



VOL.4 NO. 9

Sept 73

# MiniNews

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

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EDITOR.....Harry R.Klump  
Contributing Editors

Lee Middleton, Jim Davis  
Steven Ludwig, Pam Raabe



## **DAD**

Last month we celebrated our little cars 14th birthday, this month we thought we would show you the proud father. The smiling face above is none other than Alex Issigonis, designer of the mini. We will learn more about this remarkable man in later issues of Mini News. Input for Mini News has slowed down somewhat, come on treons lets hear from you. Hope you like the road test on the Unipower GT, just don't write and ask how you can get one, I don't know. However if anybody out there knows any up to date info on the Unipower GT let me know and I will put it in Mini News. Steve Ludwig has written me a very nice response to Michael Kearneys article on eight port heads "July Mini News", I thought you all would like to read it so I put it in this issue. I would like to start a car of the month feature in Mini News. The idea is to have each chapter club send in a picture of one its members cars and a text telling us all about the car and something of its owner.

Harry

# CLUB NOTES

## Mini Owners of New Jersey

The "Mini Concours 1973" went over fantastically as 17 mini's participated and over forty people coming to the mini party! First of all the mini's were judged by myself (my 'S' was not entered since I made up the rules, etc!!!!) and Ali Scovil (former mini owner). The following awards were given: MOST ORIGINAL MINI: Rodney Borchardt-1967 Austin-Cooper 'S'; BEST LOOKING MINI: Gerry Gilbert-1970 Austin-Cooper 'S' MK.II & Robert Yerman-Austin-Cooper 'S' (tie); WORST LOOKING MINI: Eric Reesbeck-Austin-Cooper; MOST MILEAGE ON SPEEDOMETER: Doug Goldberg; HARD LUCK AWARD: Phil Hunt; BEST PAINT JOB: Gerry Gilbert; MINI WITH NICEST INTERIOR: Gerry Gilbert; MINI WITH WIRREDEST PAINT JOB: John Edwards & MINI WITH MOST ORIGINAL PAINT: Rodney Borchardt. After the concours we had a short gimmick rallye which ended up as a six place tie. As a tie-breaker everyone was given two minutes to make the most words out of "Mini-Cooper S"! The winners with 23 words were Robert Yerman & his wife followed by George Winkler/Paul Johnston with 22 words. We then raffled off a complete tune-up kit which was won by Doug Goldberg. The next raffle was for a complete oil change kit which was also won by Doug (??????). By ten o'clock that night the  $\frac{1}{2}$  keg of Budweiser was empty and closed the "Mini Concours 1973" and a great time for everyone! Oh yes, we did get the chance to throw Vice-Pres. Ed Hillis in the pool fully clothed and will have the picture for Mini News shortly!!!!!!

## Mini Notes from the Bay Area

We had the best turn-out in many a meeting for the showing of the MINI-WEST '73 film. Jim Kerahner has done a delightful piece of work in capturing many of the sights and feelings of Reno; it certainly brought back a flood of memories to those who had been there. Jim has also done a very interesting thing in doing the sound track (which adds a lot to the film) on a cassette, so that any super-8 projector may be used. The agreement with Jim is that each club gets the film for one showing, the film is not to be duplicated, if the film is damaged it is sold, and that copies are available from him. Scheduling of the film thru Jim Davis, 1415 Josephine St. Berkeley Ca. 94705. Dick Barrows located an Italian Mini, a BMC "Innocente" at a wreckers yard in Berkeley; it is reputedly a 68 registered in 66. The tech session at the last meeting covered tires; Richard Strudwick started it off with a report on the availability of 10 inch racing tires that he had investigated, and my notes on the following discussion and contributions (from Duncan, Smith, Racine, Barrows, Harman and others) runs to three-quarters of a single-spaced page; this is available on request and a self adressed envelope from Jim Davis, 1415 Josephine St, Berkeley, Ca. 94705.



