



MINI NEWS

Official Publication of the Mini Owners of America, Los Angeles, Inc., - Sept./Oct. 2004

West Meets East Mini Meet June 29 thru July 2 Rockford Illinois



The grouping of the yellow Minis/MINIs was spontaneous, though I admit to a little encouragement as my restored 'Pooh' will be gloss black over liquid yellow (new MINI colour). The Minis/MINIs got together after the Meet Concours ended at The Clocktower Resort. (Rick Higgs)

Editor's Note:

As I could not seem to locate someone in our club willing to submit an article on this event I am taking the liberty of using a story that I thought gave a good account of what went on at the recent West Meets East Mini Meet.

Many thanks to Rick Higgs & John Goolevitch for helping me with this story and the photos herein.

There are several references to folks in the Vancouver club that I thought I would leave in rather than presume to edit the story in any way. Rick writes a good story so I left it alone and completely as he wrote it. (Ed.)

By Rick Higgs

The Minis In Northern Illinois (MINI) and the Mid-America Diehard Mini Enthusiasts Network (MADMEN) hosted the largest North American Mini Meet ever from June 29th through July 2nd in Rockford, Illinois. British Columbians Andy & Rachel Nelson, Mike Smith, his son Chris, meet videographer

Errol Lazare, Elain and I waved the flag among some five hundred attendees from Mexico to Canada. More than 200 Classic Minis and more than 70 MINIs were registered with another 30-40 Minis/MINIs about the hotel parking lot and events.

Tuesday, June 29th was track day at Blackhawk Farms Raceway with the Phil Wicks Ultimate Driving Academy offering race instructions for beginners, intermediates and experts. I spent most of my day at the track with the corner worker at Turn 1. Easy to see who's just starting out at the end of the start/finish straight! Phil Wicks got started in racing Minis and has the distinction of being undefeated in his 850 Mini Cooper S. Yes, it was "850cc" from sleeving and destrokng a 1071 S. It was no surprise when Academy students won all of the autocross categories they entered the next day. With the Ultimate Mini Challenge 3

also to follow the next day, several Mini/MINI race cars were also seen on the track at Blackhawk Farms.

Meet attendees arrived enmass at the host hotel for registration on the 29th and the first full day also to be at Blackhawk Farms so Elaine and I arrived at the track before 6:30 a.m. before the gates opened at 7 a.m. to admit autocross participants and spectators. Initially, I was it for Tech, but others were recruited, cars were emptied, tires, brakes, ball joints, bearings, batteries, etc. were inspected as the Autocross was to consist of a full lap of the 1.9 mile racetrack from standing starts.

Interspersed with Autocross sessions were Race practice, Race qualifying and The Ultimate Mini Challenge 3 itself. Sponsored by Mini Mania, Don Racine was not able to race after an-

Continued on Page Five

The PREZ Sez:

"And now the end is near, and so I face the final curtain....." Yes folks, it's time for me to step down as club President.

A very rough personal year, along with a seemingly endless list of both new and unfinished projects at home, and a new contract at work that looks like it's going to have me working all the hours that God sends, conspire to deprive me of the time required to do a proper job of running the club.

At the moment, I'm vacillating back and forth regarding any further involvement in club affairs. As of writing this, I'm thinking I won't have any beyond continuing to help Bob get the newsletter published in color. But next week might be a different story entirely and I might feel like volunteering for other minor tasks.

Anyway, the bottom line for you guys is that you need to find a replacement in time for an election and hand over ceremony at the Christmas party. That means that you need to have candidate names to me by the November monthly meeting.

Oh, and by the way, don't just suggest somebody without first talking to them and verifying their interest in the position. We'd look really dumb if we elect someone, and then have them turn around and say that they don't want the job! And don't expect me to do all the leg work to find my replacement either, I have neither the time nor the inclination.

You'd better be ready to choose a new Vice-President too, since I haven't been able to talk to Jim Harris and gauge his level of interest in continuing as such.

On the plus side, it shouldn't be too hard to find

victims....err, I mean volunteers. We have a lot of enthusiastic new members this year who appear to be up for anything that might be asked of them. This should mean that the new President will have an easy time of getting some of the vacant committee positions filled.

So, don't forget, names of qualified and pre-screened candidates to me by the November club meeting at the latest.

And thanks for an interesting couple of years. The first very enjoyable, the second not so much.

