



MiniNews

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

Tour Date Changed

NOW JUNE 10 & 11

It may pose as a problem to you, or it may mean that now you can go; the date for Mini to Morro Bay II has been changed from the week-end of June 3 and 4 to June 10 and 11.

One of the main complaints that MOA has heard about the June 3 and 4 date is that too many people have to cram for school finals. With the June 10 and 11 date, finals will be past news.

This change in dates, however, has no effect on the room rates or on the reservation deadline of May 19th.

Instructions will be mailed to those who have made reservations for the tour. All the necessary information concerning meeting points, times, etc. will be listed.

If you haven't made a reservation as yet, fill out the form on the last page and mail it in as soon as possible.



THIS MONTH

Date Change.....	1
Son of Myte Moke....	3
MOA T-shirt Delay...	5
Events.....	2
Morro Bay Form.....	6
Classified.....	6



Two years ago- San Francisco and Los Angeles clubs "MINI TO CAMBRIA"
Photo by Ron Moore

Mini Owners of America

CLUB NOTES

events

CHICAGO:

Mini Owners of America
606 Herkimer Street
Joliet, Illinois 60435

DAYTON:

Ohio Mini Owners
2064 Norway Drive
Dayton, Ohio 45439

LOS ANGELES:

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

NEW JERSEY:

New Jersey Mini Owners
65 Midland Avenue
Glen Ridge, New Jersey
07028

SAN FRANCISCO:

Mini Owners of America
P.O. Box 2584
Menlo Park, California
94025

SEATTLE:

SAMOA
1610 - 40th
Seattle, Washington

TUCSON:

Mini Owners of America
908 North Bryant
Tucson, Arizona 85711

NATIONAL HEADQUARTERS:

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

Mini Club Jewelry

Mini Owners of America jewelry, decals and jacket patches are available on a members-only basis. All orders must be sent to the National Headquarters accompanied by a check or money order for the exact amount.

4" patch.....	\$1.25
Decal.....	.25
4 ring key case.....	2.50
Pin.....	2.50
Tie tack.....	3.50
Key chain.....	2.25
3/4" enamel emblem.....	.75

TUCSON: The April 9 Solo II event at Picacho, Arizona was a fantastic success. The event, sponsored by MOA of Tucson and SCCA brought a near record turnout. Several Minis came down from Phoenix including Mike Holden's beautiful Trans Am Cooper. Together with Skilman's racer they gave quite a show. Unfortunately, the 289 Cobra and the Porsche 904 had a bit of a power advantage on the long course, but everyone placed well and a few took home trophies. At least Tucson is seeing there is a Mini club, and that we DO have events. Another slalom is planned for the near future but the date and time are not definite as yet.

At other events we have had several Overall wins and more Class wins than my feeble mind can keep track of.

-L. Bethel

LOS ANGELES: It's time for a change! To start with, meetings are going to be conducted in a business-like manner. If you have anything to sell, place an ad in Mini News. Monthly tune-ins will be out down to every other month. Events meetings will now be held at Jerry Erkel's place; more details on this at the next meeting, May 16th.

OHIO: The Ohio Mini Owners has a new president, Barry Prosser. More news from the club is on the way in the future.



May 14th- Mini Mother Cross by SAMOA at Tacoma Community College. Call LA4-5020 for info.
May 16th- Los Angeles club meeting, Lueders Park, 1500 E. Rosecrans Ave., Compton 8:00 PM
May 16th- SAMOA membership meeting, End Zone Tavern, 5401 26th N.E., Seattle 7:30 PM
May 19th- Mini to Morro Bay II deadline for reservations.
June 10&11- Mini to Morro Bay II, 1972 Spring Tour for S.P. & L.A.
June 12th- San Francisco club meeting, First Federal Savings, Howard & Primrose, Burlington.
June 14th- Tucson chapter meeting, 3322 E. 1st St., Tucson 8:00 PM

Deadlines

Deadlines for articles, photos, etc. for Mini News are:

Photos-28th of every month.

Articles, ads, etc.-last day of every month. These are firm deadlines. Any material submitted late will be subject to the next issue. Please send correspondence to Pam Raabe, 8157 Beechwood Ave., South Gate, California.

BACK ISSUES

Back issues are still available for 50¢ each. Please state which volume when ordering. Below are the issues still in stock.

Volume 1, Nos. 2, 3, 4, 5, 6, 7, 8, & 9.

Volume 2, Nos. 2, 3, 5, 6, 8, 9, 10, 11, & 12.

Volume 3, Nos. 1, 2, 3, 4.

Write to MOA, P.O. Box 2872-D, Pasadena, Cal.

