



VOL.4 NO. 6

JUNE 73

# MiniNews

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

*mini meet 73*

RENO, NEVADA

MAY 26-27-28



To say the least, it was a great event. Jim Davis and the San Francisco Club must be highly commended for their efforts. I knew a lot of people would like to do it again. I wish we could have made this issue bigger with more coverage on Reno, but we have a budget to keep. We will have more in later issues as it comes in. I was glad to hear that Mini News is being well received. Thank you for your support. In this issue you will find the tale end of a story from Car & Driver about a girl and her mini. Next month we start restoring the 850 Mini part I. Please note that our subscription rates are now \$3.00 a year, sorry but our printing cost have gone up. With much regret we ask you to please keep an eye out for a stolen Mini from the Los Angeles area which is described in detail in this issue. If your Mini is stolen and you would like us to show a picture and description in Mini News we will do so at no charge. Keep in touch.

Harry





Here we are at Hanahi's Auto Museum. A neat place to visit, but no minis in side. Jim talked to Mr. Hanah and he went out and looked at our cars, maybe he will get a nice Cooper MK II or early 850 for his collection and add a lot of class to it.

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The Concours gave us a chance to see how nice a Mini can be. Ken Riedo's Mini was everybody's choice, and Doug Hartwell's Mini was the judges. Some 32 cars showed up along with some 100 people, it was a big success.

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at the Autocross we lined up for a parade lap led by a yellow Lotus (Ed. M.N.). As they went around Jim K. the film maker took our picture. Lew Neilson who won Top Time of Day says he has trouble beating his wife, after seeing her drive I believe him.

I'd like to take a little space to express my joy at the way the convention went, and to acknowledge and thank the people who made it go that way; the Sports Car Olympics requires one whole car club to do one event and we did it with much closer to one person doing each event. I know it was one of the highest experiences of my life to stand in the parking lot from Friday noon on and watch the Minis come rolling in, and I'm sure it was for everyone else, especially Chester and Garry who worked with me to coordinate the convention. (the original idea for which, by the way was Chester Duncan's).

Taking things more or less in chronological order at the convention: I'd like to really thank Pam Raabe for her encouragement and support, and for doing the prize drawings; Kurt Krueger for doing the nifty car badges, and making the really useful suggestion of name tags with the car number on them. Garry deLange and Tessa Miller did the long, detailed, involved work of pre-registration and they and Phyllis and I did registration.

Neil Blank chaired the concours (which I doublethank John and Paula Crider and Ziggy Goepner for judging) but that contribution was as nothing compared to the artwork and printing job Al Allison and he did for the convention. Al did our poster and the artwork for the concours poster, the registration poster and that fantastic convention event coupon book, and Neil did the printing; they both did the binding and numbering. Neil suggested the peoples choice category in the concours.

Chester Duncan, as well as providing the original idea and working with Garry and myself on the coordination, laid out the rally which he and his wife Carol ran. Chester also created those really imaginative desirable trophies-like wow. Marcy Harman interfaced with SCCA who did the autocross for us.

Garry deLange and I laid out the FunKhana; Garry and Tessa ran it with assistance from her brothers Neal and Cris, and myself; we hope you got as much fun out of running it as we did working it.

Jim Kershner of Sundial productions gave up the opportunity of running in any of the competition events( although in one sense his car could lick



any other) in order to film the rest of us; a few weeks should see him emerging triumphant from the editing room.

I'm sure everyone was aware of the two-hour engine rear-seal replacement done by Lew Neilson and Tom Parenteau, and that later Lew sold the head right off his car so someone else could get home; I'd like to thank Lew, Tom, Chester, Dick Burrows and Steve Ludwig for being the tech session (which will be transcribed and distributed).

Speaking of things technical, Chester Duncan gave up time he could have used to get his very special twin-engine Mini to Reno, so that several of the rest of us could get our cars up—that might be the greatest gift given to the convention.

These are the people who made the convention go (as is everyone who came) and kept it together; I'd like to thank Phyllis Krueger who kept us together.