Regards
MJW



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Editor's Ramblings

August was a busy month for events; our busiest this year. The Hot August Nights rally; Pool Party; and the Greater Los Angeles British Car Meet (which has not happened as I write this but promises to be a great event). We are now sailing into September and October and soon it will be the end of the year with only the Turkey Run and the Christmas Party left.

Our last meeting was not as well attended as past meetings; possibly because of vacations but it was a good meeting followed by another 10-12 cars on a run up to an overlook park on Signal Hill. This is a new "twist" to our monthly meetings (see story page 7)... Then a short ride to the Krispy Kreme donut shop for some Mini conversation.

We only had about 40-45 people at the meeting -- gads -- I remember when that figure would have been mind-boggling in the old days when we had 10-12 members at a meeting. But lately 50-60, and sometimes more, has been the norm

- so 40 seems like very few now.

As you all can see from the Prez Sez column, Michael Walsh has decided to step down as president of MOALA. You know what that means. You had better attend the next meeting or risk being "appointed" president. No, I am only kidding. Although it actually has happened, in the past.

But you should be thinking of someone that you feel would be the right person to take on the responsibilities of president of the club. If that person, in your opinion, is YOU - then you need to have someone nominate you. And you should attend the November meeting to nominate someone (if you have someone in mind). Elections will be held at the annual Christmas Party.

I have been asked if I would be interested in the president's job and the answer is a resounding NO. The newsletter keeps me quite busy enough, thank you very much. Actually, I had considered giving up the newsletter this year -- but with Mi-

chael stepping down I did not want to put the membership and a new president in a bind -- so I will stay on for a while.

I need to thank a few people who contributed to this newsletter. Mike & Megan Spangler helped considerably to get me coverage of the Hot August Nights Rally down San Diego way and Jenn Tanzer and Jerry Craft provided the article and some photos for the newsletter. David Haight also gave me some photos. Thank you all for your help.

Also huge thanks to Rick Higgs & John Goolevitch of the Vancouver Mini Club for their help in putting together the story and photos for the article on West Meets East Mini Meet. They went way above the call of duty helping me put it all together. I apologize if I have left anyone out.

Take care --

Drive Safe

Bob Amaral



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Hot August Night TSD Rally

A Whiners Perspective by Jerry Craft

Well it was supposed to be the winner's perspective, but after the new alternator took out the power supply in the rally computer, and all of the other Mini problems this week, we did not do so bad even if the computer (running on a gel cell) did reset at least six times during the rally and the alternator charge voltage never exceeded 12 volts.

Enough whining, it's a Classic Mini. We completed the rally in one piece and had a great time. The course and instructions were fairly challenging, but rather slow in sections where we Mini enthusiasts love to put the pedal to the metal.

We did expect a few more checkpoints, but that kept us guessing the whole afternoon. There were over 20 entries, a good number of Mini Coopers, both classic and new. It was pretty funny that the winners of the expert class were from the Porsche Club, but they were driving a Mini. All contestants will get the results in a week or so to see how

they placed overall.

There were 7 trophies for the beginner class, 3 for the "Seat of the Pants" (SOP) class, and one for the experts. After the event we enjoyed a live band, Mexican food, refreshments, a lot of pit racing, and shared our mistakes with everyone there while wandering around Anthony Cooper's beautiful estate.

Graham from Heritage set up a nice booth with lots of the latest goodies and Pacific Coast Minis, the event sponsor, had their usual collections of shirts, videos and die cast trinkets.

I am creating a DVD and they will be available for \$10 including shipping. There is about 50 minutes of live rally action from inside my Mini and I will attempt to "BEEP" out any cussing, especially during computer failures. Scenes from before and after, awards, and live music will also be included. If you are interested, send me an email

The winners:

- 1st Expert: Vincent Mark and Revere Jones
- 1st Jr Nav: Noel Furniss and Janet White
- 1st SOP: Denny Sun and Beena Matthew
- 2nd SOP: Tony Sun and Erin Hartmann (Denny and Tony are twins)
- 3rd SOP: Ray Hughes and Lisa Hughes
- 1st Beginner: Charles Simmons and Holly Larsen
- 2nd Beginner: Rod Chambers and Pam Chambers
- 3rd Beginner: Rick Wade and Andrea Johnson
- 4th Beginner: Jiranan Keowsuk and Han Le
- 5th Beginner: Boris Tilim and Debi Gurule
- 6th Beginner: Bob Simpson and Cindi Simpson
- 7th Beginner: Joyce Huey and Travis Glover
- Best of Club MOALA: Mark Wilson and Tom Wilson
- Best of Club West Coast Mini: Kevin Conklin and Kelly Conklin
- Best of Club PCA: Larry Clark and Mary Clark



Above The booth set up by Heritage Garage and Below - Participants enjoy the picnic alongside Anthony Cooper's classic Mini race car.



