



# MiniNews

Mini Owners of America, Inc.; P.O. Box 2872-D; Pasadena, Calif., 91105

April was a dead month for the National Organisation, or at least it was until the 27th. That was the night of the Mini News and National Board of Directors meeting. It was a very stormy meeting. Reason prevailed, however, and the net result I think we will be a more efficient Mini News.

The Treasury has a cash

surplus at last and Herb Miller is checking into the bumper badges.

Our first English advertiser, R.J. Vos, is offering Moto-Lita leather steering wheels for \$25.00 postpaid and that's a bargain!!!! Specify dished (slightly) or flat and whether 13", 14", or 15" diameter. As far as I'm concerned the Moto-Lita wheel is tops.

- T. Clifford

## Mini events

May 18 - LA Mini Owners mtg. Rm. 2, Luaders Park Community Center, 1500 Rosecrans, Compton, 8 PM. Deadline for MINI to Morro Bay reservations.

Mini Events continued p.3



Rauno Aaltonen pushes it in the 1968 Monte-Carlo Rally

EMC Photo c/o Jean Calvin

# Mini Owners of America Inc.

# CLUB NOTES

## NATIONAL HEADQUARTERS:

Mini Owners of America, Inc.  
P.O. Box 2872-D  
Pasadena, Calif., 91105

## CHICAGO:

Mini Owners of America (Chicago)  
705 So. Midland Ave.  
Joliet, Ill., 60436

### Officers:

Larry (Pinky) Frattini, Pres.  
Vaughn Meade, V.P.  
Dave Conway, Treas.  
Jerry Frattini, Secy.  
Bob Heitah, Advisor

## LOS ANGELES:

Mini Owners of America, (L.A.)  
P.O. Box 2872-D  
Pasadena, Calif., 91105

### Officers:

Herb Miller, Pres.  
Ben Bershee, V.P.  
Paul Thornton, Treas.  
Kathie Bershee, Secy.  
Jeff Klawans, Advisor

## DAYTON:

Ohio Mini Owners  
808 Five Oaks  
Dayton, Ohio, 45405

### Officers:

Ron Moore, Pres.

## SAN FRANCISCO:

Mini Owners of America (S.F.)  
P.O. Box 2584  
Menlo Park, Calif., 94025

### Officers:

Steve Austin, Pres.  
Jim Craik, V.P.  
Bob Crawford, Secy/Treas.

## SEATTLE:

SAMOA  
4736 - 18th Avenue  
Seattle, Wash., 98105

### Officers:

Chuck Heleker, Pres.  
Mike Woodcock, V.P.  
George Judkins, Secy.  
Bert Lobberegt, Treas.

## TUCSON:

Mini Owners of America (Tucson)  
908 No. Bryant  
Tucson, Ariz., 85711

### Officers:

Alan Barreuther, Pres.  
Larry Bethel, Secy/Treas.  
Allen Bird, Prog. Dir.

## Chicago -

The main topic at our last meeting was the road racing program of the Midwest Council. Bob Heitsch was at one of their race meetings and was very well pleased with the low pressure, fun type races that were held.

The rally for this month may be put off for a week because of conflicting dates with an area club.

Last month's picnic suffered from a lack of attendance, but those who did show had a good time and it will be repeated in the future.

Next month our meeting will be on the 15th. The earlier date will enable us to get plans final for the tour to the June Sprints.

Los Angeles: April's meeting was taken up mostly by the tour to Morro Bay with San Francisco on June 5/6. Information on this can be read in the MINI TO MORRO BAY column. Also there will be a few changes in the L.A. club, but more on this at the next meeting. The Chinese dinner party at Pam Raabe's parents home went well but was a financial loss (you may as well face it Mr. Treasurer!) A turn out for Morro Bay is hoped to be better.

-K. Bershee

## MEMBERSHIP INFORMATION

Application for membership should be addressed to the closest of the above five Clubs. Those residing outside the above four states should apply to the Nat'l Hqtrs.

For areas with Charter Clubs (above), dues are \$15 for the first year, and \$10 each year thereafter. For the rest of the U.S., \$10 per. For residents of Canada, Cent. America, and overseas, dues are \$15 per year.