*"I like to get out here where I can really open her up!"*

## Los Angeles Club Notes

Our last months event was great. The event was on Sunday, August 19th at a Pasadena park. The Mini club won the volleyball game against the Lotus club. Were mini, but were mighty. The concours was fun in itself. The Lotus club learned some things about the Minis and the Minis learned about the Lotus. Everyone seem to enjoy it so much that it might become a yearly event. The results of the concours are as follows: 1st Place, Dan Kraus. 2nd Place, Bill McLaughlin. 3rd Place, Mike Prager. 4th Place, Pam Raabe. 5th Place, Gillian Rice. Our attendance of the last meeting was over 30 people. At that time we voted to buy a copy of the movie Mini Meet '73 for the club. Our next meeting is September 25th at 8:00 o'clock in the basement of Glendale Federal Savings and Loan, 401 North Brand blvd., in Glendale. Don't forget on September 22nd our trip to De Palma's Italian Village and the cycle races. Flyers will go out soon.



Ralph Starkweather  
SPORTS CAR GRAPHIC

7001 California Ave. S.W.  
Seattle, Washington 98136  
August 15, 1973

The Editor  
"Mini News"  
Mini Owners of America, Inc.  
P. O. Box 2872-D  
Pasadena, California 91105

Dear Sir:

I would like to reply to Michael Kearney's article in July's "Mini News" in which he asks us to write to BLMC advocating the legalization of the 8-port head. I have been racing a Mini in SOCA for several years now and feel that use of this head would unnecessarily increase the cost of running a Mini while not improving the performance of the Mini at all.

First, let it be understood that the Mini is still the fastest (potential) car in C sedan. This was amply demonstrated at the '72 ARRC.

Second, the Mini is racing with two serious disadvantages. One--The SCCA weight rule makes allowances for siamesed ports. Two--Other makes, Datsun, Alfa, etc. have 13-inch or 14-inch wheels allowing them to use the latest rubber from Firestone or Goodyear.

The SCCA weight rule for C sedan basically is as follows: pushrod non-crossflow--1.2 lbs/cc; pushrod crossflow--1.25 lbs/cc; SOHC--1.35 lbs/cc; DOHC--1.4 lbs/cc. This I feel is really a good rule; it helps equalize the cars very well and screws the "homologation specials". It does, however, have one glaring omission: Siamesed port cars get no break, and there is ample evidence to show that the difference in power output between an OHC engine and a pushrod 8-port is less than that between an 8-port pushrod and a siamesed port engine.

It can also be seen that a 1275 Mini must weigh 1,530 pounds, already much too heavy. With the 8-port head (which is a crossflow) the car would have to weigh 1,593 pounds, really ridiculous and probably unsafe without considerable suspension reinforcement.

Giving siamese port cars a weight advantage would nullify the horsepower advantage of the 8-port Datsuns while at the same time alleviating the tire disadvantage because the tread width to car weight ratio seems to be the most important factor in cornering speeds in production car racing.

So, write SCCA and tell them to give us a "fair advantage." A weight reduction coupled with the Mini's superior handling and small size would enable them to totally dominate C sedan again (if, that is, more people would prepare their Minis as fully as some of the Datsuns).

Sincerely,

*Stephen F. Ludwig*

Stephen F. Ludwig



## Baby GT powered by Mini-Cooper

**T**HE Unipower is rather different from most of the other specials which use BMC Mini components in that any part which is not the right shape for this concept has been replaced rather than modified. We thus have a standard Mini-Cooper engine in the rear together with various of the front suspension components used in a different way to give wide-angle wishbones a la formula cars.

The concept is really a road-going two-seater Formula 3 car with as much use of standard BMC components as will keep the kit price down to a reasonable level—£950 for the car as we tested it. It is not quite as impractical as this might suggest; the engine is a bit noisy and there is no space inside the car for anything other than people, but there is quite a reasonable insulated luggage compartment just behind the engine. The engine is still mounted transversely and is in front of the rear "axle" line; the gear linkage comes down the right side-member and the gate is a standard Mini one turned through 180°.

A space frame chassis is used with integral roll hoops and glass fibre panels are bonded to the structure, which thus receives some stiffness from them. The rear half of the body hinges backwards for access to the engine and luggage; the front boot houses the petrol tank and spare wheel and gives access to the pedal box with its three fluid reservoirs—twin circuit braking is used.