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Continued from Page One

other car re-entered the track at speed from greasy grass and broke his front steering/suspension. A few others fell by the wayside as well resulting in a final field of 15 racers. Canadian Terry Milnes from Winnipeg took the chequered flag in his ex-Bill Sollis "Mini Miglia" Mini after a final corner pass. Terry had taken third place at the start, assumed second after



This photo is of the last corner pass by Terry Milnes of Winnipeg, Manitoba for the Ultimate Mini Challenge 3 win at Blackhawk Farms. The 2nd place car (#42) was owned/driven by James Fuerstenberg of Illinois, who finished 6th in the first Ultimate Mini Challenge at Laguna Seca in 2001. James led from the pole until that last lap pass.

the remaining MINI Cooper S failed and then pressed hard for the one opportunity to take the lead. MINIs had trouble with belts breaking (one MINI broke 3) and it seemed as if the 1.9 mile track was taking a heavy toll on their brakes as well.

Terry's Mini was crewed by Andy Nelson and was a very potent machine on 10" Hoosiers, for example, 0-60 m.p.h. comes up in just over 4 seconds. Race laps were in the 1 min. 25 sec. range for the leaders suggesting average speeds of +80 m.p.h..

Most track time was taken up with the Autocross Sessions, which also kept me busy cueing up groups in the cold pit before entering the track. The drivers loved the track laps and needed few reminders to reappear at the cold pit. One Mini required a new set of front wheel studs after first one then another broke on torquing his wheels after the first session. Stretched wheel studs fail catastrophically!

The race track had excellent facilities including a large tented area for the Meet picnic lunch, drivers' meeting and the like. As the photos will show there were many deciduous trees as well so that visitors could choose sun and shade.

Canada Day saw the meet fire up for the Poplar Grove Airport and its Wings & Wheels Museum for the Group Photo. A few bemoaned the early hour

but coffee, doughnuts and historic aircraft cheered everyone.

Later in the day both Rallye and Funkhana, followed by a team event, kept drivers/navigators and pushers busy. The Rallye and Funkhana were typical of meet events while the team event saw a group pretend to be dealing with Chicago's Great Fire while pushing a motorless Mini around a course and uncoiling/coiling hoses . . . wait for the video. Elaine and I entered the Rallye in the Land Yacht Class but had our day cut short when we were first on the scene of a serious accident which sent a mother/daughter team to hospital and destroyed a brand new MINI Cooper S. Those airbags and an exceptionally strong chassis saved them from more serious injury.

Friday, July 2nd saw all the registered cars in the large east side parking lots with the Vendors display for the

People's Choice balloting. I managed just barely to see and vote for all the Classic Minis by 2 p.m. There were a great many Minis/MINIs though some Classic classes were light in numbers. Needless to say, lots of hardware was awarded at the banquet. Inside the hotel the crafts and slot racing drew steady visitors/participants as did the RC racing outside. And, completing the activities, Meet Chair Rob Woelfle donated a Mini Van for the kids to paint!

Hats off to all the volunteers for a meet well planned and executed (for the most part)!!

Saturday morning saw Minis, MINIs, tow vehicles and trailers roll out for all points of the compass.

Mini Meet East 2005 is scheduled for Dublin, Ohio. Mini Meet West 2005 will be put together by MOASF in the Bay Area.



Rick tells me that this accident occurred when the Mini was struck by an SUV on the right side, which drove the car off its course and into the stationary Mack truck. He also mentions that without the airbags and the strong chassis of the MINI the occupants would have fared much worse than they did.



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MOALA POOL PARTY

8/22/04

It seems that no matter what means we employ to entice the membership to the MOALA pool party each year (we tried using "e-vite" this year) we get about the same number of participants. Twenty to twenty five (with a dozen Minis in Willy's new super-wide driveway). Although this year we did attract a contingent from Mt. Baldy we would like to see even more people; more Minis; more fun -- as they say -- the more the merrier.

