



MiniNews

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

S. F. Has Complaints

At the June 20th meeting in Los Angeles an informal complaint was made on behalf of the San Francisco club by its secretary, Marcy Harman, concerning the procedures of the National organization.

One of the questions was that of where the money from the charter clubs goes once it is in the hands of the National Headquarters. Last September it was decided by the Board of Directors that the National organization

be run officially by the Los Angeles club since it had been run informally since the club decided to be national. That meant that the two separate books be combined to simplify matters; not to increase the Los Angeles treasury.

When a charter club pays the \$25 fee, that club is merely buying a franchise, so to speak, with the right to legally use the MOA name, emblem, etc. Therefore, that \$25 no

longer belongs to the charter club, but to the National treasury. That money is then spent on Mini News, decals, stationary, jewelry and other items available to the national members. Not many people realize when they receive Mini News that it takes approximately \$50 to publish the paper each month; this being where the majority of the income is spent.

(Continued on page four)



Don McCain (#71) hard at work with his Mini at the 'Mini Stock Races'. Photograph by Dave Conway.

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.....with a little help
from our friends.....

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CLUB NOTES

TUCSON: First the slalom news since that is our bag out here. Since last report, there have been 4 slaloms in this area. I entered all 4 and came away with a FTD, a class win and second FTD in a super-slalom at Phoenix Int'l. Raceway (where the speeds were approaching 100 mph), and then a 2nd and a 3rd (competitors getting rough!). Larry entered 2 and won his class easily both times. And a new member won his class in his first slalom driving a Mini. At the Raceway slalom both Larry and I were many seconds ahead of the 2nd place cars (excuse us for tooting our horns).

And we are still growing. It's a very self-satisfying to see the dues come trickling in. In the past 3 months we have increased our membership about 300%.

We have decided to let non-Mini owners join our club. Only pre-requisite now is that you must be interested in Minis. We'd like to have other club's opinions on this (besides L.A. as we already know theirs). We feel that there really aren't that many Minis to go around and a potential owner may look for months before finding HIS Mini-during this waiting period, he should certainly be able to take full advantage of the club benefits and have a say as to the club's direction.

-R. Skillman

MOA T-SHIRTS

Not much good luck with T-shirts. Ken Reid, L.A. President, is checking into buying J.C. Penney Towncraft shirts and having the MOA emblem printed on them. More news when it becomes available.

events

July 18th:

Los Angeles mtg. Lueders Park, 1500 E. Rosecrans, Compton, Rm. 2 NEW TIME: 7:30 PM

July 23rd:

Los Angeles club Tune-in at Ugly American Racing, 19th & Temple, Signal Hill at 11:00 AM. 433-9254 - phone ahead for off the wall parts or if you plan a major operation.

August 7th:

L.A. Events Committee mtg. at Jerry Erkel's, 3775 Canfield Ave. #16, Los Angeles 839-8261 7:30 PM

August 8th:

San Francisco meeting at First Federal Savings, Howard & Primrose, Burlingame.

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. 90280

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, 5, & 6.

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

Race Results

by Russ Skillman

Mini's have been doing very well this year on the SCCA National race scene. Here's a rundown on C Sedan in each division as of May 28th.

Southwest Division:

1. N. Dodson, Mini, 18 pts.
2. A. Acree, Mini, 9 pts.
3. H. Dewitt, EngFord, 6

Central Division:

1. J. Baumgardner, Mini, 18
2. R. Koch, Mini, 10
3. P. Griffin, Mini, 9

Southern Pacific Division:

1. B. Fox, Mini, 15
2. J. Law, Saab, ?
3. R. Nash, Datsun, 4

Southeast Division:

1. J. Swanson, Mini, 9
2. A. Consentino, Fiat, 9
3. J. Brooks, Mini, 6

Northeast Division:

1. J. Buffo, Mini, 15
2. D. Ammen, Alfa, 10
3. T. Buffo, Mini, 7

Although it's early in the season, it looks like the marque will be well represented at the ARRC runoffs at Road Atlanta in the fall. (Don't forget, D Sedan has been dropped by SCCA; thus no results for that class).



