope that you understand if you do not get a student/navigator and are asked to help in another way. We will try to make it as fair as possible

# MOALA 2004 Calendar of Events

OFFICIAL CLUB EVENTS LISTED IN BOLDFACE TYPE

## JULY

Saturday July 17 -- **BRILLE RALLY** -- Meet at 8:00 a.m. at 741 N. Vermont Ave, Los Angeles. (Note: this is a new location for the start). Also new - \$10.00 entry fee this year - due at start. Pre-registration encouraged Further Info Call Pat West at . or Anita Wright at .

July 21: Regular MOALA Meeting 7:30 p.m. at Me 'n Ed's Pizza Parlor, Lakewood

## AUGUST

Saturday August 21 -- **HOT AUGUST NIGHT RALLY** -- Registration: 10:00 a.m. - First Car Out at 12:00 noon. Standad TSD rally 4-hrs in length including a BBQ starting and ending at the Anthony Cooper Estate at Entry fee \$40.00 per car which includes the BBQ for two. Registration deadline is July 30. For more info contact Tom Bender at 866-914-MINI; M-F 8-5 or e-mail pacificcoastmini@yahoo.com. All teams must provide current registration, driver's license & insurance. Send your name, address, phone and check/money order payable to Pacific Coast Minis to Pacific Coast Minis; 747 E. San Bernardino Rd; Covina, CA. 91722

Sunday August 22 -- **MOALA POOL PARTY**. Host: Willy Hugron. Location: Party starts around Noonish and will run til ?? -- bring your bathing suit and a covered dish to share. Hot Dogs, Hamburgers and soft drinks will be supplied by the club. For further info or directions call Willy direct at

Saturday August 28 -- **British Car Meet FREE TOUR**: A driving event starting at Woodley Park the same place as the Sunday show. Cars will be sent off between 8:30 a.m. and 9:30 a.m. No competition - no trophies - just an enjoyable way to join other British Car enthusiasts for a driving tour.

Sunday August 29 -- **THE GREATER LOS ANGELES BRITISH CAR MEET** at Woodley Park in Van Nuys, California. Join your British car friends for a smashing day at the park. British food, jazz, toys, gifts and much more. People's Choice Awards in six classes. The registration fee is \$25.00 per car at the gate. There will be no pre-registration.

August 18: Regular MOALA Meeting 7:30 p.m. at Me 'n Ed's Pizza Parlor, Lakewood

## SEPTEMBER

Sunday September 12 -- **BELMONT SHORE CAR SHOW**. Meet at Mark Etheridge's place: Moto Guzzi Classics - 1831 Redondo Ave. in Signal Hill at 5:30 a.m. if you wish to park together as a group. We will be leaving Mark's at 6:00 a.m. SHARP. New MINIs will be welcome to participate along with the Classic Mini. Entry Fee \$20.00. For a copy of the entry form, contact Bob Amaral

September 15: Regular MOALA Meeting 7:30 p.m. at Me 'n Ed's Pizza Parlor, Lakewood

### CLUB OFFICERS

**President**  
Michael Walsh

**Vice-Pres./Treasurer**  
Jim Harris

**Newsletter Editor**  
Bob Amaral

**Web Master**  
David Haight

**CLUB INFO LINE**  
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# 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 or e-mail: woodymini@att.net

**(3) FOR SALE: 1974 Morris Mini traveler Deluxe**, Original Tweed Gray Paint and Blue Gray Interior. Factory LHD and California Black Plate. Rust free with nothing to hide. Modified 108 on Cooper S C/R gears, custom suspension, Cooper S discs, Extra parts \$15,000. Contact Mike at:

**(3) FOR SALE -- 2002 MINI Cooper S Yellow/White** (Manufactured during the last week of the 2002 production year. End of August 2002 ). Just under 8,000 miles. Pre-paid service till Oct. 2005. -1.6 Liter Super Charged Engine ( 163 Hp ) -6 Speed manual transmission. -Sports Suspension Plus. -Dynamic Stability Control. -Leather, Heated, Sports Seats. -Cruise Control. -Fog lamps. -Engine is totally stock. No modifications made. -Windshield Washer bottle replaced ( warranty ). -Professionally detailed inside and out every six months. -Parked in the garage when at home. So what's the PRICE for this little jewel you ask ? Well Edmunds.com and the Kelly Blue Book Says in the \$22,000.00 neighborhood and that's good enough for me. As those prices do not take into consideration the roof rack, second set of tires and wheels. I think thats pretty fair. However, I will listen to any offers that come my way. Rob Van Wandelen