The whole design is well finished and thoroughly roadworthy once you remember that in traffic you are frequently too low to be seen by bigger brethren; eye level is about the same as the door handle of a Mini. The racer's reclining seat position is easy to get accustomed to and seems entirely natural on the open road; you can lean forward in towns to look round from a side turning if you aren't wearing belts.

With a weight saving of 1.4 cwt. over a standard Mini-Cooper plus a better shape and lower frontal area it is not surprising that the performance is rather better too, despite this car having the 3.44 axle compared with the standard Cooper 3.765. Top speed is over 100 m.p.h. and fuel consumption is remarkably good with over 50 m.p.g. at 60 m.p.h.

The roadholding is about as good as one might expect for such a layout designed by idealists and you have to be trying quite hard to reach the limit characteristics on the open road; unfortunately

the ride has suffered accordingly, being very firm—uncomfortably so around town although it gets better at higher speeds—and allowing far too much pitching which prevents one using the headrest on any but the better roads. High-speed running is not truly stable either, since the car wanders in the slightest of side winds.

The main question is—does the Unipower do what it sets out to do? Generally, yes—it gives interesting driving and rewards you for the effort you put into it, much more on the open roads, of course, than in town where it is hardly practical for shopping, particularly because it is a difficult car to get in to. At £950 it is fair value for the enthusiast who still likes to combine acceptable road transport with a car that will not be outclassed at the weekend sprints, particularly with the 1275S engine.

### Engine and transmission

The choke is behind your left ear on the engine bulkhead and is quite easy to use. Being just a standard Mini-Cooper unit with only a few differences for installation's sake—exhaust system and pancake air filters—it started easily; with long battery leads the engine only fires when you release the starter. A front mounted radiator, with a separate heater circuit as well, requires a lot of water in circuit and it takes a long time for the unit to reach running temperature. It would probably be quicker if one turned off the heater circuit with the temperature control which is alongside the choke—behind the passenger's right ear. An electric fan with a tell-tale light provides cooling in traffic.

A comparison of the figures of the Unipower and the standard Mini-Cooper provides an interesting compound study of the inter-effects of drag, gearing weight and frontal area but, despite the gearing penalty—a 9% loss of starting torque plus the impossibility of getting wheelspin with the rear engine—the benefits of a 9% weight saving under test conditions are apparent even in the 0-30 m.p.h. time with 4.1 sec for the Unipower against 4.5 for the Mini-Cooper. Beyond that the shape and frontal area have increasing effect; 60 m.p.h. is reached in 12.6 sec against 14.8 and 80 m.p.h. in 23.9 sec against 33.6. The top gear accelerations record a similar pattern except that the Mini-Cooper is slightly quicker from 20-40 m.p.h.

*Continued on the next page*

## Baby GT powered by Mini- Cooper

*continued*



... eye level is  
about the same as  
the door handle of a  
Mini ...

We originally tried the car with the optional 2.9:1 final drive ratio, but felt that this was higher than people would want with this engine. The "long legged" feeling in top gear was not really adequate compensation for the rather sluggish getaway. Rather to our surprise the top speed was limited by valve bounce and a lap of the MIRA circuit at 100.8 m.p.h. included easing the throttle on a slight downhill section to keep under 6,300 r.p.m. (indicated); we had thought that the Cooper engine would be unable to pull the 2.9 axle to peak power but we now suspect that the Unipower is more likely to approach 110 m.p.h. on the 2.9 axle since this represents revolutions rather nearer to maximum power than our over-the-top revs on the 3.44.

Our fuel consumption of 31.5 m.p.g. is exactly the same as the Mini-Cooper's but in the case of the Unipower this was taken over a shorter mileage in which testing is a greater proportion; this includes a lot of driving on a closed track at speeds higher than the legal limit. In view of the touring figure of 47.1 m.p.g. which corresponds to 65 m.p.h. cruising, it should be quite possible to return over 40 m.p.g. with hard road driving.

