



Most of the Minis of Mini Meet West lined up on the banks of Woahink Lake

## Mini Meet West 01

Mini Meet West 2001 was an enjoyable and rewarding experience. Florence, Oregon is situated on the coast at the mouth of the Siuslaw River. The Driftwood Shores Resort, the host hotel, is on a huge beach just north of town, and every room has an ocean view. Awesome.

Day one of the meet had the Mini show, concours and group picture scheduled in the morning through the early afternoon. The rally followed almost immediately, with a Pub social planned for the evening. The concours was a judged event with no class divisions and only three trophies—first, second and third overall. The Mini show was a people's choice event. All entrants vote, and trophies

are given in several classes from original restored to full custom for MkI, MkII, MkIII and newer. The peoples choice event had the most entries, which is where my Innocenti was entered, in full custom.

I was up early to wash my car and try to register before going to the first event. I needed the packet for directions because most of the events were at venues other than the Driftwood Shores. The morning event was being held in the East Woahink Recreation Area on the shores of Woahink Lake, and I knew right where that was—sure I did. I had not registered the night before because I had arrived too late, and when I went to the hospitality suite in the morning, it was locked, and notes on the door said to register at the lake.

I tried to follow the directions tacked to the door to get to the park, and I got close enough to follow someone else right to it. When I pulled into the left turn lane for the park, I was behind an enclosed trailer that looked suspiciously like a Mini carrier, so I just followed it on in. My guess was close. It was the trailer hauling the new MINI. I registered while the driver found a place to put the MINI, and as soon as it was unloaded, I pulled my Mini up behind it, leapt out and snapped a comparison photo. The new MINI is large (comparatively).

Then I leapt back into my Innocenti and joined the line of Minis heading onto the grass for the Mini show. There was a line because the organizers were stopping every entrant and taking their pictures. I thought the event was going to be like the meet in Flagstaff, with pictures of individual cars. Later I discovered it was so a picture of each car and driver would be available for mounting on a trophy, in case they won.

The day was gloriously warm and sunny, and everyone was milling about taking pictures of cars and greeting friends who hadn't been seen since the last Mini meet, or the last club meeting. I said hello to the Hovsepian from Kansas—they had attended one of our meetings last year on their way home from



The MINI and the Mini



Mini Meet West in Flagstaff. They finally got the Innocenti they had been lusting after when they were here and entered it in the concours.

Folks were setting up chairs in the shade, gathering around the new MINI and even sitting in it for photos. I managed to get my picture snapped sitting in the driver's seat. I liked the car. It felt just like a BMW, with all of the amenities and touches that Beemers are famous for. In pictures, the interior of the MINI always looked too busy to me, but from the driver's seat, the interior looks great, and everything falls right to hand. This one was a 5-speed, with electric windows, air-conditioning, four air bags and a fine stereo. It was impressive.

The judging for the people's choice award closed just about the time that Chris Pegues cranked up the BBQ grill and started serving lunch. A stiff breeze had moved in, and it was a struggle to keep the light weight stuff (chips, napkins, plastic ware) on your plate, but the hassle was worth it—great food and plenty of it. Most people went back to the chairs they had set up earlier, but a few just sat on the ground and wolfed.

When everyone finished eating, it was time to line up for the group photo. Actually a couple of people in the crowd instigated the lining up process; they got tired waiting for official word, and started driving to the location they thought was designated. It turned out that they drove to the wrong

place, but in doing so were directed to the correct place, so arrived early and made it into the front row of Minis. I'm not claiming to be an instigator (a Kennstigator maybe), but you will notice that my Mini is in the front row of the group picture. I just followed the instigators. After the official photographer took the group picture,

participants were allowed to climb onto the truck to take their own pictures from the official vantage point. I was also among those climbing the truck.

When all the festivities were completed, everyone blasted off for a quick break and then a meeting at the Lovejoy's Pub parking lot for the start of the rally. This was an official time, speed, distance (TSD) rally, and participants needed a navigator, a watch with a second hand and a fairly accurate speedometer. Nancy and I arrived for the rally, but because my speedometer is not only in kilometers but also is extremely



**The Hovsepians entered their Innocenti in the concours**

inaccurate (65k on my speedometer is 55mph), we opted to skip the rally and cruise up the Oregon coast at least as far as the famous Heceta lighthouse (just can't get enough of that cruisin' in the Mini). I heard later that we weren't the only ones who opted for something other than the rally.