Thanks

Jim Davis

MINI MEET EVENTS RESULTS

RALLY (THREE WAY TIE FOR FIRST PLACE)

CAR NO. 60	Doug & Barbara Hartwell
16	Chuck Heleker, & Ellen Dawson
25	Jørn Oulie, & Dan Kraus

FUNKHANA

CAR NO. (Make)	Tom Parenteau & Lew Neilson
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CONCOURS

CAR NO. 60	1st Place	Doug Hartwell
51	2nd Place	Ken Reid
20	3rd Place	Lew Neilson
67	4th Place	Dean Kokke
22	5th Place	Darrel Leckliter
51	PEOPLES CHOICE	Ken Reid

AUTOCROSS

CLASS I - MEN	58.67	Jim Kirbach
II - MEN	52.65	Garry deLange
IV - MEN	49.55	Lew Neilson

CLASS I - WOMEN	63.58	Karin Kirbach
II - WOMEN	58.72	Kit Bershee
IV - WOMEN	53.01	Judy Neilson

TOP TIME OF DAY - STOCK GARRY deLANGE  
TOP TIME OF DAY - PRODIGIED LEW NEILSON



*After the Rally we just sort of loafed around and talked.*



# CLUB NOTES

## Mini Owners of New Jersey

Through downpours of rain our May 20th Mini Party/Tune-in/Meeting went over with great success! There will be more details next month with pictures, etc. Our club membership is currently 46! We would like to welcome the following new members: Anthony Beene, Nial McCabe, Bill DeFronze, Ron Turnew, Mark Mulvihill, William H. Jeffries, R.H. Kelly, Simon Marques, and Fred Fry. That's about all for this month.

Lee Middleton  
Pres/MONJ

## Mini Owners of San Francisco

Two weeks, after Mini Meet, we are gathering ourselves together for the Sports Car Spectacular in Oregon. Hope to see you there. Don't forget our meetings are the second Monday of every month at 1st Federal Savings in Burlingame.

Submitted by  
Jim Davis/MOSF

## Mini Owners of Los Angeles

I was glad to see we had a good turn out for Rene. Everyone who received an award please bring to our meeting on June 26th, starting at 8:00 o'clock, at Glendale Federal Savings, 401 N. Brand Blvd., in Glendale. The Mini Swap Meet will be held at the end of the month. Flyers will be sent out giving additional information. Those people interested in club jackets bring your money to the meeting. \$6.35 plus 50% for name and don't forget tax.

Pam Raabe  
Pres/MOLA



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### Santa and the Baby Austin

A child's wish is stronger than a Ferrari—by Denise McCluggage

Just when I first saw the Mini Minor I cannot remember—at the New York Auto Show perhaps. All I know is that I was instantly drawn to it. It was adorable. And when I had use of one for two weeks in Scotland I really fell in love with it. But love no longer demanded the direct route to possession that it once had. And after all, I had a Porsche (with an electric sun roof and chrome knock-off wheels) and the Porsche is clearly the end of all desire for most sports-car owners.

And, too, not yet had my dark unconscious been flashed with the light of what "Austin" meant. After all, the Mini-Minor was the Morris 850, remember.

Grand plans of project dimension for Sebring, 1961, came up and the Porsche was sacrificed on the altar to a Ferrari Berlinetta.

#### Ferrari

Somewhere the name is written in fire and ice. And even a finky Santa Claus could not mistake a Ferrari for any red wagon. How can I tell you how marvelous is a Ferrari? Beautiful to see, responsive to drive. And surprisingly trouble-free. It is one of the great cars of all time. And I owned a Ferrari.

I raced the Ferrari at Sebring—and won the Gran Turismo class with Allen Eager (the sax player). I took the Ferrari to Europe and drove it around and around and raced at the Nürburgring. And I brought it home and drove it around and around and raced it at Meadow-

dale. And I drove it around some more. It was a gleaming electric blue, now, with a white stripe down the middle, and it was every blue-and-white inch an eye-catching, heart-filling Ferrari.

But I sensed it was beginning to tire a little. Perhaps I had carried this minimum maintenance bit too far. I drove it to Thompson to race, but my blue beauty was truly weary now. "No wonder," they said, "look at the points. Look at the plugs. Look. Look."