And merriment was had by all attendees. Also - a chance to "talk Mini/MINI" with fellow Miniacs. The food was plenti-

ful. Hot dogs and hamburgers plus many side dishes including a deadly-delicious seven-layer dip and chip combination. Oh man - there goes the diet, if you were on one.

The pool was warm and inviting and more than the usual number took advantage of it (and don't forget the jacuzzi). Our host & hostess with the most, Willy and Joan, made everyone welcome.

And the highlight of the day-- the Bocce Tournament - that was a blast. Four teams battled it out on a neighbor's rather lumpy lawn which made it

even more interesting. And once again, we crowned a champion who will have bragging rights until the next tournament. Prizes awarded the winning team came from the "regalia queen" Marilyn Egler and included Tee-Shirts for all the winning team members.

It was another successful party and all those who attended seemed to enjoy the day. Weather was perfect. And for those of you who did not attend; as I always say -- ya missed a good one.

Take Care -- Drive Safe.
Bob Amaral



At left - a dozen minis grace the driveway at Willy's place.

Below - The winning Bocce team with their "booty" -- (L-R) Bruce Ball, Mauricio Melgar; Boris Tilim; Debbie Gurule show off their championship prizes; Tee shirts provided by Classic Ride Designs .

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A NEW TWIST

The July meeting was a pretty hectic affair with lots going on including a presentation by Michael Waterjohn who also brought a fabulous Mini DVD called "The Ultimate Mini" featuring Bill Sollis (Mini World journalist and one of the best Mini racing drivers in the UK). Also in the offing was a "new twist" for us old "stuck in our ways" Mini Owners.

Boris Tilim and Debbie Gurule organized a little "social run" at a time usually reserved for "social hour" in the parking lot of the pizza palace.

I do not know why no one has thought of this before. It was really fun to go "night riding" with a bunch of Minis to a coffee shop or donut place for our usual gab fest.

It went something like this: Boris & Debbie took the lead as 11 Minis caravaned down Carson and turned right on Lakewood Blvd.

We then proceeded under the LB Airport runway noisily honking horns and attracting the attention of several "locals" who seemed shocked to see our collection of little cars all in a group.

Further down Lakewood Blvd. we encountered the infamous Long Beach Traffic Circle (harkening back to the UK's roundabouts) where David Haight and others proceeded to do a couple of throttle slamming laps around the circle before exiting onto Los Coyotes Diagonal and turning into the

lot at the Krispy Kreme Donut Shop.

It was a very short but pleasurable ride with all the Minis. And the "parking lot social" commenced there while we enjoyed donuts and coffee.

Everyone on the very brief run agreed that this was an enjoyable change from the usual standing around in the parking lot at the pizza parlor. Debbie & Boris were both full of ideas for similar runs to top off our monthly meetings.

As usual, it is difficult to put into words why this little dalliance was so special - but it really was very special.

Thank you Boris & Debbie for a wonderful idea. I hope that we can convince more people to partake next time.

And -- lets not leave it all up to the originators of this idea. If any of you have an idea for a short after-meeting run to a destination that has ample parking and a place to stand about and gab ---- mention it at the next meeting and take the bull by the horns.

I do hope we have more of these little social runs in the future.

Thanks Boris & Debbie.

See ya on the next one.

Drive Safe Bob Amaral

BELMONT SHORE

On page eight of this issue there is an application for the Belmont Shores Car Show and in the calendar section is another mention of the show and the meeting place to convoy to the show.

Last year was a great disappointment when it came to people at the meeting place. Very few cars showed up at Mark Etheridge's to convoy to the show but Mark has consented to give it one more try. The year before we had about a dozen cars there.

Mark has opened his shop for the meeting place every year so that we can arrive in line for the show as a group. He has even had coffee and donuts available for the troops in the past.

I know that it seems like an ungodly hour to awaken for a show that does not open for entrants until 8:00 a.m. But, it is necessary to get a decent place in line together and last year there WERE cars turned away.

Several factors should entice

you to take advantage of this early meeting. The Bay City Rodders actually reserve a spot for us so we can park together at the far end of the show where there is easy access to the exit at the end of the day. We are the only club that enjoys this privilege. We are the only club whose members are allowed to show up in "new" cars (the MINI). This year they even have a "preferred" parking option and charge \$50.00 for the privilege of parking in an area of your choice (which we are not subjected to).