We got back from our cruise just as the rally was ending and joined the ralliers and non-ralliers at Lovejoy's for drinks and a salad bar (sponsored by Craig's Auto). Anything other than the salad bar had to be paid for out of pocket (including the drinks), but it was still fun and fairly inexpensive. It

wasn't so much fun for the wait staff, though. They were expecting small groups to arrive, quaff a drink or two, eat from the salad bar, maybe order an appetizer or entree to go with it and then leave. They were not prepared for a very social group who just hung around talking, laughing and knocking back brewskis. The room was crowded, and the service was slow. It got even slower when one waitress spilled salad dressing on a leather Mini jacket and spent the next half-hour trying to get it clean. Some people opted for other restaurants in Old Town Florence, but the party continued back at the Driftwood.



**But most Minis were entered in the people's choice category**



**Larry Sandham's Vauxhall engined Clubman race car**

Day two of the meet brought the funkana in Old Town. I can only report what others said about this event, because Nancy and I drove into Eugene to spend the day with friends. We had a blast and apparently so did the funkana participants, though some complained about the weather. In Eugene it was hot and clear; on the coast it was foggy, windy and cold.

Nancy and I were back in time for the crab feast and beach party at the Driftwood Shores. That was when lots of folks discovered they hadn't brought enough warm clothes. It was cold and windy, and

partying on the beach was out of the question. The person handing out plates in the crab line reminded everyone to mention August at the beach, not the cold weather. Most people don't associate cold foggy weather with August at the beach. We all grabbed our crab dinners and headed back to our rooms to escape from the weather. After the feast, some hardy souls gathered on the beach for a raging bonfire, but it was short lived.

Day three was for the autocross and awards banquet. I was up early to deliver some film to the one-hour photo shop and change the oil in my newly broken-in engine. I decided to stop off at the high school where the autocross was being held on my way. No one was there except a street repair crew drinking coffee. I was puzzled. I thought someone should be there setting up the course, but I didn't worry about it; I just went on to the Qwik Lube.

After the oil change, I headed back to the high school, but noticed a crowd a few blocks away at the elementary school and pulled in there. The venue had been changed. Although the



**Lined up for a go at the autocross**



**Crazy Mike drove his Mini to fast time of the day**

agreement with the high school had been in place for a year, the principal had taken a new job without passing the information along to his successor and the high school had scheduled repaving for the parking lots. It was amazing that the autocross organizers were able to find an alternative site, get permission to use it, design a course, set it up and get the timing lights running in 24 hours. Kudos to the Oregon Mini Society (OMS) for their fine work. The autocross started on time and finished early.

The course was tight. Some of the wide-bodied Minis (group 5 flares) had a difficult time, but most people loved the course. Each competitor had to make two laps. For the first lap, a cone was placed in the way of the exit to ensure that drivers went around again. On the second lap the cone was removed, revealing a jog into the braking section where the timing lights were. Some didn't quite make it and spun out at the jog. Some couldn't follow the course at all and



**Only a few of the many Minis at the banquet**

plowed cones like they were mad at them. I managed to make it around without hitting a cone, but I was slow. My second run was five seconds faster than my first, but I still ended up 7<sup>th</sup> in my class. Way slow.

The fast time of the day went to Crazy Mike who obviously expends all of his efforts in his Mini's engine compartment, not in beautifying his it's exterior. Mike was hard pressed for fast time by Larry Sandham in his Vauxhall-engined, 260-horsepower racing Clubman, but managed to pull out the fast time on his last run. Then he took the principal of the elementary school on a ride through the course. The principal loved it, even if he did have to change his pants.

diehard go-fasters were there to the last, squeezing fractions of a second from their previous times (or spinning out gloriously in some cases). When the event was over, early in the afternoon, there was still plenty of time for a walk on the beach before the awards banquet.

Close to time for the banquet, a host of Minis lined up and a convoy drove through town to the banquet. At the banquet, the food was good, the awards were plentiful and the door prizes were fun.

When the awards were handed out, the audience members clamored for information about the winners' cars, and most winners eagerly complied. This addition to the proceedings could be adopted for all awards banquets and enhanced a grand end to a great meet. I managed to win first in my class at the people's choice Mini show (told them a little about my Innocenti) and the award for driving the longest distance (the folks from Kansas towed their Minis).

Mini Meet West 2002 will be held in the greater Los Angeles basin, probably in Orange County, close to

Disneyland and close to the beaches. See you there.