How it happened I am not too sure, but Bob Grossman, Ferrari driver and Rockland County's foremost sports-car dealer, looked over the Ferraris present and remarked in tones tinged with green that mine was the only one there he had not owned. Conversation continued. Something was said about an Austin 850, a Speedwell-equipped one, that he had for sale. We talked some more and soon I was driving home, knowing that it was my last ride in the Berlinetta.

I turned the Ferrari in on the Austin 850.

At last I had my baby Austin. The Speedwell Austin went for an Austin-Cooper. It is white with a black roof and two thin black stripes down the nose. I adore it. I pat it sometimes before I get in it. I smile back at it after I park it. I speak fondly of it. I love to drive it in traffic and I love to drive it on the highway. I am very happy with it and I will never, never be without an Austin.

Who needs you, Santa Claus? **cb**



## Mini Owners of America

### 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:

Mini Owners of New Jersey  
c/o Lee Middleton  
Whitenack Rd  
Par Hills, New Jersey  
07931

### 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:

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

## STAFF

EDITOR.....Harry R. Klupp

### CONTRIBUTING EDITORS

Lee Middleton  
Pam Raabe  
Jim Davis  
Scott Jones  
Steve Ludwig

## TAILPIECE





I don't know who styled the Mini. Perhaps it was whoever did the MGB. There is a similarity in the feeling both cars generate, a sort of "rightness" that cannot be easily articulated.

Many Mini owners are unaware of the cleverness and artistry in the body design of their cars. The consensus seems to be "box" or "shoebox". Well, they couldn't be more wrong. Compare the Mini with other cars of similar size and usefulness, the Honda 600 or new Fiat 126. Have you ever parked a Mini next to a Honda 600? In terms of style it's like comparing the Parthenon with the Pentagon. The sense of proportion that so pervades the Min is lacking in the Honda. The Fiat and Honda are all angles and planes, completely flat or straight in places. Very trendy but not appealing.

Try sighting along the roof of your Min sometime. Allowing for production tolerances, which are rather large in this area, you will see that it is very un-boxy indeed; in fact every line in the roof has a definite curve to it.

The entire rear part of the Mini has been elaborately formed to promote a very appealing squat, rounded "buttocky" look which is downright voluptuous for a car that otherwise displays extreme economy of line. The designer went to a good bit of trouble here in order to make a great contribution to style, even sacrificing some boot space to do so.

The front panel matches the rear, being rolled under to continue the pleasing rounded look, though this has been ruined on later cars in the interest of a marginal increase in brake cooling.

The external body flanges also serve importantly in the overall design. Not only are they a novel and economic solution to assembly and structural problems, but also serve as decorations for the otherwise too plain body.

The extreme cleverness of the Mini body manifested itself to me some years ago on a trip to the Westwood Racing Circuit. There was a Mini competing which had the doors re-skinned in alloy. This car had a most strange hollow appearance that I was at a loss to explain. Turning to my own machine I noticed that there was a curious bulge in each door just above belt line. Careful inspection from a distance of 30 or 40 feet revealed that this bulge, which I am sure makes the door panel significantly harder to form, has as its sole purpose the prevention of a sunken look in the relatively flat sides. This same curve was used by the ancient Greeks on tall columns to prevent a concave appearance caused by an optical illusion. As shown by the Canadian racing Mini, this same illusion would manifest itself on the side of our own beloved Austins and Morrisies but for the diligence of some as yet unknown individual.

Steve Ludwig

SAMQA



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## stolen *Mini*

1967 Austin Mini Cooper S. Color: White with Black roof. Wide Steel Rims/Dunlop Racing Tires No Fender Flars/No Grill Radio Antenna on right front fender. BMC stock radio. Sun Tach. Monza type/Gas caps/ Mk II rear windows. Lic. No. VZE 436

Body No. 67CA2S7L104713

Contact Jerald Erkel (213) 839-8261

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### 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. 1, 2, 3, 4, 5, 6, 7, 8, & 9.
- Volume 2, Nos. 2, 3, 5, 6, 8, 10, 11, & 12.
- Volume 3, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 12
- Volume 4, Nos. 1, 2, 3, 4, 5.

## 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¢ postage and handling. Size \_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL.  
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