



MiniNews

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

NEW EDITOR NEEDED FOR M.N.

Editorials don't belong on the front page, but in this case it seems to be the most important issue this month.

For the past few months this paper has been a burden to publish. Those few who send correspondence are known by all who read Mini News. They're the same people every month. But that isn't enough. Everyone is anxious to receive MiniNews but leave it to others to send it out to them. I do not blame them; why should

they work when someone else does it for them?

This is the last issue I will be putting together. I have been editor too long; it's obvious that Mini News is too one-sided. So someone in the Los Angeles club had better come up with a little enthusiasm and ambition or this will be the last issue, period.

Other clubs have offered to take over the newsletter. Los Angeles wants to keep it here. But it will be a bit hard if it doesn't have an

editor. Perhaps another club can give this paper a new look. It needs it. But I'd like to warn you if you're thinking you'd like to give it a try. It's a lot of work, a hell of a lot. One person can not do it. And if he does, he'll get tired of it very quickly.

So my last words are for the L.A. club: either try to shape up and get it together...or ship out Mini News and forget the whole thing! -K. Bershee



Jim Boehm Class Winner C Sedan
71 June Sprints Elkhart Lake, Wisc.

Photo by Jerry Prattini.

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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
P. O. Box 4237
Tucson, Arizona 85717

NATIONAL HEADQUARTERS:

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Russ Skillman

CLUB NOTES

TUCSON: Big news in the Tucson area is the MOA slalom on Sept 10th. Our small club has succeeded where the local Porsche club, Pinto club, Corvette club, and Mustang club has failed. Our slalom will be held on the local USAF base-the only really good area around and the other clubs have been trying for a year to get this super site-but we doo it! Since the finalization of the event, we have been inundating the area with flyers (I'm going back tomorrow to order more for the third time). We plan on a lot of cars from Phoenix and it is foreseeable to expect over 150 cars. Many local

dealers and repair shops are donating prizes, the base paper has featured the secretary's Cooper, and we expect to get some radio and TV coverage. Of course by now it is history-read about the results next month!

Speaking of results, I've been the only one slaloming lately-in four races I picked up 2 FTD's and 2 second in class.

And speaking of slaloms, I'd like to know what is in a Mini's class in other club's areas. Here a modified Mini runs against Cobras, 6-cyl Porsches and 904s, Lotuses, formula cars and 2-seat specials. We think this is rough competition, what do the other clubs have to run against?

This is my last column-I'm moving to San Diego and going racing!
Bye-Russ Skillman

SUBSCRIPTION

Subscriptions to Mini News are available at the rate of \$2.00 per year, 12 issues. Send a check or money order to M.N. Subscription, P.O. Box 2872-D, Pasadena, Calif. 91105.

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f n a r k b w t s o z y d u

letters

Dear Editor:

This is in regard to the information you gave in last month's "Letters" column. There are two reasons why the Honda car can be imported. First of all it successfully survived the 30 MPH barrier crash required for all models of cars sold in this country. The Honda was subsequently fitted with the mandatory safety equipment including dual-system brakes, head restraints, etc.

The second reason is due to the Honda's small engine. It's motorcycle-size engine does not require a smog device, since emission control is not required on engines smaller than 50 cubic inches, or 819cc.