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## M.O.T.R. Meeting

The August meeting of Minis of the Rockies (M.O.T.R.) was gavelled to order in the smoky back room of Zang's Brewery promptly at 7:50 pm. The July newsletters had all been received, read, and were approved by all members present. The report on the chilly temperatures that had accompanied us on the ride to Ward and the joys of riding in a breezy Moke generated some discussions. Because the final installment of Kenn Lively's saga of his engine rebuild included his new cell phone number, we dialed him up and choused a resounding "Hello!" to his voice mail. Kenn was on the left coast at Mini Meet West.

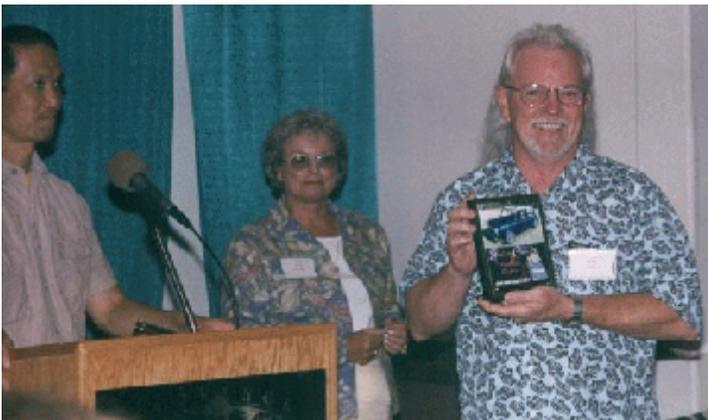
## M.O.T.R. Meeting

**Tuesday, September 4, 7:30 P.M.**  
**Zang's Brewery**  
**23rd & I-25**

We're in the back room, talking Mini showing videos (bring one along), and having more fun than should be legal. Bring your ideas and spend an evening with other Miniacs. Come early, drive your Mini, and stay late to take your chances in the M.O.T.R. 50/50 raffle.

Peter Stout offered a historic Minis in the Mountains yellow polo shirt for sale, cheap. It was an extra-large; Peter's a medium. David Small bought the extra-large. Peter also showed a printout from an ad at ebay for a 1999 Ferrari Modena 360 F1 coupe with front and side body damage. The Ferrari, described as repairable, for only \$85,000 was apparently used in the movie Gone in 60 Seconds and was crashed by the director's son.

Paul Herrmann announced a mini Mini ride scheduled for Thursday evening, August 23rd. The route: Highway 285 and Turkey Creek canyon.



**Smiling Kenn and his first place trophy**

OMS volunteers were so efficient at getting cars through the autocross that everyone was able to take at least three runs. Many folks opted to take only two, but the



Alada won the raffle and donated the proceeds to the club. Way to go! We love you! Anytime you need a ride, or a bunch of Minis for a commercial, we're there!

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### A M.O.T.R. Quickie

Paul Herrmann might just have hit on a winner, having a M.O.T.R. ride in the evening right after work. There were an amazing seven Minis, a Unipower GT and a Westlake Eleven on the August ride of Minis Of The Rockies. Talk about head turning. It's strange enough to have a parade of seven Minis on the highway, but when you mix in two cars that are only ankle high, it stretches the credulity of other folks on the highway well nigh to infinity. Boggling even. Ah, the joys of Mini ownership.

During the last break, with all the vehicles pulled to the side of the road, two young men driving past on Deer Creek Canyon



Comparing notes at the first stop on Pleasant Park Road

The first leg of the trip was to go by Sushi Den on S. Pearl, because a M.O.T.R. member is a valet there and Paul wanted to pull the train of Minis by just to blow his mind. The valet wasn't at work, so Paul led the group on out to Highway 285.

The group got slightly separated through the lights heading west on 285, but when it became freeway, Kenn Lively moved over into the left lane and attempted to bring the two groups together. It was working fine until they blasted up behind the motorcycle cop and had to slow to the speed limit. Paul and the front-runners were only going 50, so the group behind the motorcycle caught up just where the speed limit is raised to 65.

Paul led the group up Highway 285 on the new four-lane until the construction just before Conifer. At the Conifer junction, Paul turned left on Pleasant Park Road and jammed thru the twisty bits for a few minutes, then pulled over to let everyone catch up. He was in contact with



The Westlake and Unipower across the street from Paul's

slammed on their brakes, backed up on the road, turned illegally onto our road, then parked illegally to get out of their car and walk around the various tiny vehicles and shake their heads. They didn't want to talk and only made a feeble attempt to return our greeting; they just wanted to stare and mutter to themselves, looking slightly stunned.