## San Francisco

Apr. 5

The usual MOA meeting at Peninsula British Cars in Palo Alto wasn't. At least not at PBC. With 40 Mini owners huddled outside PBC decided a "policy change makes it impossible for us to continue to offer a meeting place." Fortunately, Jim Craik's parents opened their home to the lot of us and we immediately awarded them the MMFV (Mini Medal for Valor).

With a late start we pushed onward collecting dues and new members.

Let's welcome Neil Blank, Stan Johnson, John Anderson, and Jeff Nixon.

Business followed with the announcement that the NCSCC had found us worthy and our check good so we are now members of that fine organization with all privileges.

Our NCSCC representative, Chester Duncan, gave us a rundown of the council events much to numerous to mention here.

Compliments of NCSCC we were treated to a movie featuring Minis ice racing in Minnesota. Really far out. Handbrake turns and all.

We closed out the evening with slides of the Questor Grand Prix and the SCCA Regionals at Cotati a couple of weeks ago.

-R. Crawford

Tucson-As usual, not much is happening here. The club pseudo-activity this month was running Russell Skillman's 1293 Cooper 3 at the drags. His best time was a respectable 15.74, but due to a missed shift lost to a '71 Chevy Monte Carlo. (how ironic!)

It is hoped we could hold a slalom or rally soon, all we need is some help from our vast membership.

-L. Bethel



Q. Do the fiberglass front ends stand up very well and are they hard to install?

A. Being fiberglass the front ends should last indefinitely unless they are damaged in an accident or such. I've never installed one, but, here are the manufacturers instructions: "Remove hood; next remove fenders; these should be cut or chiseled off along the seam where they join the inner fender. Do not remove inner fender. Remove front crosspanel. Fiberglass panel must then be placed on vehicle and hinged to allow the whole front end to hinge forward like Triumph Spitfire. Most frontends are available in BMC colors so that would finish the job." - **TREVET**

Q. Can 1 1/2 SU carbs be installed on a 850 Morris?

A. Yes. But we would not recommend it as it would over carburate the 850. One 1 1/2 SU is adequate if you need the extra carburetion because of new cam or head work etc. - **TREVET**

Q. Where can I acquire 7/16" heater hose?

A. Minis can use 1/2" heater hose and always use a screw down type hose clamp on all water hoses. - **TREVET**

### BRAKE SERVO

When your Cooper S suddenly starts billowing large white clouds of smoke, it is time to rebuild your brake servo. This is fairly straight forward, just take it apart starting with the clamping ring and end cover. But watch the end plate, there's a large spring inside that will pop it across the room if you are not careful.

# TUNING TIPS

Removing the circlip is most easily done with a pair of small diagonal cutters.

All rubber seals and diaphragm must be replaced and the rod checked to make sure it is not bent or scored. To get the seals past the sharp edge of the smaller bore an assembly sleeve should be machined to these dimensions; length: 1.61-1.65"; inside diameter: .625-.627"; outside diam. .746-.748" along .6" of its length, and .686-.688" along the rest.

Fit this sleeve into the end of the bore and the new seals, when lubricated in brake fluid, can easily be slipped down to the smaller bore. Removing the sleeve while holding the spring under tension is a lot of fun! It's best to use two screwdrivers and four hands.

Refit the rest of the parts, making sure the end of the large spring is under the tabs of the locking plate.

Reinstall in the car and bleed the brakes with the engine running.

(Also the parts must be absolutely clean and free from solvent before assembly.) - **BETHEL**

### Yanking the 1275 Cooper-S ENGINE

The workshop manual procedures for removing the engine are all right with the following exceptions-

1-The gear shift extension does not have to be removed from the car - only the 4 bolts connecting it to the trans. Tie it in place so the free end doesn't bend to the floor putting unnecessary stress on the extension mount.

2-If your changing to Harley Spicer U-Joints, now is the time to do it. The old rubber joints CAN be removed without removing the hubs.

3-The righthand oil cooler mount should be removed (one screw) so the engine won't bend it. - **CLIFFORD**

Do you ever wonder if the Mini can go any faster? If you do, get a copy of "Cars and Car Conversions" magazine. It is the British equal to our Hot Rod mags and it is very fond of Minis.