TUNING TIPS

by Jim Proffit

I don't know how it is in the rest of the country, but most of the Mini's I see in my shop died an early death due in part to overheating and resulting oil starvation.

First, assuming that the head gasket, water pump and thermostat are in order and the radiator clean, what one fills the rad and sump with is (Con't. on page four)



Bill Griffith, Canadian C-1 slalom champion, takes his 13'2" canoe off his Mini. Photo from THE SEATTLE TIMES by Jay Steinberg. Submitted by Stan Russell, SAMOA.

S. F. Complains (Con't.)

At the last Los Angeles meeting, nothing was accomplished except for a lot of shouting. San Francisco claiming they have been sending letters stating their complaints, but receiving no answers and monthly correspondence to Mini News was not being published. Los Angeles claimed that nothing has been received in the mail.

A special national meeting was planned for Sunday, July 2. San Francisco's Marcy Harman said she would write a formal complaint and have it in Los Angeles by that date. All other charter clubs were informed by telephone by Pam Raabe, each club promising a written confirmation of the phone call along with their complaints.

On July 2, the meeting was called to order. Pam Raabe stated that she had received two letters, from Dayton and Tucson, and verbal permission from the other chapters (except San Francisco, who wasn't heard from) to proceed with any decisions made concerning the future of the National club.

Suggestions made by the clubs were as follows.

1. A once-a-year national financial statement.

2. A national register to be circulated to all members giving phone numbers of the chapter's officers.

3. Keep members informed as to the details of the MOA T-shirts.

4. A better correspondence between the clubs. Each club (except San Francisco) admitted that if they do not send any material to Mini News, it was their own fault. Tucson President, Larry Bethal, suggested that Editor Kathie Bershee should

start publically criticizing those clubs which send nothing again since it had great results in the past.

Finally, a motion was made by Bob Turney to reinstate the two separate books but be handled by one person. The motion was passed. Turney also made the motion to reinstate the original National Board of Directors (consisting of Tony Clifford, Bob Turney and the President of each club), hold another meeting July 13th and proceed from there. All members of the Board of Directors will be notified by mail concerning the meeting.

Tuning Tips (Con't.)

important. 50/50 mix of water and anti-freeze should always be used. Never use an anti-freeze with a stop-leak additive! A 20/50 multi-grade oil (i.e. Castrol XLR or Valvoline) is good or Castrol Grand Prix in 30 or 40 weight gives excellent protection and heat transfer. Never use 50 weight oil in a street Mini. This may cause oil pump damage and bearing failure when the engine is below operating temperature; the same goes for oil thickeners. If your car doesn't have proper oil pressure at normal running temperature, your engine needs a rebuild, not thick oil.

If you don't have an oil cooler, put one on. Be sure the openings between the cooling fins are large enough to let air pass rapidly at low speed. Air craft oil coolers are great at 300 mph, but not at 30 mph. If you have an oil cooler, don't block it with driving lamps, badges or

(Con't. on page five)

THE ROSE CUP

(From the June SAMOAN)

June 10th and 11th there was an SCCA National Race in Portland, Oregon. The Minis showed up as a trio mumbling something about a white Alfa. Steve Indwig and Ward and Doug Barbour had Minis on the track. Instead of an Alfa, someone should have warned them about a Datsun 1200.

The Sunday grid for the C Sedan, D Sports Racing, H Production race showed a sports racer 1st, the 1200 2nd, the Alfa 3rd, Ward 4th, Steve 7th and Doug 9th, with various others scattered around to finish the field. The top qualifiers were all pretty close so a good race was promised. Steve was trying his new 12" tires and Ward elected to stay with the 10's to get a few more revs.

It rained for two races Sunday and guess which race was one of them? In fact, it started raining so close to the start of the race that no one had time to change tires! The race had hardly begun when the course looked like the rotary heads of a Norelco razor. Datsun, Alfa, Sports Racers, Sprites and Gordinis spinning everywhere. Ward quickly jumped into the lead and Steve 4th by the first turn. The race was on! Steve finally caught and passed Ward when the rain and Ward's exhaust system problems were too much. Too many short-outs around corners had helped knock out the exhaust system. Doug's engine went sour and just after Steve got past Ward, a Sprite spun in front of the beautiful black Mini and Ward had a crumpled fender and was out of the race. Rain, good car/driver and the 12" tire's wet traction gave Steve a class and heat win. Good way to start the season. Congratulations, Steve!

