



MiniNews

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

New Jersey Joins

New Jersey makes the total rise to seven for Mini Owners of America, Inc. charter clubs in the U.S.

They are still unnamed, but M.O.A., N.J. will be sufficient until they decide. Chris Beyer, president of the charter, will keep everyone posted as far as events, etc.

"Our first club function was a disaster", says Chris

"Intended as a fun-type tour to Lime Rock for the TransAm, it, of course, rained like hell. But still seven brave souls showed up; six 'S's and an 850. Fuel problems on Dan Goldberg's 850, a broken throttle cable on Eric Thompson's '70 'S' - and no spare. So we hooked the throttle linkage to the choke cable! And my fuel pump working sporadically on the return trip, finally

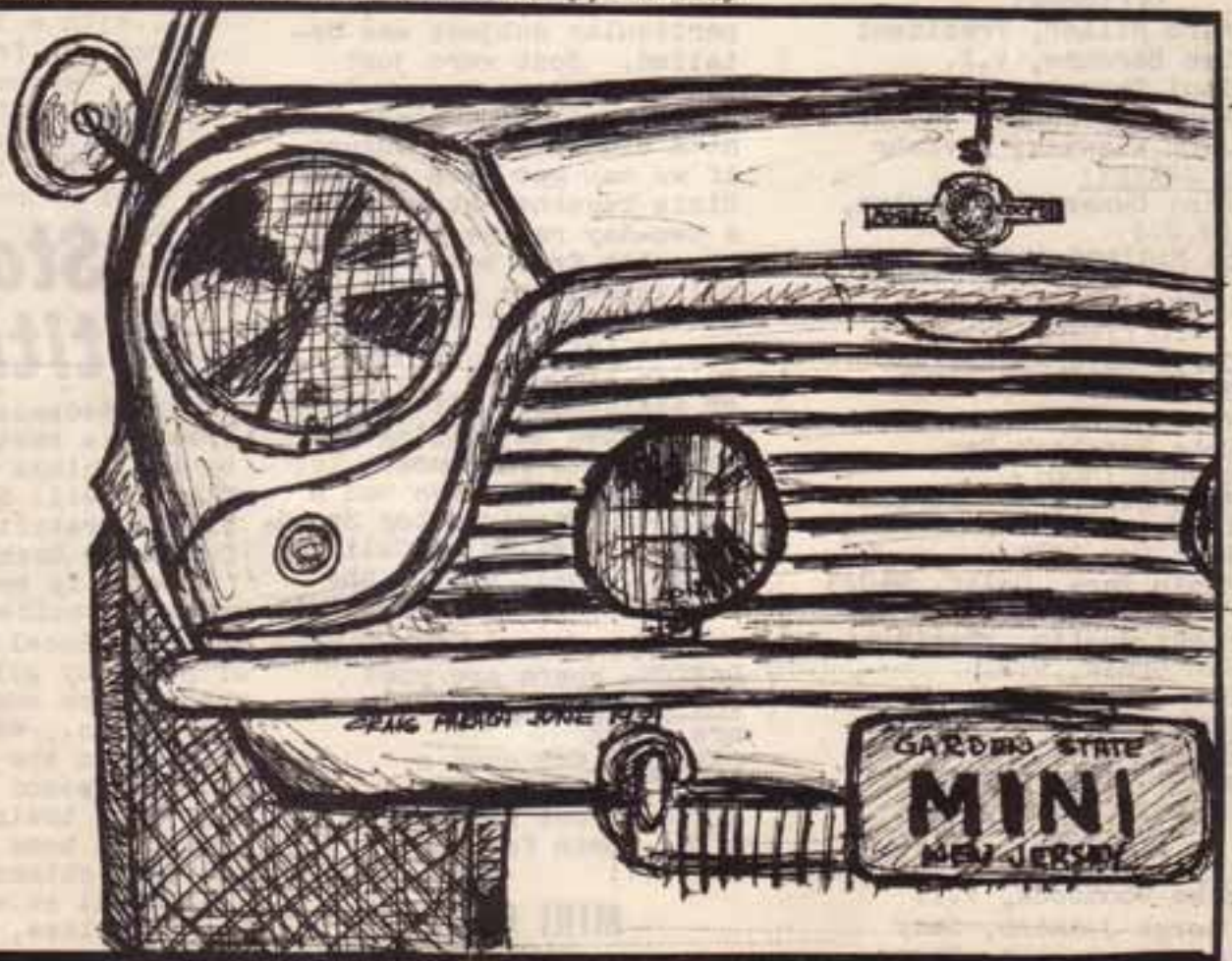
died in my driveway. All this made it less than ideal."

Even after all that, the New Jersey charter is optimistic. "It'll be better next time".