Everyone met at Paul Herrmann's house around 6:00 pm for the ride. Being the consummate host, Paul had cold sodas and bottled water for anyone who needed something to drink for the ride. While waiting for everyone to arrive, the photographers in the group wandered around taking pictures.

When everyone arrived, Paul explained some of the route in case anyone got separated from the rest of the group, and we headed out.

his other Mini—the Innocent—on his walkie-talkie and knew that a stop was in order.

After everyone caught up and used the facilities (trees), the



We're talkin' Minis and twisty bits here



## Let's Go M.O.T.R.ing



- |                  |                                      |
|------------------|--------------------------------------|
| <b>September</b> | "Ride the Rockies" with the Conclave |
| <b>October</b>   | Smile and dial with Kenn Lively      |

group stood around on the side of the road and talked about their adventures coming up 285. Jeff Zissler has the smallest engine (and the loudest) and told about his battle with the gear shift: sometimes high gear, sometimes third. The photogs spread out and snapped a few more pictures, and then it was time to go. The group moved out smartly, eager for the twisty bits.

The order had shuffled the group had climbed the hill, but Paul still led in his White hotrod Mini, with Kenn Lively right behind him in his Innocenti. Michael Playle in his 1275 GT Clubman Estate had passed everyone in the world on the hill and was right behind Kenn, followed by Paul's Innocenti (driven by a friend), the rally Mini of Jeff Zissler, Steve Read in his Wolsley, with David Small's new Unipower GT and his Westlake 11 (driven by a friend) bringing up the rear. It was quite a lineup.

The group stayed in that order through the twists and turns and ups and downs until they came to the intersection of Deer Creek Canyon Road, where they pulled over for their last break, grinning and talking about the road. This was where the two guys stopped to take a peek at the cars. It was a great road, and the group only slowed a few times when they came up on an erratically driven pickup. The group just pulled over and waited a while, then ploughed on until they caught the truck again.

At the last stop, David said he was going to head home from there, since he was close. Michael thought he would just catch C-470 and head for Ft. Collins, and the rest of the group decided going home was a good idea.

It was a great ride, even if it was short. Everyone agreed the road was worth the time and would do it again.

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### The Cooleys Are at It Again

**Party Party Party**  
**Saturday, September 8**  
**After 1:00 PM**  
11945 W. Temple Dr.  
Morrison, Colorado 0465  
303-933-9339

Hot Dogs - Hamburgers - Soda - Beer  
Swimming Pool all provided

Bring an appetizer, salad, side dish or dessert to share—maybe a towel and a lawn chair.

**R.S.V.P.** by Wednesday, September 5



## September 15 & 16

Saturday, September 15

Start the weekend with the "Ride the Rockies" tour.

8:30 Meet at Memorial Park  
10:00 Leave for the ride

Sunday, September 16

The 18<sup>th</sup> annual  
Colorado English Motoring Conclave

8:00 Registration  
12:30 Most Favorite voting ends

\$15 in advance

\$20 day of event  
(includes both days)

Information  
**Gary George 303-477-0189**  
**Arnie McDaniel 303-639-962**

### Rocky Mountain Vintage Racing 2001 Schedule of Events

<u>Date</u>	<u>Event</u>
Sept 22-23	Pueblo Enduro
Oct 20-21	Albuquerque



### Minis For Sale

**1970 Morris Mini 1275** - Very nice car union jack Painted on roof Sunroof, black & red Interior like brand new, new head with stage 4 Port job new ms 286 cam 2000 to 7500 power range, double valve Springs & Lifters, adjustable timing Chain, all new engine Seals ,transmission Seals ,brand new brakes Front & back, disks in front drums in rear, hi-flow Intake large bore Header and custom Exhaust with polished Stainless muffler,12 Inch wheels and sports Pack, very fast Mini. Cherry Metallic

**\$11,000** FL David 954-341-6217 or day cell 954-914-9637 [DAVENTINAMICHAEL@AOL.COM](mailto:DAVENTINAMICHAEL@AOL.COM)  
29-Aug-01

**1973 Margrave 1275GT Mini Clubman** - Wood & Picket Custom-this is one of the rarest Mini's in the USA! Less than 100 made!!! Commissioned by Wood & Pickett, HR OWEN (Rolls Royce Dealer in London) built this Unique Car: 1st Place Winner New Hope Auto Show -2nd Place Hope Lodge - Custom Blue Paint - RHD - Fresh Rebuilt 1275 GT engine & Gearbox - Header & Stainless Steel"Mini Play" Exhaust - Power Brake Servo - 5 Alloy Wheels - Custom Molded in Fender Flares - Deseamed Body - Rear Wiper - Quad H Series Headlights - Custom Wood & Pickett Grille & Front Pushbar Overriders - Leather Highback Recliners - Leather Dash w/full Complement of Instruments - Gooseneck Map Light - Door Edge Lights - New Carpet - Carpeted Trunk - Webasto Sunroof.& lots more! E-mail for pictures.