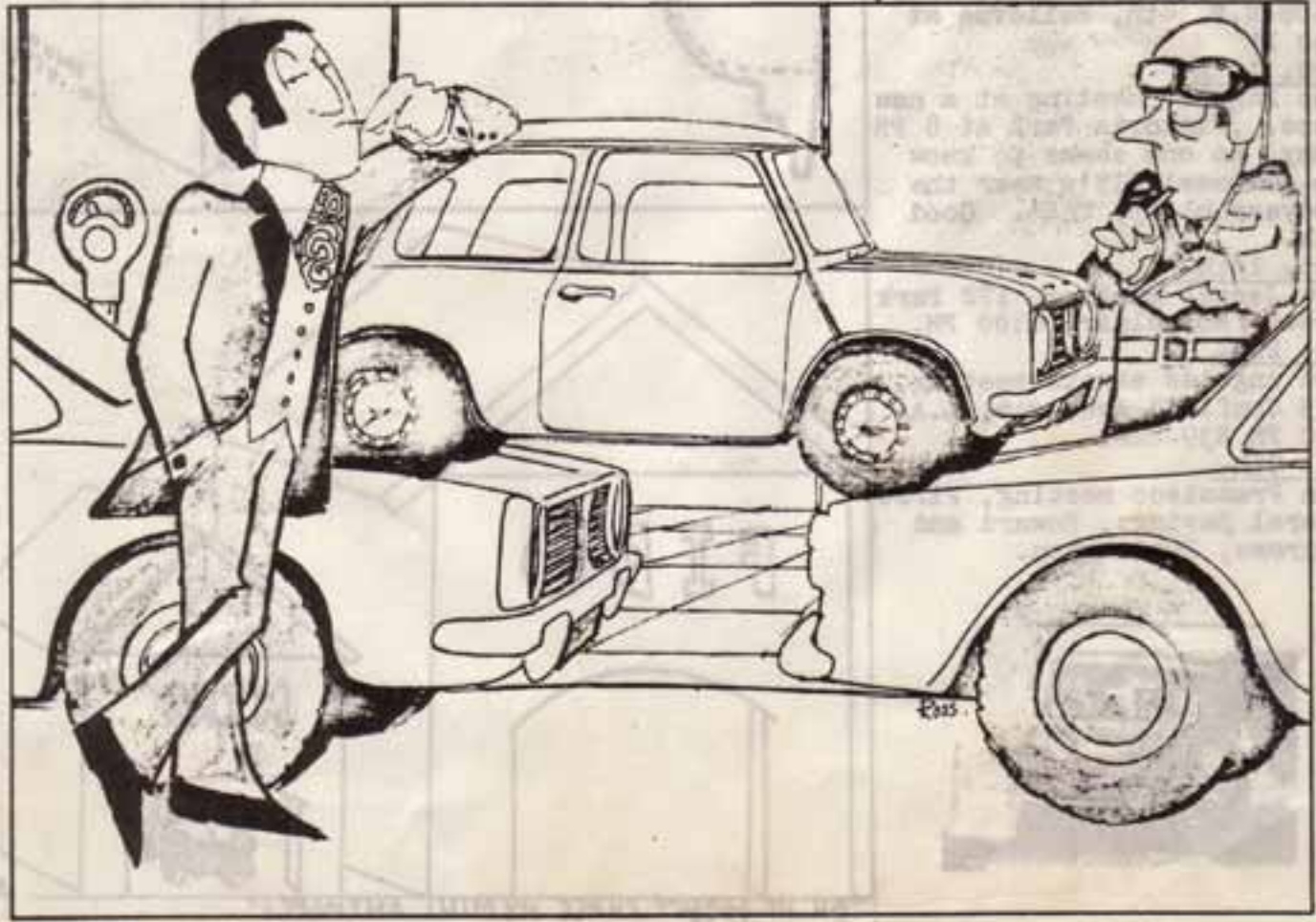
In 1968, when the U.S. emission control regulations went into effect for imported cars, Fiat's approach to the problem (for that year only) was merely to adopt a slightly smaller cylinder bore to put their 850 engine at 817cc. The engine of Subaru's 360cc mini-car passed the same way. The car, itself similarly did not have to comply with any safety standards since vehicles weighing under 1000 pounds are exempt.

BLMC stopped exporting the Mini to this country because they didn't want to bother selling it here anymore. Despite the Mini's wide popularity among enthusiasts, it never sold like hotcakes here. Consequently, BLMC never submitted a Mini for crash-testing and withdrew it from the U.S. market (along with the Austin-Healey) in 1968.

You mentioned several fac

tors that would prevent the Mini from meeting the National Safety Standards. Two of these factors are irrelevant as far as these standards are concerned. I refer to the overall size and the power-to-weight ratio. The size of the car makes no difference as long as the car passes the barrier crash test and related safety tests. The power-to-weight ratio doesn't matter to anyone but insurance companies.

The Mini would not necessarily need a collapsible steering column to meet the safety standards. The law does not require one. It simply states that the steering column may not intrude more than five inches into the passenger compartment upon hitting a barrier at 30 MPH. Collapsible columns were a necessity on Detroit cars since their steering columns extend vulnerably to the front of the (Continued on page 4)



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car. Many imported cars have passed without one.

It seems very unlikely to me that the Mini's firewall is of "improper construction". I think anyone who remembers Tony Clifford's remarkable head-on crash will agree. (See Mini News, April, 1971).

Certainly, a Mini Clubman 1275 GT (with it's four inch longer front end) fitted with the de-toxed Austin America engine could have been imported to this country. BLMC simply never chose to do so.

-Les Ogilby
Seal Beach, Calif.

Ed. Note:

Thank you for the very informative letter, and for clearing the subject. How would you like to be Editor?

events

Sept. 19th-

SAMOA meeting, PUGET POWER, 10608 N.E. 4th, Bellevue at 7:30 PM

Sept. 19th-

Los Angeles meeting at a new place...Victoria Park at 8 PM
Funny, no one seems to know the address! It's near the Goodyear blimp, tho'. Good luck.

Sept. 20th-

New Jersey meeting, 172 Park Street, Montclair, 8:00 PM.