THE SON OF MYTE MOKE

November's Mini News introduced the first part of a three part story on SAMOA member Jerry Everett's adventures with Mini Mokes. As you may recall, the first Moke saw some autocross competition and was retired at season's end by sectioning 18 inches (not 12 inches as originally reported) out of the center and being rewelded. The second Moke appeared on the scene and ended up (with it's 1071) as the Western Washington Sports Car Council Champion in the Modified class for 1969 (see Dec., '71 Mini News).

We've talked about the Moke, and about the Myte Moke, so this month let's talk about "The Son of Myte Moke!"

The original Moke had been sectioned 18 inches, stuck back together and left in Jerry's garage. Work finally began during the winter of '69/'70 on an unusual machine. Even more excess weight was removed (the 18 inch section weighed about 50 pounds) and then the suspension went back in. The complete front sub frame assembly from a dry suspension 'S' (lowered two inches) was installed. The rear suspension, with 'S' drums and a sway bar was dropped three inches and Konis were fitted all around. The Moke was now a rolling body, but that was all.

Attention now turned to the interior. The dash was redone using only those gauges necessary and a very form-fitting seat was built, covered and bolted to the floor. The steering column (with a wheel the size of a dinner plate), basic wiring and pedals were installed.

Next came the big question. After a 1071, what would be next in the engine department?

During all this time Jerry had been doing a lot of Mini and Mini part trading (we affectionately call him the Arab). He had somehow ended up with a 1275 'S' engine and an almost new 1275 Austin America automatic. Because

all-out power is not a problem with either engine in the extremely light Moke, Jerry opted for the automatic. If nothing else, this would be novel. The choice required some modifying to the sub frame and one of the mounts because the automatic transmission is longer, and when sitting low enough, is too wide.

These difficulties were all eventually overcome, but the 1970 season was well under way and there was too much yet to do. So the Son of Myte Moke wasn't going to be competing until 1971.

Meanwhile, work continued little by little. Wheels were needed (the Magnas of Myte had been suffed out during the trading) so a set of 4 1/2 inch 'S' rims were widened 1 1/2 inches and offset 3/4 of an inch. They were covered by Indy-type Firestones and looked like they would fir the AVS Shadow.

The next project was a roll bar. Because BLMC and the auto accessory dealers don't make roll bars for Mini Mokes (an oversight, I'm sure), Jerry designed one out of 6061t6 1/8" aluminum square tubing, had it welded together and installed it. The roll bar weighed less than 30 pounds although it incorporated triple bracing.

With all the details to take care of, and a few 'new home owner type' projects, the 1971 season was fast approaching. Jerry and another SAMOA member, Mike Woodcock, formed a 'building and competition' agreement. Jerry bought a new head, worked it over and set it up to run twin 1 1/2" s while Mike attended to the myriad of details. He installed the brake and fuel systems and finished the wiring. A small gas tank was built and installed and a small aircraft-type battery (safer and lighter) was purchased. A trailer Jerry owned was modified to accept the Moke and off to Seattle International Raceway they went for some testing and to break in the engine. They found out two things in a hurry. One, the

Moke was fast! Even limiting the revs and with the low final drive the Moke turned competitive C Sports Racing times from the first lap. Two, something had to be done about the rear brakes. With the drastic change in the weight distribution the rear brakes started locking up if you even thought about using them. Embarrassing in corners.

The season started and the Son of Myte Moke made its appearance causing only mild chuckles from those that could restrain themselves. Almost always the times that this creation could turn erased the deriding smiles from competitors faces.

During the season the Moke was run in the Automatic mode (letting it shift for itself) to help save some wear on the transmission. To keep the Moke from shifting at RPM's too low in this mode, a choke cable type affair was attached to the shift point adjuster and mounted on the dash. In this way the automatic shift point could be pre-set.

The Moke handled well, went like stink and was well driven, but alas, when the season was over Jerry was second and Mike third. Not the Moke's fault. Both Jerry and Mike couldn't make enough events. But that was in 1971; 1972 is coming!

Anyone interested in further details on the modifications can write Jerry at 2525 Morris Avenue, Renton, Washington, 98055.

STAFF

Editor...Kathie Bershee
Asst. Ed.....Pam Raabe
Chicago Correspondent..
.....Dave Conway
San Francisco Corresp..
.....Jim Sauer
Seattle Correspondent..
.....Chuck Heleker
.....with a little help
from our friends.....

Ben Bershee
Barbara Garcia
Cherie Proffit
Jim Proffit
Ken Reid

MOA T-shirts

There has been a delay in obtaining the Mini Owners of America, Inc. T-shirts. The shirts arrived in Los Angeles on May 2nd but were of poor quality. So, they were sent back to the makers and the order was cancelled.

It isn't sure now when the club members will be able to purchase T-shirts. The National club will, in the meantime, try to find another source and get the ball rolling.