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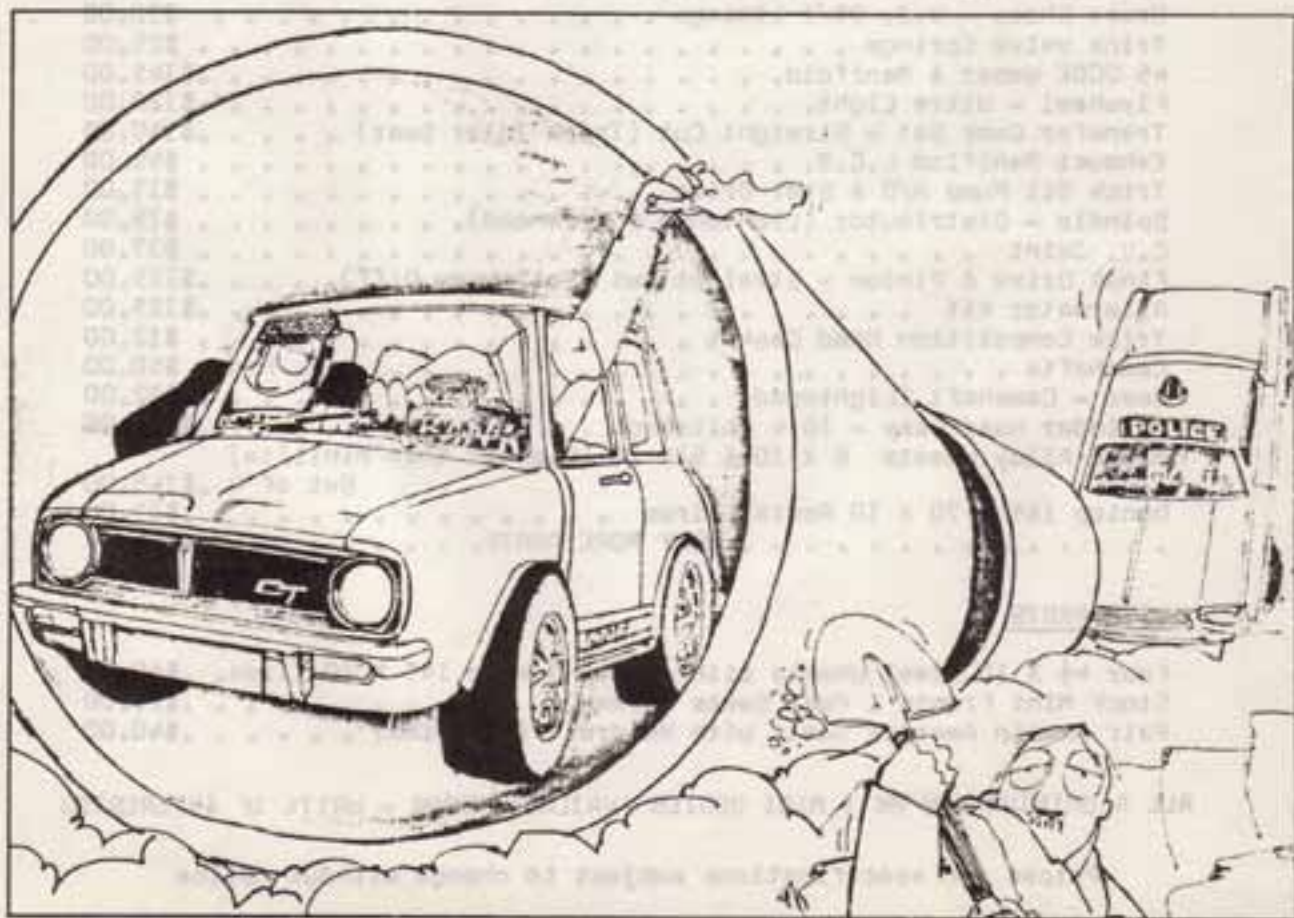
Tuning Tips (Con't.)

your license plate.

