



VOL. 5 NO. 8

AUG 74

MiniNews

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

HAPPY BIRTHDAY MINI

August 26, 15 years ago, our beloved mini met the world, only to last a brief 8 years in our country. From the pictures below it looks as if it may be back again. Let's all hope so. This month we have an article on the Duncan Twini Mini, and pictures of the Vancouver Mini Meet.

ESV
minis



In the Mini-based safety car, SRV 4, crash energy absorption is provided by moving the engine forward several inches, which should work but partially sacrifices the Mini's great compactness.



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An authentic Hawknose Production

VANCOUVER MINI MEET

'74



Rented Minis like this had their own class in the Auto-Cross. The Rent-A-Racer Class. This one was rented for \$5.50 a day and 7¢ a mile.

All together 33 cars showed up for the con-course. Jim Dawson's '64 woodie won. It was judged the oldest and most original.



AUSTIN MAKES SECOND CAR SENSE

Father needs the car. So does the family. But they both need it at the same time, for different purposes. This doesn't mean, however, that either father or the family is disappointed. For in this family, modern living is completely motorised. When one Austin is away, they have a second Austin all ready to roll. Happy family!

CLASSIFIED



'68 Mk II Cooper *S* New Paint, Dry Suspension, Konis, 165X10 Goodyear tyres on 6" Minilites (5), Metal sun roof, tinted glass, Moto-Lita wheel, full dash with Smith instruments, Am-Pm Stereo with tape, Steel seats, custom rugs, 1293 cc with flat top pistons, Ballanced, ported big valve head, 1 1/2 Su s, headers, big rad, 16 row oil cooler, all syncro straight cut trans., new clutch, All rebuilt last 1500 miles never raced or wrecked \$ 2500 Cash Firm.
Bill Hoffenmeyer, P.O. Box 58342 Vernon California, 90058

CLUB NOTES

Los Angeles Mini Owners

Next meeting will be Tuesday August 27th at 8pm
Glendale Federal Savings, 401 N. Brand Blvd.
Glendale..

We are planning a tour to the Ontario USAC/SCCA
P-5000 Championship Race on September 2nd.
Meet at Mike Prager's house 8am.

Tune-In Sept 15 Sunday time and place info will
come later.

Police prejudice

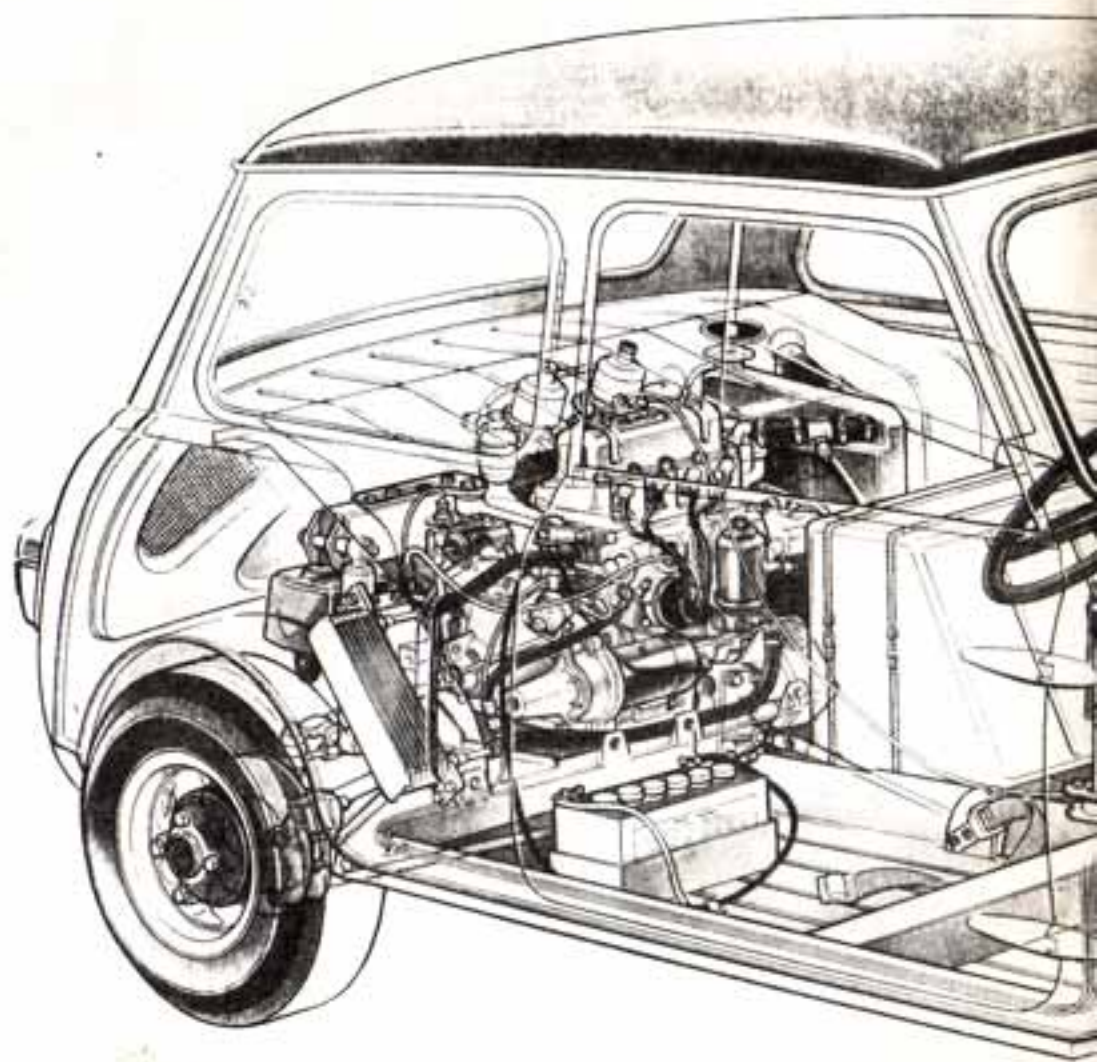
Just prior to an important journey the windscreen of my A40 shattered and I was left with no alternative but to accept my local BMC agents' offer of a Mini for the duration of repairs. I was not conscious of any increase in power over my modestly powered 948 c.c. A40, but I did notice a general antagonism towards me. I was soon aware that an overtaking operation, performed exactly as it would have been in my usual vehicle, was looked upon as being another of those dangerous acts performed by "Mad Mini" drivers.