The ratios are as for the standard Cooper which gives useful maxima in the gears, second being particularly handy for overtaking. Once we got used to the gate, we found the gearchange very pleasant with short precise movements around well defined slots. The lever is on the right, sticking out of the door sill and ideally placed to disappear up your trouser leg as you wriggle in, but also well placed for the right hand to drop on to it; elbow room is limited and shorter people, with the seat forward, will find the lever a bit behind the ideal when in its rearmost slots. These are in 1st and 3rd gears; you push straight forward from 1 to 2 and from 3 to 4. Despite the unsynchronized first we found it quite easy to double de-clutch sufficiently accurately on the move. We would have liked somewhere to put the clutch foot since the bulkhead is too far behind the pedal to provide a brace. A fair amount of final drive whine reaches the interior.

### Roadability

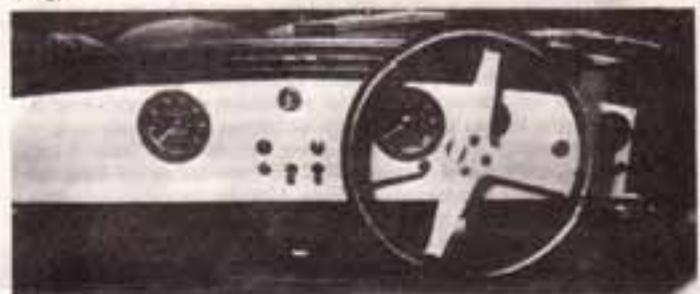
When we first tried the Unipower for a few days we thought that it was almost impossible to lose adhesion on dry roads, but as we later became accustomed to it and tried harder we found the limits in easily controllable oversteer at quite high cornering forces which one might expect from a 40/60 front/rear weight distribution. Double wishbone suspension is used all round and it is set up to make the car behave very well on dry roads; the steering allows some kickback and is nice and direct if a little woolly and insensitive in the straight ahead position. This makes it difficult to feel loss of adhesion except with the seat of pants, although it starts to slide sufficiently gradually for this to be quite safe.

The suspension is adjusted to give negative camber at both ends and a fair amount of toe-in at the rear (an understeering stability factor). Once the car gets into the corner and roll is generated, the outside tyre tread is placed flat on the ground and the grip is good, but if the surface is very slippery (like the first shower on greasy London streets) there is not enough initial grip to get sufficient roll for the treads to flatten on to the road and the result is most unstable; you are not sure which end is going to go first and how far. Unfortunately this tends to colour one's whole impression of wet road driving unfairly since on purely wet roads the Cinturato's grip very well and the behaviour is very much as on dry roads—controllable oversteer.

Sidewinds have a surprising amount of effect on the car at speed



The semi-reclining seats require some contortion to get into, particularly by the driver, but are comfortable once in although the headrest is too snugly.



Single face has been designed to be more functional than stylistic and requires either considerable familiarisation or Dymo tape.

Some luggage can go in the compartment behind the transverse engine. Double wishbone and coil spring suspension is used all round.



and even with little wind there is still a slight tendency to wander; this is magnified when the luggage compartment is loaded and the tyre pressures should probably be adjusted for this condition.

At speed on smooth surfaces the ride feels quite pleasant and you can relax back on to the full length reclined seat; undulations are taken well and even sharp bumps seem quite remote, but at lower speeds in town rattle thump comes through strongly and the car pitches. This is a very short movement but feels rather more if your head is resting on the backrest since each pitch kicks your head forward again—it is best to keep it forward which is no strain. There was not enough shoulder support either for good location with fast cornering. Visibility forward is good and not bad through the rear mirror which has little more than a slot to aim through, but the rear quarters are unpleasant blind spots in heavy traffic.

## Interior

We understand that a more efficient silencing system will replace the present one which should reduce the noise to an acceptable level; currently it is buzzy under hard acceleration and at high speed, but really quite reasonable at a steady 70 m.p.h. since the engine is hardly working at all—witness the steady speed consumption of 48½ m.p.g. There was little wind noise and we found it fairly draughtfree with the side windows open.

There is one fan for both the radiator cooling and the heating system, the idea being that the only time you are going to need the heater boosting fan is when you are in traffic, and you will probably

need the cooling fan as well; this is sound reasoning, but it rather reduces the flow through the heating system, which doesn't get very hot nor even very cold whatever you do to the water valve. Since our test further modifications have improved the flow considerably, and control should be rather greater. There is still a minor snag, that the low intake can let in fumes from the car in front; a flap controls heat to leg level leaving the rest to go to the screen.