So -- sign up now for the Belmont show (the biggest one-day car show in California with over 800 cars attending) -- you know you want to be there! And -- PLEASE arrive at Mark's place early and we can all arrive in line and park together -- have a donut and a cup of coffee -- and pry our eyes open to wake up and spend the day with fellow Miniacs.

See you all there

Bob

Fifteenth Annual
BELMONT SHORE CAR SHOW

One of the largest one-day car shows held on the West Coast

The 15th Annual Belmont Shore Car Show hosted by the Bay City Rodders Car Club and held on Second Street in Belmont Shore.

Sunday, September 12th, 2004 - 9:00 a.m. to 3:30 p.m.

Participant Information:

- \$20.00 Pre-Registration Fee (M.C.'s \$12)
- \$30.00 Day of Event Registration
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vided early entry to the show. For full details, call (562) 498-7134. Fill out the form below, check off the "POWER PARKER" box and enclose your check or M.O. for \$70.00 and mail to the address shown in the black box above.



Make check payable to Bay City Rodders. **Include a stamped, self addressed envelope** to receive your confirmation and entry pass. Note: Second street through Belmont Shore will be closed to traffic for the show. Cars will line both sides of the streets.

**For More
 Information, call:**
Tom @ (714) 846-8361
Dennis @ (562) 498-7134



If you want to park with friends or as a club, you must be in line together. **No exceptions.**

Detach and return this portion with your fee and stamped self addressed envelope.



Register my vehicle for the 15th Annual Belmont Shore Car Show.

ENTRY # _____

For official use only.

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**Registration
 Deadline is
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Provide your e-mail address and we will e-mail the 2005 application to you. Please write clearly.

SIGNATURE _____ DATE _____

Be sure to enclose the registration fee and a SELF ADDRESSED, STAMPED ENVELOPE - NO REFUNDS!

In consideration of inclusion as a participant in the 2004 Bay City Belmont Shore Car Show, the participants agree to indemnify and hold harmless the 2004 Belmont Shore Car Show, the City of Long Beach, the Bay City Rodders Car Club, the Belmont Shore Business Association and its mem-

bers, agents, employees, from and against all liability or loss that the participant and/or participant's guests, including family and relatives, may sustain or incur as a result of claims, demands, costs or judgements arising from participant's involvement in the 2004 Belmont Shore Car Show.

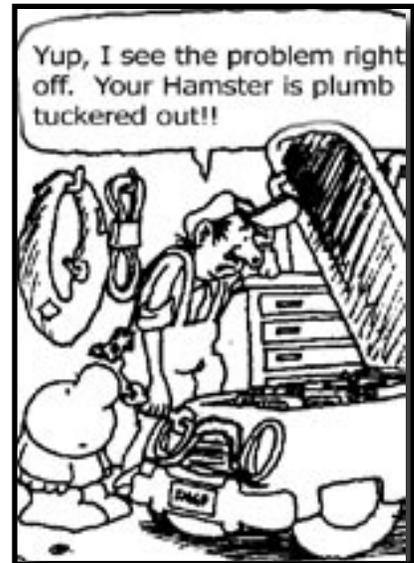
A Little Joke (Or, should that be a "Mini" joke!)

A bloke in a Mini 850 breaks down on the motorway. He's standing on the hard shoulder, scratching his head, when a big Aston-Martin pulls up and its owner offers to tow him to the next service station. So they tie a towrope to the Mini, and off they go.

Five miles down the road, a Mercedes overtakes the Aston, and its driver, stricken by road rage, forgets he's towing the Mini and

stamps on the accelerator. The Mercedes and the Aston hare down the motorway, neck and neck, at about 150 mph, with the poor terrified Mini owner beeping his horn and flashing his lights.

They pass a Traffic Policeman, who clocks their speed and radios into his station. "Sarge, you won't believe this - an Aston and a Mercedes doing 150 neck and neck with some loony in a Mini trying to overtake them both!"



Pre-Registration Form
San Diego British Car Day and Picnic
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Sunday, October 3, 2004

Name (s) _____

Street _____

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E-mail _____

Phone _____

British Car you will drive: Marque _____

Model _____ Year _____

Club Affiliation(s) _____

I hereby agree that in consideration for being permitted to participate in this event, I will be responsible for my own actions and do hereby release and agree to indemnify and hold harmless the San Diego British Car Club Council and its sponsors, members, officers, agents and assignees from any and all claims, demands, losses, injuries, expenses or liability of any kind arising from my attendance at this event. This same release applies for all minors in attendance with me. I understand the venue is a private, working horse farm, and dogs are not permitted. I have read and understand the foregoing release.