The height of this prejudicial feeling came from a police car travelling towards me on a narrow stretch of the A25 near Redhill. I was in a convoy with about four other vehicles travelling at between 25 and 35 m.p.h. according to conditions. The police car in question was escorting a wide load going in the opposite direction. His

clear signals forced us to temporarily park. When he passed us the loud hailer boomed out: "For the benefit of the Mini driver, there is a 30 m.p.h. speed limit in operation here!" Now, I ask you, why the Mini? Why not the Rover 2000 in front or the Ford Anglia behind? Why at all indeed? None of us could have been doing more than 35 m.p.h. and I challenge any policeman to tell the difference between 30 and 35 m.p.h. when in a straight line towards him.

After that weekend of Mini driving it is a welcome relief to once again relax in my un-bounded A40 and be allowed to drive in peace.

K. F. OXLEY,
Maidstone, Kent



COOPER'S TWINI MINI



CAR OF MONTH:

CHET DUNCAN'S TWIN MINI

The last couple of months, we've run articles on twin engine minis built in England in 1963. Also briefly mentioned was a Duncan Twin Mini. That's what we'll be showing you this month.

Back around 1968 or 1969, Chet Duncan had a Body & Paint shop up in Seattle and was an active member of Samoa. The Samoans' were very active in Auto-Cross's, one weekend Chuck Heleker rolled one of his cars. This body shell was traded for some body work & a paint job; if I remember the story correctly.

Two years later, from that body shell, emerged the first mini roadster. The top was removed just below the window line, along with other major body sections which were reskinned in aluminum, lowering the total weight of the car to 1200 lbs., 200 less than a "stock" mini. (we all know there is no such thing as a "stock" mini) A KGB windshield was also fitted. Two MG 1100 engines were used with modified heads & 731 cams. Two 1 1/2 inch SU's supplied the carburation. This set-up produced about 140 to 160 horsepower. About a year and a half later, a pyromaniac got careless with a match and gutted the car from firewall to firewall. That was July 4th 1972, the pictures shown here were taken this July 4th in Vancouver, Canada.

When the car was rebuilt the second time, the back side scoops were built into the doors to allow hot air to escape from the wheel-wells. Two 1275 "S" engines were used with special cams which keep the exhaust valves open longer, and for carburation, a single 1 1/2 inch SU is bolted to a turbocharger.

Sound exciting, it is. This car moves up to 60 mph in under 4 seconds, and up to 100mph in under 10 seconds. This car is as trick as they come. The ride height is adjustable, it has 4 wheel discs, a tilt front end, electric cooling fans, and all synchro gear boxes, just to mention a few things.

The craftsmanship used in building this car is professional by all standards. It is a one of a kind head turner that many people say doesn't have too much mini left in it. When told this Chet tells them that it's what he would want a mini to be like.





Above (L) Front Engine (R) Rear Engine (↓) Dash Board



(↑) Front Chin Spoiler Below (L) Airexit Scoops (R) Twini sits low
Next to other Minis



BACK ISSUES

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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

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FIRST CLASS