The personal preference of one man is evident in the siting of the controls and this has been done without thoughts of styling—very laudable. The speedometer has been placed on the left for the sole edification of the passenger although not out of the driver's way. Rev counter and the oil pressure/water temperature gauge can be seen through the top of the three-spoked wheel and the fuel gauge (with an undamped needle) is on the right. The right hand stalk flashes the headlights (up) and dips (down) and the left hand one is for the non-self-cancelling indicators and the horn.

We were initially a little confused by the switches; three in the centre for which "up" is "on" and two on the right; the left of these is a two-position one for the lights ("on" is "down") and the right hand one is for the panel light with "on" being "up", but since this one is hardly ever used there is no great confusion on the right. Nor is there in the centre, once you realize that each switch is under something which has a direct relationship. From left to right, the fan switch is under its warning light, the interior light switch is under the light itself and the wiper switch is under the washer button; all very simple really.

M

## Performance

Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground Linsley.

Test Data: Wind copyright reserved; no unauthorized reproduction in whole or in part.

### Conditions

Weather: Dry light winds 8-14 m.p.h.  
Temperature: 45°-52°F. Barometer: 29.1 in. Hg.  
Surface: Dry concrete and tarmacadam.  
Fuel: 4-star 98-octane minimum.

### Maximum speeds

	m.p.h.
Mean banked lap	100.8
Fastest ¼-mile	102.8
3rd gear	70.8
2nd gear } at 6,000 r.p.m.	50.0
1st gear } at 6,000 r.p.m.	30.0
Maximal speed	100.5
Mean	100.5
Best	102.2

### Acceleration times

m.p.h.	sec.
0-30	4.1

0-40	0-50	0-60	0-70	0-80	0-90
10.4	9.8	9.9	10.6	12.8	17.8

Standing ¼-mile	Top sec.
10.30	—
20-40	10.4
30-50	9.8
40-60	9.9
50-70	10.6
60-80	12.8
70-90	17.8

### Fuel consumption

Tripping consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration) 47.1 m.p.g.  
Overall 37.5 m.p.g.

### Steering

Turning circle between kerbs:	ft.
Left	40.3
Right	37.7
Turns of wheel lock to lock	2.1

## Specification

### Engine

Cylinders	4
Bore and stroke	64.58 mm. x 76.2 mm.
Cubic capacity	998 c.c.
Valves	pushrod o.h.v.
Compression ratio	9.0:1
Carburettors	Two H52 SU
Fuel Pumps	SU electric
Oil filter	Full flow
Max. power (over)	55 b.h.p. at 5,800 r.p.m.
Max. torque (over)	57 lb. ft. at 3,000 r.p.m.

### Transmission

Clutch	7½ in. x 8 p.
Top gear (in)	1.0
Third gear (in)	1.36
Second gear (in)	1.92
First gear	3.20
Reverse	3.20
Final drive	Refinal spur 3.44
M.p.h. at 1,000 r.p.m. in:	
Top gear	16.0
Third gear	11.8
Second gear	8.3
First gear	5.0

Perkability (gap needed to clear a 6 ft. wide obstruction parked in front)	5 ft. 2 in.
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### Weight

Kerb weight (unladen with 50 miles-worth of fuel)	11.2 cwt.
Weight laden as tested	15.0 cwt.
Front/rear weight distribution	39/60%

### Price

(car prices refer to component forms)  
Standard road car with 998 c.c. Cooper engine and 3.44 final drive £1960  
Road GT with 1275 c.c. Cooper S engine, 5 brakes and reset suspension £1,145  
Car as tested with Cosmic wheels, heater, sun visors, jack and one seat belt £1,008 10s.

### Extras

Heater/demister unit	£17 10s.
Car jack	£2 15s.
Oil cooler and connections	£12 10s.
Adjustable shock absorbers	£30 0s.
Sun visors	£3 0s.
Seat belts (inc. fitting)	£10 10s.
Cosmic alloy wheels (when supplied as original equipment)	£30 0s.
High final drive (2.8) and speeds	£39 10s.