Information will be passed along whenever it is available.



minibits

If anyone should be so lucky as to have the July 29, 1966 issue of AUTOCAR they will find that the first 40 pages or so are devoted to the Mini and include sections on special bodies, a road test of Broadspeed's 'S' and pages of accessories available. This issue al-

so includes an article on a trip across the Sahara in a Mini!

-Chuck Heleker

In the 3/18/71 issue of AUTOCAR there is an ad for Mini vans - 850 primer and 1,000 white. Also, 1,000 red pickups. Wouldn't it be nice?

Only New

* A REBUILT 1293
"O" TIME, 648 CAM
DEVE'S RINGS
NEW CAM BRGS
REBUILT HEAD
READY TO GO

GOLD SEAL
COOPER'S
ENGINES/GARBY

Why Buy A Austin America

\$ 675
EXCH.

LESS CARB, STATOR,
GEN, DISH

4 SPD ALL SYNC

* MKII TRANS \$100.00
DISASSEMBLED BUT
LIKE NEW YOU PUT
IT TOGETHER

* DEK KHANS FOR "CV" JOINTS PLMC
SPEC. 75 & A/TUBE

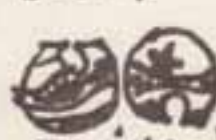
* THICK OIL PUMPS TO GO AFRICAN
SPEC. \$20.00 (SPEC. STAR, PU LONG/SUBST)

* GLASS FRONTS. 20" THE BEST, BAR
NONE COMP. WITH HINDON \$85.00
BFG., DRK BLUE, '72 PL. ORANGE

* 15 DCOE/9 WEAVER
NEW BUT DUSTY \$90.00

* FASTER/LONGER *

* DISCOUNTS TO THE TRADE.



4339254

4237725

RACING V
164-50TH LONG BEACH CA 90804

MINI to MORRO BAY II

Deadline: May 19

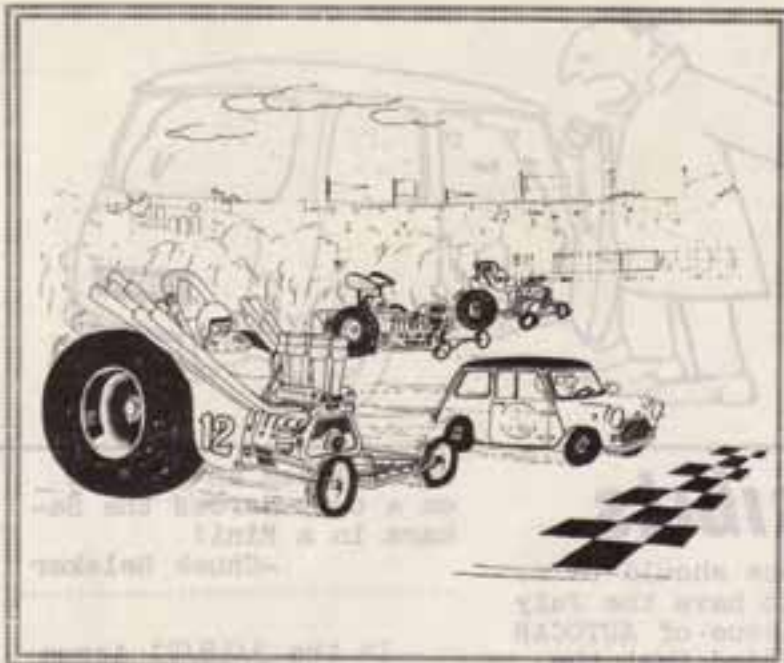
Prices for members of MOA are:

\$20.00 for 2 people - one double room.

\$17.50 for 1 person - one single room.

(Non-members making reservations add an additional \$5.00.)

Mail the coupon below before midnight, May 19th. Any reservation forms received after that date will not be accepted!



classified:

2 Cibie Oscar 7" spot & fog, little use \$40, 12v;
H. Manning, 406 W. Tacoma
Clawson, Mich. 48017

Classified ad rates per issue:
Members-up to four lines-50¢;
four to eight lines-\$1.00; etc.
Non-members-up to four lines-\$1.00; four to eight lines-\$2.

Please reserve _____ double room(s)/
single room(s) for me. I have enclosed a check or
money order made payable to Mini Owners of America,
Inc. for \$ _____.

_____ (name) _____ (address)

_____ (city) _____ (zip) _____ (phone)

_____ (date) _____ (signature)

Mail to: MOA, P.O. Box 2872-D, Pasadena, Cal. 91105

Advertising space for sale; details upon request.

MINI OWNERS OF AMERICA, INC.
P.O. BOX 2872-D
PASADENA, CA 91105



FIRST CLASS