The club has a great start with 30 members and a possible goal of 45.

New Jersey...M.O.A. welcomes you!

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Mini events

June 15: Los Angeles Mini Owners meeting. Lueders Park, 1500 E. Rosecrans Ave., Compton. Rm. 2. 8PM. Film: 1969 MONTEREY CASTROL GRAND PRIX. Morro Bay pictures.
June 19 & 20: Two-day Chicago club tour to the June Sprints at Road America. For info: 723-2345 or 725-3379.

MINI NEWS STAFF

Editor-Kathie Bershee
Ass't. Ed.-Pam Raabe
Typists-Judy Johannes
Cherie Proffitt
*MINI MAN-Craig Parada
Cartoonist- G. Parada
...with a little help from our friends.....
Ben Bershee
Tony Clifford
Herb Miller
Jim Proffitt
Paul Thornton

A Story Untitled

The madness of Mini freaks is best shown by the things the afflicted will do for a bit of gratification for their machines. Recently two of our members decided to overcome the local shortage of parts by going elsewhere, more exactly, to Spreen Inc., about 850 miles down the road. Being of sound mind, they left their "Shoeboxes" at home and less exotic machinery used. Arrival showed a small looking place, but the error of this judge-
Continued on page 3.

TUCSON:

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

Officers:

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

CLUB NOTES

CHICAGO - The past month saw no obvious action for us. The rally was postponed, but the tour to the Sprints was worked out and all that is left is to buy the trophy to be awarded to the best Mini.

Active recruiting has gained three new members and we will try for a few more at the Sprints. P.F.

LOS ANGELES-

A lot of little topics were discussed at our regular meeting, however, no particular subject was detailed. Most were just ideas, such as a new, free meeting point; a concours as a club event in August, if we can get five clean Minis together at one time; a two-day rallye in October with free beer, gas, oil (what more could you ask?) Jim Proffitt is willing to set up a gimmick rallye if he has the proper assistance. If you're interested in helping the club make a few bucks, let him know. Also, we had a film on Ontario Motor Speedway, "500 Miles of California". Next month, the Monterey Castrol Grand Prix.
K. Bershee

DAYTON- Where are you?

SAN FRANCISCO- Where are YOU??

SEATTLE- Not even a phone call???

TUCSON- Must have been a bad month for meetings!!!!

MINI NEWS NEEDS YOU !!

Mini Owners of America Inc.

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

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Vaughn Moade, V.P.
Dave Conway, Treas.
Jerry Frattini, Sec'y.
Bob Heitsh, Advisor

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Ohio Mini Owners
808 Five Oaks
Dayton, Ohio 45405

Officers:

Bon Moore, President

LOS ANGELES:

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

Officers:

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Jeff Klawans, Advisor

NEW JERSEY:

Mini Owners of America,
(N.J.)
65 Midland Ave.
Glen Ridge, New Jersey
(07028)

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Bob Miller -V.P.
Walt Downs -Treas.
Eric Reesbeck-Sec.

SAN FRANCISCO:

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

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Jim Craik, V.P.
Bob Crawford, Sec./Treas.

SEATTLE:

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

Officers:

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Words From the Editor

As new editor of MINI NEWS I would like to start something new and that is a regular editorial spot in which the editor (yours truly) may express her views on M.O.A. and/or Minis in general. I realize that there will be a few people who will disagree with me and they are very welcome to write and express their opinions as well.

This particular month I would like to bring up the topic of participation because I'm sure that it is a problem, not only in Los Angeles, but in all the other chapters of M.O.A. as well. But obviously, I can only speak for myself and what I see here in L.A.

For those who may not know, MINI NEWS has been run by two people for the past several months, both of the L.A. club (and also the same family--a husband and wife team). Until recently, the help they needed so badly seemed unimportant to others. Now the response has been fantastic in wanting to help put MINI NEWS together. But we still need articles, not just foot notes, from the other clubs on activities there or this will turn out to be a Los

Angeles newsletter instead of a national bulletin for all Mini owners.

As for Los Angeles, out of more than 50 paid members, why is it only less than one dozen have signed to go on the biggest event of the year: the tour to Morro Bay? I would like to know where the other 40+ are and what we, as a local club have to do to bring you out in the open? The L.A. chapter is no different than the other clubs. We have slaloms, rallies, parties, tours, movies, picnics, etc. What is left? Is there anything that the other chapters have by way of bringing out the best in their club members? If there is, since I have no solution to the problem, perhaps they will write and let us know what they do to cure it!

K. Bershee
- Editor

...Untitled con't.

ment was soon shown. They were given the 60% tour by Lloyd, our man-on-the-phone stock expert.