### Chassis

Space frame with tandem glass-fibre body

### Brakes

Type	Twin circuit disc front, drum rear
Dimensions	7½ in. disc 7 in. drum

### Suspension and steering

Front Independent double wishbones and coil springs  
Rear Independent double wishbones and coil springs  
Shock absorbers

Front	Telescopic
Rear	Telescopic
Steering gear	Rack and pinion
Tires	Pirelli Cinturato 145-10
Rim size	4½-10

### Dimensions

Overall length	13 ft. 8 in.
Width	4 ft. 9 in.
Height	3 ft. 4.5 in.
Wheelbase	7 ft. 0 in.
Front track	4 ft. 0.8 in.
Rear track	4 ft. 1.6 in.



"The choke is behind your left ear... heater water valve is behind the passenger's right ear..."

# MANY MINIS

*MINIMILK FLOAT is a special milk delivery truck built for a dairyman in Timaru, New Zealand. It was designed to be towed behind a larger truck on long-range work, then operate independently on local deliveries.*



*BMC MINIARTIC owned by Jack Thornewell, of Galt, Ontario, Canada, was rebuilt from his wrecked Mini into this prime mover. It is 18 ft. long, with an unladen weight of 2300 lb, gross of 7000.*



*MORRIS MINI MIXER was built by Howard Concrete and Materials Ltd. of Burlington, Ontario, to deliver small quantities of ready-mix. An auxiliary 3-hp engine turns the 0.66 cu. yd. mixer.*



*MINITOW TRUCK is also a Canadian-built unit belonging to Tiny's Towing of Ontario. Presumably the vehicles to be towed are of like size and weight.*

*MINI ICE CREAM TRUCK of T. Wall & Sons, Ltd. of London, England, shows yet another use for the now ubiquitous BMC-850 series.*







In choosing an engine conversion for high power it is essential to decide how much work you are prepared to undertake on the bottom end of the unit. For example, a standard 848 c.c. Mini engine can be taken up to 6,500 r.p.m. with reasonable safety. If the reciprocating parts are closely balanced, in the sense of equalizing the weights of connecting-rods and pistons and generally watching minor points of assembly to make the engine run smoothly, the safe limit is raised to 7,200 r.p.m. There are no kits available for this work. You must either do it yourself or find a specialist like Brabham or Laystall to do it for you.

Typical power-absorbing faults in an engine are out-of-tune connecting-rods, a common shortcoming in production engines, and block distortion causing high spots in the bores. The great Freddy Dixon was a past master at eliminating this kind of friction. He would run-in an engine, then carefully rebore it to ensure that the bores were round and at right angles to the crankshaft. The bores would then be lapped with an old piston (without rings) and metal polish.

Some bore distortion may be caused when the cylinder head is tightened down. Tuners have been known to hone bores from below with the cylinder head in position to eliminate this. A typical minor point which pays dividends is to remove the top thread from stud holes with a countersink bit. Metal is remarkable plastic, in a microscopic way. The effect on the surrounding metal of tightening a stud can be demonstrated in exaggerated fashion by pulling a hair on one's hand and noting the way the skin pulls up with it. Ofcourse, on the Mini-Cooper S this work is already done for you, and the crankshaft and connecting-rods are of special steels to withstand high-speed running.

AUTOCAR - APRIL 1966

## CLASSIFIED

'67 Cooper 'S'. One Owner, strictly maintained, rebuilt engine and new transmission, Radials, sump guard, oil cooler. "1900".  
Jean Sheard. 31 Perest Ave.,  
Mentvale.  
Phone: 1

### MAJOR UPSETT



Dick Smith

### SUBSCRIPTION

Subscriptions to Mini News are available at the rate of \$3.00 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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**MINI NEWS  
NEEDS YOU!!**

### 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, 6, 7, & 8.

## 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.  
I am a member of    charter    National club.

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

### Mini Club Jewelry, Decals and Patches

Mini Owners of America Jewelry, Decals and jacket patches are available on a members-only basis.

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.

4" Jacket Patches...\$1.25  
Club Decals..... .25  
Pin..... 2.50  
Key Chain..... 2.25  
3/4" Enamel Emblem. .75

Advertising space for sale; details upon request.

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



**FIRST CLASS**