Two interesting articles recently covered hot Minis. One was a 1300 c.c., cross-flow, turbocharged, injected "S". It runs on 13" wheels and reaches 142 M.P.H. at 8000 R.P.M. The builders claim it will go faster as soon as the horsepower is increased from 180 to 200plus. The biggest problem is heat. The turbo runs at 60,000 R.P.M. and with two Mini radiators the under-hood temp. reaches 240 deg. F.

The other car, or rather engine, was a swap for the monied owner who wants more power but not a highly tuned engine.

It consists of mounting a 1600 Cortina G.T. on a Mini trans. It uses a Mini clutch and looks like a factory job. A new crank is made, as the power is taken off what would be the front of the Ford mill. The only bad point is the cost, about 920 Pounds, which may limit use to some extent.

The mag can be bought through Classic Car Books who advertise in most sports car mags. - **FRAZZINI**

# MINI to MORRO BAY



## 3RD Annual Spring Tour

The annual Spring Tour (north for Los Angeles mini owners and south for San Francisco) is less than a month away... June 5 and 6. If you're going northbound you will have two separate routes in parts to choose from, depending on how you like to drive and what you want to see.

Both clubs will meet and stay at the Golden Tee Resort Lodge in Morro Bay's State Park. We will dine in M.O.A.'s private dining room choosing your dinner from a complete menu.

It seems that all hopes of renting The Italian Job have been shattered this year, but next year will be even better by way of films.

Sunday morning we'll all drive on a road that only mini's dare to tread to a winery in the mountains. From there the two groups will split up and head home.

If you want to go but have the problem of what to do with the kids, baby-sitting services are provided at the Lodge. However, if you have no hang-ups all other information such as prices, departure points, etc. can be answered by either Steve Austin in San Francisco (415) 593-3860, or Ben Bershee in Los Angeles (213) 449-0788 before May 21.

Even if you don't want to go, you owe it to your mini!

### MINI EVENTS cont.

May 18 - SAMOA Mtg, Jolly Troll Restaurant, 636 S.W. 152nd, BURien. Dinner 7 PM, Mtg. 8 PM.

May 22 - Chicago Club will hold 3 1/2 hr. gimmick rally for beginning navigators & expert odometer readers. Call 725-3379 or 723-2345 for information.

May 23 - S.F. Club NCSCC Championship Autocross, Pleasanton.

June 2 - Ohio Mini Owners will be meeting at Jack Schoenberger's, 3521 Soldier's Home Rd., Miamisburg, Ohio.

June 5-6 - Mini to Morro Bay rendezvous for LA & SF Clubs. Mark your calendars!

June 7 - Time and Place for S.F. Club mtg. is yet unknown. Members will be Notified.

June 19 420 - Two day Chicago Club tour to the June Sprints at Road America. For info: 723-2345; 725-3379.



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## NOTICE!

Those of you that saw the Italian Job, the best Mini movie ever made, will be glad to know that there is a new movie out that co-stars our beloved Mini in action.

The movie is "Priest's Wife" with Sophia Loren, and Marcello Mastroianni. This is a MUST for all Mini buffs.

Car magazine (British publication) for March 1971 states that the 1000 and 1300 C. C. Minis will remain in production indefinitely.



## Mini Club Jewelry, Decals and Patches

Mini Owners of America Jewelry, Decals and jacket patches are available on a members-only basis. The club makes precious little profit on these items and the only reason we have them is because you requested them.

All orders should be addressed to Mini Owners of America, Inc., P.O. Box 2872-D Pasadena, Calif., 91105. Further, all orders must be accompanied by a check or M.O. for the exact amount. If we are unable to fulfill any part of your order, we will refund the difference.

4" Jacket Patches.....	\$ 1.25
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3/4" Enamel Emblem....	.75

## NOTICE!

Copy deadline for MINI NEWS is the first Tuesday of every month. Copy deadline on Tuning Tips and Club info is the last Tuesday of every month. These are firm deadlines!!!

Club info should be sent to Pam Raabe, 8157 Beechwood, South Gate, Calif. Phone (213) 587-3843 (eves.) THIS IS NEW!

Tuning Tips questions and comments should be sent to either of the following:

Fred Trevet  
Shoestring Enterprises  
2143 E. Huntington Dr.  
Duarte, Calif., 91010

Harvey Waldman  
MRA Enterprises  
15958 Arminta St.  
Van Nuys, Calif.