Next is the problem of blanking sleeves and thermostats. BLMC makes a sleeve for the Mini that works well. This slows the water enough that it can exchange heat in the radiator. If you need a thermostat for cold nights use a wax Vernatherm type.

Coolant recovery systems are worth the price since they give a safety margin, but once again, don't place anything in the radiator air stream. Also, electric fans are a good investment for in-town stop and go driving since the fan turns the constant RPM higher than the engine and moves more air at low speed.

Don't forget you can always use the heater in times of emergency. You may fry, but your Mini won't!



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Mini Owner,

I have just returned from England where I spent two weeks with the ex-manager of British Leyland's Special Tuning Department. Now with the termination of this department he can now make public all the trick competition parts and special tuning information that only the Works Minis used. I have purchased these parts and ordering more. If you want a copy of my catalog and special tuning information, please send your name and address. Below are a few examples including prices of parts I have new and used.

Happy Motoring,

NEW PARTS

Hi-Lo Adjustable Suspension Kit - Front & Rear.	\$95.00
Brackets - Negative Camber Rear	\$20.00
Negative Camber Kit Front	\$30.00
Salisbury Power Lok Diff. (when available).	\$210.00
Wing Extensions (C-AJJ 3316A)	\$27.00
Water Pump - Aluminium H/D.	\$15.00
Trick Rocker Assy - High Lift	\$120.00
Trick Disc Brake Pads - D.S. II Material.	\$25.00
Spacers - Rocker Shaft (AEG 392).	\$2.00
Brake Shoes - V.G. 95/I Linings	\$20.00
Trick Valve Springs	\$25.00
45 DCOE Weber & Manifold.	\$145.00
Flywheel - Ultra Light.	\$120.00
Transfer Gear Set - Straight Cut (Trick Idler Gear)	\$150.00
Exhaust Manifold L.C.B.	\$55.00
Trick Oil Pump H/D & Star Drive	\$17.00
Spindle - Distributor (Lightened & Balanced).	\$15.00
C.V. Joint	\$37.00
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Alternator Kit	\$125.00
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Cylinder Head Assy - I6:4 Polished.	\$210.00
Mamba Alloy Wheels 6 X 10 & 5 X 10 (Lighter than Minilite)	
Set of 4	\$145.00
Dunlop I65 X 70 X 10 Radial Tires	\$37.00
. MANY MORE PARTS.	

USED PARTS

Four 4½ X 10 Steel wheels with ½ used Dunlop I45 X 10 Tires.	\$60.00
Stock Mini Fronts & Rear Seats (Green)	\$25.00
Pair Austin America Seats with Headrest (Fit Mini)	\$40.00

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Ugly American Racing

About a year ago we opened our own shop behind Bill Bales' Tappet Bar. It was barely big enough to put one Mini in. Last month we finished moving into two shops totaling over 3200 sq. feet. When we opened the shop we we tired of watching Mini owners get screwed by shops that got dollar signs in their eyes when you drove up in one of those funny little cars. We don't fix things on your car that it doesn't need. We don't charge you for things that aren't done on your car and we don't offer bullshit discounts where by prices are jacked up to more than cover any meaningless discount you might be given. If we get your car and find it needs something that's going to cost you more than we estimated, we call. We estimate your repair bills to our best ability and tell you the price, not give you a low price to get your car apart and then crank out the jar of Vaseline. We won't sell you a part that won't work on your car just because you want it, without explaining that it won't work. We won't promise you 175 HP on SU carbs. For these reasons, our customers are happy enough with our brand of service that they send their friends and stop people in the street to give them a card. I'd like to take this chance to thank all the fellows, who through their enthusiasm, have made my shop grow. We promise the same never-there-when-you-call, yell-at-you-when-you-try-to-fix-something-and-make-a-mistake, yell-at-you-when-you-pay-somebody-else-to-make-the-mistakes---but honest, careful and concerned service. Thank you.

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Advertising space for sale; details upon request.

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