The garage disclosed about ten "Bricks", as called in the east, in

various stages of storage preparation, and parking. In the dyno room tests were being run to determine the best set-up for Weber equipped 1298's.

A tearful story of Corporation logic vs. intelligence was told to them. It seems that when B.L.M. took over B.M.C. a shift in the location of parts stores was called for. By official decree, any part not shown on the inventory were to be scrapped. One of the local Mini people was just in time to see a NEW Mini body shell, complete, being fed into a compacter. Shows that common sense isn't all that common.

On the return trip a Cooper owner was chased down and was persuaded to join. He said he was lucky because he got his from an unknowing owner for a very low price. He said he gave about \$350 for a clean "S". We should all be so lucky, especially since a good "S" goes for \$3,000 out there.

So goes the tale of two wanderers, leading me to wonder what these cars will tempt their owners to do next.

P. Frattini

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A Fathers Lament by Harold Wenzel

I remember when we saw that first MINI running down the freeway with the For Sale sign in its window. My son started a big yell for me to catch him and to buy it right out there on the freeway.

Well now, I don't drive that fast so I finally caught-up about ten miles later, but only after he had turned off and stopped. We bought it and I didn't even know what it was, but it sure did go and drive-out nice and it was such fun. I just knew that my kid had to have it. I even hoped to get to drive it once in a while too, but Doug was very selfish and he would not let me go over one block away with his newly beloved. He spent every penny he made on it and I did get to ride in it once or twice a week.

We went to Stockton last summer and we were just driving along with no worries at all when I heard that scream "STOP", and me right in the big middle of rush-hour traffic. That beautiful red MINI was still sitting on the vacant lot when we finally got around the block and back to it with most of my eardrums still in working order. Poor old Grandmother never did understand all of the commotion and panic, even though she did bankroll the deal. Right! We did buy it and we towed it all of the way back to Phoenix (and later to New Orleans, and back to Phoenix again) (That car does tow beautifully, I should know after over 4000 miles of pulling it all over the country) Doug decided to live in New Orleans, so he left the ranks of loyal MINI owners and sold both his red one and blue one to

his little brother Tom. Doug had invested every paycheck he had made all last fall in that red job, so Tom had to look to dear ol' Peps for the backing to try to swing the deal.

Now no one kid can drive two cars at one time, so I just knew this would be my chance to get into the MINI project. I helped Tom work on them, financed the parts, even built a driveway, garage and engine hoist for him. He always had one MINI under that hoist even when nothing was wrong with it and he would never let me drive the other one, except down to the end of the block and back, just like before. Selfish kids.

Then our son Greg, who is in the Navy at El Centro, came home with the prettiest little green '63 Austin in pure mint, right out-of-the-factory, like new condition. He had conned a little old lady school teacher into selling it to him by the clever ruse of offering her about twice as much as she thought it was worth. Now Greg is a good driver (after all I taught him myself) but he just didn't have the proper love for that beautiful MINI. He owed the ol' man lots and lots of money from his former car deals, so I just offered to call it all square for that MINI. At last, I had one for all my own. Greg went off mad and bought himself a motorcycle after I would not even consider financing him on a brand new H---A. (Oh I can't even say that word). We do still let him come home once

in a while, even after such a disloyal outburst of idiocy.

Tom, the son left at home has a new 17' house trailer and it does look funny behind a MINI, so he uses my new pick-up a lot. He has become so used to driving it, that he has parked his MINIs for the duration of my patience with him. I don't ever get to go anywhere all by myself, so there is always some one to drive me. I never get to drive my MINI unless I sneak off and grab one while the wife or kid isn't looking and that is just about never. But when I do, things really happen: Yeah! The neighbors threaten to call the police. Little kids run to their mommas. Dogs bark and cats pzzzzst at me. Teenagers make fun of me. Women (including my wife) tell me to act my age. The whole world just turns on me.

I don't see any good reason for a middle-aged man to have three MINIs around that nobody is using and I can't play with any of them. That is just like having three 23 year old chicks (in bikinis yet) in the house and a very watchful wife; you are only allowed to look but not touch or play. Why would three beloved sons and an up-to-new loyal wife do this to me?

Therefore I have to get rid of the MINIs or the wife and kid, and at my age it's too hard to start over. So I must relinquish my fond dreams of my own MINI but I will carry on with the battle cry "NEVER A HONDA". God bless MINIs.

The Masked MINI DRIVER.

by Craig Parada

The door of the Cyclops slammed. The tiny car lighted out onto the track, watched by an amazed crowd, a content crew and a cheerless Indian.

"Him put in good lap time, Mini Man" said the Indian, lowering his stop watch.

"yes Torqo, I'm afraid so" replied the Masked Mini Driver in a nasal baritone.