Material submitted to MINI NEWS should be typed and "camera ready". Typing should be in columns no greater than 1/3 of an 8 1/2" wide piece of paper. To ensure that it will get into the next issue, send it early!!!



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## A SEVENTY MINI?

It's bad enough when I drive down the street in my 850 and see another mini and honk, wave and go through all the symptoms of that well-known disease of all mini owners. But this day it was a totally different experience. I guess I should start out by describing what usually happens when I track down a mini.

When I see another little car coming at me that looks like the one I'm in, I go through the whole bit. It's sometimes rewarding. If it is someone I've never seen before I turn around and I see if the driver is interested in M.O.A. If he is then I go through another bit of advertising—I should say 'plugging'. If he isn't then that's okay because the club needs another non-participant like my mini needs another burnt exhaust valve. (Hint, hint to all you non-participants!) Or if it's someone I know then the efforts aren't wasted. We just say hello.

I'll have to admit I've almost honked at a Honda - but you know how it is when you're tired and the sun is in your eyes! But this time it was different. It looked like a Honda from the front. But the back looked exactly like a MINI. I slowed down to get a better look because this little Hond-ini was parked. It wasn't a BLMC paint job - in fact it looked like a Honda paint job. But I've never seen a Honda with the letters 'GT' on the grill. It had tinted windows all the way around and a British license plate under the California plate. Well, I'm a little dumb at times, but I'm not that dumb. I have seen pictures of the 1970 mini but I never thought I'd see one... not in the near future, anyway. But sure enough, it was a RHD 1970 MINI GT.

I tried to turn around

as legally as I could...but doing it legally isn't doing it easily! I turned left at a signal which was my first mistake. Then I turned left at the first opportunity. It was a skinny street to begin with but three Mack trucks (all parked in the middle of the street because it was probably easier than parking legally!) blocked the road somewhat...even for my mini. I learned that truck drivers don't seem to understand a mini honking it's three-tone air horns. I suppose they would have understood if I would have used a little laymans language, but being a well-respected lady I had to settle for my air horns! I finally got through and wanted to turn left again but naturally "NO LEFT TURN".

I finally managed to get back on the original street and would you believe it?, the mini GT was gone! (NO!) Who said they didn't move?

I didn't really expect to find it still there but the main thing is that I tried. And I tried legally! That alone is quite a task. Oh, and if you know who owns that 1970 Mini GT please ask him for me how he managed to illegally legally (that is possible...think about it!) get it over here.

K. Bershee

### L.A. MEMBERS NOTE!!!

The following establishments in the Los Angeles area have agreed to give discounts to persons holding a valid membership card. This applies to parts only.

Hollywood Sports Cars (10%)  
5766 Hollywood Blvd.  
Hollywood, Calif., 90028  
(213) 464-6161

Clifford T. Nutt (20%)  
245 W. Foothill Blvd.  
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(213) 350-8101

Bill Young Sport Cars (Cost plus 20%)  
2100 W. Verdugo Blvd.  
Montrose, Calif., 91020  
(213) 248-1671

## S.F. MEMBER

### Sports Car Girl Of The Month Dept.

LOS ANGELES, CALIFORNIA - Yes, ladies and gentlemen, the young lady pictured here, Judy Koedraeff, is a real, we say real, Sports Car Girl. And in case you don't believe it, among her accomplishments are the following: fifth in the SCCA's North Pacific Division during 1969, sixth in 1970 driving the C Sedan Mini-Cooper upon which she rests in the photo, a drive with the Ring-Free Oil All-Girl Team at the '70 Sebring 12-Hour (where she won the under-two-liter prototype class in an Austin-Healey Sprite).

Incidentally, if you would like to see a real live Sports Car Girl in real live person, Judy is scheduled to drive in the SCCA Regional races to be held during the LAM Continental Formula 5000 race May 1-2 at Monterey's Laguna Seca course.



SPORTS CAR GRAPHIC

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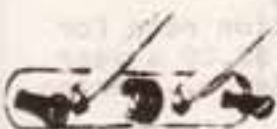
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Kathie Bershee  
Susan Clifford

Tony Clifford  
Jean Calvin  
Herb Miller  
Craig Parada  
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