**(2) FOR SALE -- Earl, Call; The SD Collection, Inc.** They have a 1972 version classic Mini that was built in 2002 in mint condition with air bags, stereo, custom steering wheel, and so on. This was one of 50 made. They made 25 right steering and 25 left steering. It has only 3700 original miles on it. Asking \$19,500. I guess they have destroyed all the molds after these 50 being made. BEAUTIFUL CAR! Phone ahead: address: 7215 El Cajon Blvd San Diego

**(2) - FOR SALE - 2002 MINI Cooper S.** Chili Red with many extras. Black Panther Leather; Combo #1 Premium: Multifunction steering wheel w/cruise & Audio Controls - Dual-pane Panoramic Sunroof - Auto Air Cond. - On-Board Computer. Combo #2: DSC (Dynamic Stability Control - Sport Seats - Fog Lamps - Rear Spoiler - 17" alloy whls - 20s/45R-17 Run-flat tires. - Bonnet Stripes - Xenon Hdlights w/hdlamp pwr wash. Alarm sys with motion & tilt sensors - Roof & Mirror Caps in White - Alloy Wheels in white 25,000 Miles. Asking \$24,000.00 Call Bernie Just

**(1) - For Sale -- Mini 998cc Automatic engine and transmission** with Mini automatic front sub-frame included (circa 1973) in running condition. Transmission could be used as Austin America Automatic substitute. BEST OFFER - also - **For Sale -- Rebuilt (remote style) Cooper S 4 syncro transmission** with 3.44FD, Comp oil pickup and flange style differential \$895.00 outright - others available. Also have early Cooper S engines in both thin and thick pan rail style, rebuilt complete or in boxes. **MAKE OFFER** Contact

**(1) - FOR SALE --** The city of Tempe is making me get rid of my British Collection and they desperately need new (loving) homes. All cars and parts have been sitting 20 years in the AZ desert. List of cars:: 4 1956-1959 MG Magnettes; 1 1966 Austin America; 1 1967 MG 1100 (twin to the above); 1 1969 MGCGT tub--no rust, no motor, no trans; 3 MGB core overdrive transmissions; And miscellaneous other items PLEASE get this message out to those on your email lists. I will have to crush them if they do not get sold...what a pity! Thanks, Peter Gannon --

Editor's note: ONLY THE MAGNETTES ARE STILL AVAILABLE -- found out too late to re-work classified section.

# Helpful Hints

## Which can be applied to any car; any garage; any project

Is there a right way to store batteries? If the battery has filler caps, check the electrolyte (battery acid) level in each cell. If necessary, add only distilled water to the recommended level, but do not overfill. Clean the top of the battery, as well as the posts, and fully charge the battery. Store the battery in a cool, dry place (above freezing). Keep it charged.

If you have an engine that has developed an oil or coolant leak and you just can't find it, here's a neat trick: Spray good old-fashioned deodorant onto the suspect area (yes, that type of deodorant). The deodorant leaves a thin film of powder that will point to the leak.

When a car is just about ready for paint, never leave a roll of masking tape lying on its side on any surface that is soon to be painted. The adhesive on the tape can leave a residue, which can result in much-detested fisheyes.

Be sure you use the right tool for the job. When you're in a hurry, it is easy to use something like a wrench as a hammer. Unfortunately, these tools aren't designed for hammering. The results can cause injury to both you and your tools.

Never be too quick to throw old stuff away. As an example, used gaskets can be used to figure out the path of component reassembly. Typically, mechanical bits leave an imprint on the gasket. That is your road map during the assembly process.

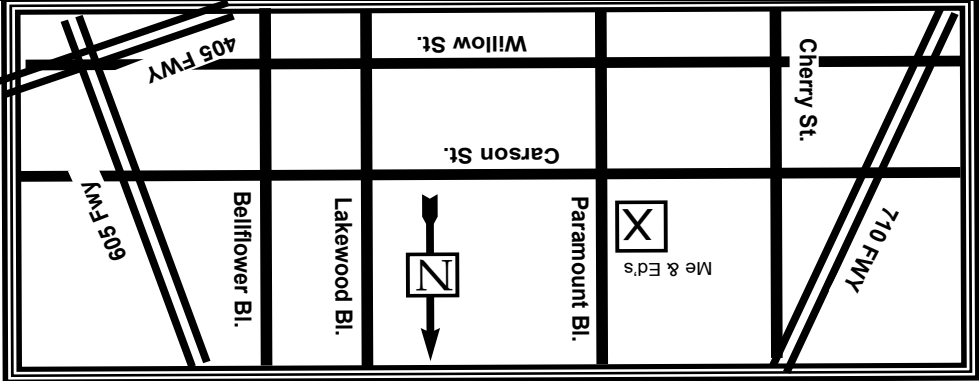
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Regular MOALA Meetings are held the third Wednesday of each month at Me N Ed's Pizza 4115 Paramount Blvd., Lakewood, CA



Mini Owners of America; Los Angeles  
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Santa Ana, CA. 92799-6121