**\$10,995** PA Frank Markowitz 610-431-0308 [FRANKMARKOW@MSN.COM](mailto:FRANKMARKOW@MSN.COM) 8-Aug-01

**1971 Mini Innocenti MkIII 1001** - Genuine MkIII Left hand drive 10 inch wheels Very Red, Very little rust!

**\$ 7,100** MA Stephen Dodge 508-478-8706 [sedodge@mediaone.net](mailto:sedodge@mediaone.net) 28-Aug-01

**1967 Austin Mini Cooper 1300 Innocenti** - This car was restored approx. 8 years ago. At that time all rust was taken care of and new floors were installed. The car has the sexy Itallian Mags with Yokohama 008 tires, the two on the front are new. New battery. The car has a Peco twin tipped exhaust, new Disk brakes on the front, and LHD, from the factory. The car as set up is running a single carb, but I have the twin carb set up for anyone who may be a purist, the bumpers are new, and the Hella fog lamps were just added. The car is a very strong runner and very fast, nice non-smoking engine with oil cooler. Car must be seen and driven to appreciate. picts. available at e-mail White w/ Black roof.

**\$ 9,500** ME Jack Groves 207-363-4083 [bbeez@ix.netcom.com](mailto:bbeez@ix.netcom.com) 28-Aug-01

**1966 Austin Mini Mki** - Full cooper 'S' spec This 1966 MK1 Mini has been Modified/converted to Cooper "S" spec. It has a 1275cc Motor, Aluminium Valve Cover, Cooper Disc Brakes, 10" Wheels, Twin Fuel Tanks and a Walnut dash. It is a real Wolf in sheeps clothing,as it retains it's Classic car Looks. It runs Great, Interior is good, The Car looks respectable but would benefit from a fresh coat of paint (Old English White) only recently arrived from England. This Hard To Find Right Hand Drive Car Is Priced to Sell!! Please feel Free to Ask Questions, E-Mail or Call

**\$ 5,950** FL Mark Nash 941-927-6055 941-374-6968 [mark2@home.com](mailto:mark2@home.com) 27-Aug-01

**1973 Austin Mini Thirty** - This is an excellent Mini 30 which has been professionally converted into a Cabriolet. The car is near flawless. Standard Mini 30 interior with wood dash and black half leather seats with burgandy piping. This car runs and drives 100% No Disappointments! Burgundy

**\$12,500** NJ George W. Hughes 908-788-1982 [jagshop@eclipse.net](mailto:jagshop@eclipse.net) 27-Aug-01

**1966 Morris Cooper S** - This is a Real Australian Cooper S. Not a replica, look-a-like, etc!!! Fully documented with original documents of every owner since its Port of entry into Auckland NZ in November 1966. Matching chassis and motor numbers. There really isn't much left to do to this car other than drive it and have fun. Copy and paste the following web site for a few nice pictures <http://www.hometown.aol.com/ozs527/index.html> Enjoy discussing all the details, but serious inquiries only, please. BRG/Toga White.

**\$16,500** AZ Mike Hare [OZS527@aol.com](mailto:OZS527@aol.com) 26-Aug-01

**1965 Austin Mini** - RHD, 1275S Motor. Molded mini flares. Front flares need to be repaired due to cracks. Runs well and is pretty clean. Yokohoma A008 tires with 60 miles. 10 inch Minilifes. 7" discs on front. Currently has a 45mm Weber. Car has issued Colorado VIN number. New job and new home forces unfortunate sale. Red.

**\$ 6,750** CO Scott Jagusch 303-809-7144 [scottjags@qwest.net](mailto:scottjags@qwest.net) 03-Aug-01

**1974 Austin Mini 1300** - 1974 Mini with Lam Body Kit. 1300 GT Engine, Weber. 13 Inch Wheels with 50 Series B.F. Goodrich Tires. Disc Brakes, Wood Dash, Late Model Interior, Email for Photos or details. Fast Car. Green.

**\$ 7,500** NJ L Martin 732-356-1001 [LarryM@brownboxsports.com](mailto:LarryM@brownboxsports.com) 17-Aug-01

See these and many more Minis for sale at [www.minimania.com](http://www.minimania.com)