Oct. 2nd-

Los Angeles events meeting, 3775 Canfield Ave. #16, L.A. 7:30 PM 839-8261

Oct. 9th-

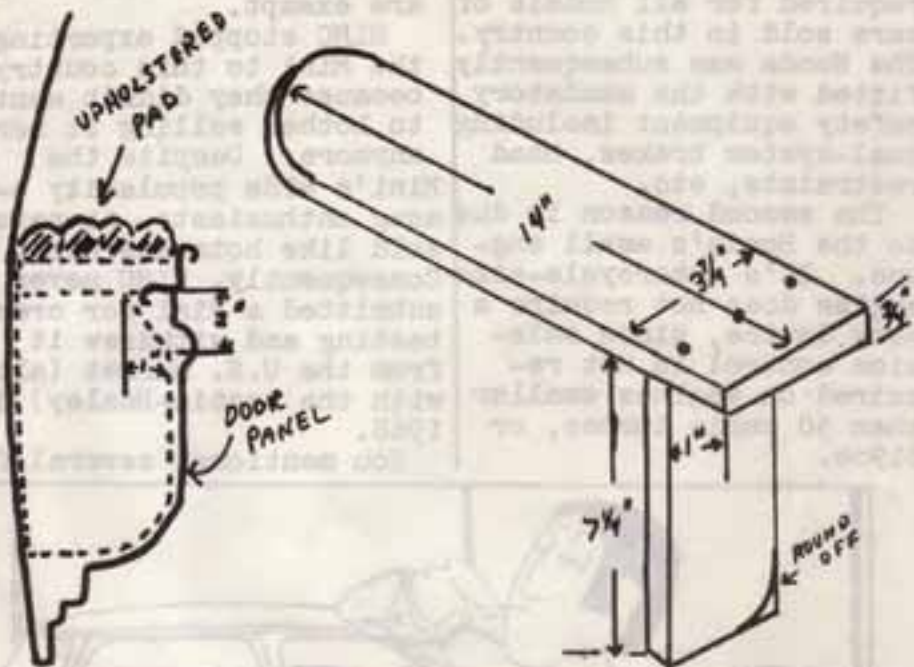
San Francisco meeting, First Federal Savings, Howard and Primrose, Burlington.



Mini Mods

Here is a simple arm rest for your Mini. Made of 1 x 4 stock, available at any supplier. Cut it to the dimensions shown below, then glue and screw it together. Cover it with foam, and your favorite naugahyde. Twist it into position, and it will slide forward allowing you to hide all those goodies till the heat is off.

-Walt Downs
MOA, New Jersey



"OH HE DOESN'T CHASE MY MINI ANYMORE!"

Eric Downs

BMC WINS RAC RALLY FOR BRITAIN!

**Outright win for Mini Cooper S – also 1st in Touring Category.
Austin-Healey 3000 2nd overall and 1st in GT Category. 14th outright
international rally win this year for BMC – Europe's top rally team!**



RAC RALLY: BMC SCORECARD

Subject to official confirmation

OUTRIGHT WINNER

MINI COOPER S

Rauno Aaltonen/Tony Ambrose

2nd OVERALL

AUSTIN HEALEY 3000

Timu Makinen/Paul Easter

Class 3 Touring Category (800cc-1000cc)

MINI COOPER S

1st Ron Maple/George Marrs

Class 4 Touring Category (1001cc-1300cc)

MINI COOPER S

1st Rauno Aaltonen/Tony Ambrose
2nd Lars Ytterbring/B. Heikanson
3rd Tony Fall/Won Cresta

Class 10 S.T. Category (1001cc-1300cc)

MINI COOPER S

1st Jorma Lisenhus/Mike Wood
2nd Paddy Hopkirk/Henry Liddon

Classes 12/13 (combined) S.T. Category (over 1000cc)

AUSTIN HEALEY 3000

1st Timo Makinen/Paul Easter

LOWRANK SCORING TEAM PRIZE

MINI COOPER S

J. Blasham/V. Bend

AUSTIN MINI

G. R. Hudson-Evans/
J. Spencer

AUSTIN MINI

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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 Beech-
wood Ave., South Gate,
California. 90280

BACK ISSUES

Back issues are still
available for 50¢ each.
Please state which vol-
ume when ordering. Be-
low are the issues still
in stock.

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

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6, 8, 10, 11, & 12.

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

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

M O A

T-shirts

Mini Owners of America, Inc. T-shirts have arrived.
The club emblem appears on the back of the T-shirt 9"
in diameter (Vol. 3, No. 8 Mini News reported that
the emblem was 13" in error). This form is for your
convenience. Mail to Mini Owners of America, Inc.,
P. O. Box 2872-D, Pasadena, California 91105.
(MEMBERS ONLY!)

Please send me _____ shirt(s) @ \$3.50 each plus 25¢
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I am a member of _____ charter _____ National club.

Name _____ Address _____

City _____ State & Zip _____

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M.O. for the exact amount.

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Pin.....	2.50
Tie-Tack.....	3.50
Key chain (Small fob).	2.25
Key Chain (Large fob).	2.25
3/4" Enamel Emblem....	.75

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