An ocean breeze fluttered across the humid Datona Beach track, bringing only fleeting relief to the crews and cars gathered for the coming endurance event. The German Porches were there, of course, and Italian Ferraris and Alfas. There were March, Matra and specialty cars: a new Micky Thompson rear-engine-front-drive car, the famous Schkullllygaryian V-24 powered Staff Car, a Chapperal Magnet car and the Cyclops. The grid would be filled for the race.

Mini Man zipped into the paddock area followed closely by Torqo on his Webley-Vickers 44D-S motorcycle. The Masked Driver had been scoffed at -- "A street mini in under 2 liter Prototype Class?" they asked. What better for endurance than a street car?

overall behind 2 Ferraris, a Prsche, the Chapperal Magnet car and Pietro's Cyclops; just ahead of the powerful but ill-tempered V-24 Staff car.

Late in the afternoon, the race began and the field began to shape up. With the passing hours, the Mini moved into third place. The Chapperal had locked onto a ferrous Firebird on about lap 15, and was now clinging helplessly to the side of a courseworker's microbus as well. One of the Ferraris, avoiding the melage, went dirt-trading and clogged the injection. "A bit of British racing luck" commented the Masked Man as he slalomed through. The Schkullllygaryian V-24 was black-flagged for tire damage...tire damage to the road - as the special "Schnoidlop" tires were making a rooster-tail of pavement as the car powered out of corners.

The Cyclops stuck to Mini man's rear bumper, its now 43cc moisture-absorbing turbine-electric motor screaming at 37,000 rpm - with the cornering technique peculiar to torque whip-drive cars. The Masked Man stepped up his pace, but continued to turn lap times consistant to 1/100th of a second.

"Nothing to it," the Masked Driver told reporters during a pit stop, "you merely drive the same every lap." He leisurely finished a plate of "Cirolips Hydro-lastique" and a glass of hot beef suet. His mood was cheered by gathering storm clouds.

Several eventless hours later, in pouring rain, Mini Man was still in third, pressing the second place Porsche (which seemed to have an advantage on the front straight). Cars were being picked off, and by the following morning, half the field had retired.

It was becoming obvious

to Mini Man that in these closing hours of the race Team Cyclops would pull their usual deux ex Machina to win. The track had flooded in the ruts at the corners, and Cyclops picked up speed. Mini Man passed the two first place cars to build up a safe margin. It was time for the final pitsop.

"Torqo!" Mini Man said as he whipped into the pits. "They have a water-turbine."

"Yes, Camosavi. Them also put dry crackers in fuel tank."

"Looks....wait! Get me some Cherrios!"

"Cheerios?" Torqo asked as the Masked Man grabbed the box and sped off.

As expected, on the last lap, the Cyclops began using tremendous amounts of water, and blasted into second place A hundred yards before the finish, after 24 hours, Pietro's car pulled out to pass, madly sucking water. Mini Man deftly dumped the cereal in front of the tiny car. This (as any cereal aficionado knows) absorbs any moisture, and caused the Cyclops to drop back. Mini Man took the flag (with his extended right arm) and roared off the track into the night followed by a vintage Webley-Vickers.

"Where you go, Masked Man?" asked Torqo.

"Oh, out for a drive to unwind a bit.... ever been to Newfoundland?"



The Mini qualified first in class (nudging out an Alfa) and fifth



...To Be Continued

MINI NEWS' FIRST COMPETITION

WIN A COMPLETE SET OF MINI OWNERS OF AMERICA, INC. JEWELRY! All you have to do is write a short essay (250 words or less) on the most exciting or strangest experience you've had in your mini. The winner and his story will be announced and published in the August issue of MINI NEWS. All entries must be in before July 31, 1971. They will be judged by the staff of MINI NEWS. All stories must be original. MINI NEWS reserves the right to publish any stories received. This contest is open to MEMBERS of Mini Owners of America, Inc. ONLY.

This contest is not open to MINI NEWS staff and/or their immediate families. VOID WHERE PROHIBITED OR TAXED. Send entries to K. Bershee, MINI NEWS, P.O. Box 2872-D, Pasadena, Cal.

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.

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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) ~~588-8887~~ (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.
Pasadena, Calif. 91105~~

Harvey Waldman
MRA Enterprises
~~11111 N. Hollywood Blvd.
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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Application for membership should be addressed to the closest of the listed seven clubs on page two. Those residing outside the seven states should apply to the National Headquarters. For areas with Charter Clubs (as listed), dues are \$15.

for the first year, and \$10. each year thereafter. For the rest of the U.S., \$10. per year. For residents of Canada, Central America, and overseas, dues are \$15. per year.

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