Pre-Registration fee is non-refundable.

Signature / Date _____

Signature / Date _____

Pre-Registration Fee: \$15.00 per car - payable to BCCC

MAIL BY SEPT. 10th to: San Diego British Car Club Council
 P. O. Box 710131
 San Diego CA 92171-0131

QUESTIONS? Please call San Diego British Car Day Information Line: 760 746-1458

Thank you!

MOALA 2004 Calendar of Events

OFFICIAL CLUB EVENTS LISTED IN BOLDFACE TYPE

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 see page 8 this issue.

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

OCTOBER:

Sunday October 3 -- SAN DIEGO BRITISH CAR DAY AND PICNIC -- Celebrating it's 25th anniversary. Fees: Pre-registration \$15.00 per vehicle (mail before Sept. 15). Day of Show Registration \$20.00 per vehicle. Walk-in visitors - \$2.00; Children under 15 years - Free Trophy categories include: Best of Show; Best of Marque; Long Distance; Best Beater (must be running to qualify); Founder's Trophy; Best Club Presentation and Best Classic Picnic. Fairbrook Farms is located on Mission Road near State Highway 76 which connects with Interstate 5 and Interstate 15. See Pre-Registration form Page 9 this issue.

October 20: Regular MOALA Meeting 7:30 p.m. at Me 'n Ed's Pizza Parlor, Lakewood

NOVEMBER:

Sunday November 28; 8:30 a.m. (Leaving at 9:00 a.m. SHARP) -- TOPANGA TURKEY RUN -- Our annual trek through the mountain environs of Topanga Canyon and surrounding area with a stop at The Rock Store for lunch. One of our most popular runs. Meet alongside the Holiday Inn hotel at the Sunset Blvd. of-framp of the 405 Freeway. Roadmaster: Willy Hugron. For more info contact Willy directly at .

November 17: Regular MOALA Meeting 7:30 p.m. at Me 'n Ed's Pizza Parlor, Lakewood

DECEMBER:

PLEASE NOTE THAT THERE IS NO OFFICIAL CLUB MEETING IN DECEMBER

Saturday Dec. 4: The Annual MOALA Christmas Party. Held this year at "A Taste of France" restaurant. You will be receiving an e-vite to this event and more details in the next newsletter.

CLUB OFFICERS

President
Michael Walsh

Vice-Pres./Treasurer
Jim Harris

Email:

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 -- 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:

(3) - **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

(2) - **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 Jorn at minicoopers@socal.rr.com or

Helpful Hints

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

Whenever you grind or cut any surface (no matter how benign it appears) wear eye protection. Good choices include goggles or safety glasses that are approved by the Occupational Safety and Health Administration (OSHA). A very good alternative is an OSHA-approved face shield. Why the worries? Simple. If you have to visit an ophthalmologist to have steel removed from an eye, you will appreciate the value of eye protection.

Scotch-Brite pads are rather effective for removing stub-

born gasket remnants. That is a well-known fact, but did you know it also works wonders for removing rust and stains from exhaust pipes.

Make sure you use good hardware and fasteners when putting together a car. Stay away from your local hardware store, which can carry cheap (as in quality and price) hardware. Rockford GR8, AN, MS, NAS, Grade 10.9 and 12.9 metric hardware are the types you should be looking for. Watch out for counterfeit and off-shore hardware.

The next time you are at the metal shop, get an extra piece of steel tubing to use as a breaker bar. A 1-3/4-inch steel pipe about 3 feet long will do the trick.

Several companies offer water petcocks for your engine block. These petcocks allow thorough draining of antifreeze for yearly flushing or vehicle storage.

Set aside a small area of your garage for communicating with the rest of the world. Make a place for notes, a clock (so you are on time for dinner), Post-It Notes, pens, markers, measuring tape, ruler and so on. You will be glad you did.

You can save a lot of dough in the long run when you buy and use rechargeable batteries. Keep one set plugged in at all times.

A good substitute for Armor All on your tires is sugar water. Mix a tablespoon or two of granulated white sugar in a bowl of water and apply with an old rag. Works pretty well.

If you cannot easily thread a nut onto a bolt, don't use it. Find a new nut or new bolt and check again. Otherwise, this is just asking for problems.

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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

