



M.O.T.R. B.B.Q -- 07/16/02

Regular meeting (07/02/02) canceled



13 Minis graced the lawn at the 2001 event

Where: Paul and Karen Herrmann's
440 S. Garfield
Denver, Colorado
303-777-6218

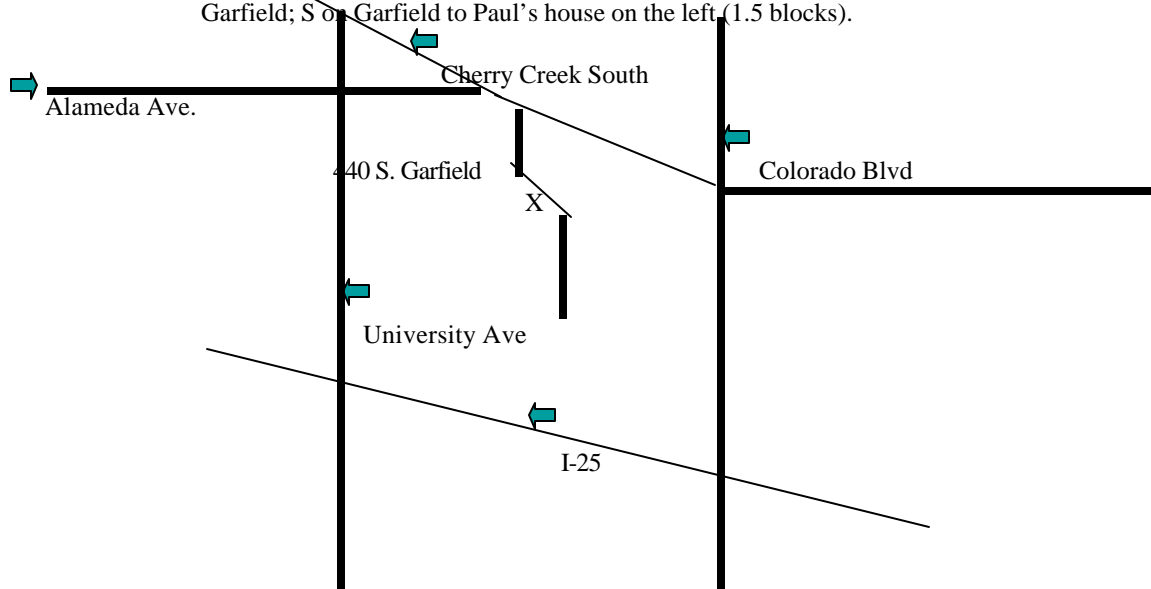
When: Tuesday, July 16, 2002
Hours: Anytime after 5:30 until ??

Bring a dish to share

M.O.T.R. will provide the Chicken and drinks

Driving directions: I25 to Colorado; N on Colorado to Cherry Creek South; W on Cherry Creek South to Garfield (2nd street); S on Garfield to Paul's house on the left (1.5 blocks).

Alternate directions: I25 to Alameda; W on Alameda to Cherry Creek South (deadend); R on Cherry Creek South to Garfield; S on Garfield to Paul's house on the left (1.5 blocks).





You can see Canada on a clear day

M.O.T.R. Rockets to the Top

Greetings from the top of Colorado! The June ride of Minis Of The Rockies (M.O.T.R.) was an absolutely incredible ride on the highest paved road in America: Mount Evans, 14,256 according to the placard at the top of the mountain.

Kenn Lively was the road administrator for the ride, but deferred to Paul Herrmann who had just done some of the ride the week before for the Glenwood Springs Rallye. It was the right move: Paul proceeded at a brisk clip, and not many folks blocked the way as five Minis zoomed up the mountain (and down). Paul set a pace that was more breathtaking than the oxygen deprived summit.

The day started at Wayne and Alada's house in Golden, where Kenn, Paul, Paul's son Christopher, Bill and Pam Frakes, Darren Haines and SO dad, and a not-even-late Pete Myers met around 10 for homemade scones and coffee (Thanks to Alada for the goodies).



Wayne adds some rocket fuel for the ride

Promptly at 10:30, Paul led everyone through Golden and up Lookout Mountain—the slowest part of the ride. There were just too many cars dawdling up the mountain, the drivers watching the hang gliders and rubber necking, with no thought of pressing through the twisty bits. It was easy for the group to hang together though, with all the slow traffic.

After passing Buffalo Bills grave, the

traffic disappeared, and Paul gave a demonstration of how the day was going to go: pedal to the metal and devil take the hindmost. Before reaching highway 40, the group was spread out over a half mile.

They bunched up at the stop sign before blasting onto highway 70 for a speedy romp to the Evergreen exit, and were still nose to tail at the turn off for Mount Evans and Echo Lake, where it got very interesting.

Darren was driving his Mini for the first time on a M.O.T.R. ride (he has a learners permit) and it must have been quite a shock for him to see how fast Paul was taking the corners—it was for everyone else. Darren certainly did put his Mini sideways a couple

of times before he decided to back off slightly and let the rest of the group try to keep up with Paul. Good experience though and he was grinning some grins.

At one point on the drive to Echo Lake, Kenn pulled over and let the Minis behind him pass so he could take some pictures, but the back markers couldn't catch up with Paul the rocket man, so no pictures were taken. Kenn hung back for a while, and then had to pass Darren and jam on up the mountain to see how far ahead Paul was—he'd pulled over to let everyone catch up and their breath.

After the turn at Echo Lake, the road gets steeper and steeper and much narrower. In some places the road has no shoulder and drops away into nothingness. A Mini is perfect for this section, and Paul was still just a blur heading up the mountain, the other Minis hanging on his bumper. When



Head'm up and move'm out



the group got behind another vehicle, it wouldn't take long before the slowee would pull over and let the group pass, but as the traffic got heavier, that stopped happening.

At one point, Bill's Mini suddenly stopped running, and he waved the other Minis past while he jumped out to see what was the problem. Kenn yelled "flooded" out his window as he went by, because he could smell the petrol. When the remaining group stopped at Summit Lake for a "rest" stop, they discussed going back for Bill—several people had tools and parts—but decided to go on to the top of the mountain and then go back for him.

At the peak, the group had just gotten out of their Minis and strolled around a bit



Some motorcycles never pull over



A short break at Summit Lake

when Kenn's cell phone rang: it was Pam Frakes wondering where the group was. It had only been a stuck float and a little "percussive maintenance" with a screwdriver handle fixed it and they were on their way to the top. Everyone cheered (good work Bill). They arrived just a couple of minutes after the phone call and joined the group for a hike to the top of the mountain. After that, everyone was getting a little hungry, so they belted up and headed down the mountain.

Picture this: three Minis on the way down Mt. Evans, nose to tail, Wayne Seibrecht leading, vehicles pulling over to let them fly by. Just before and after Summit Lake, the road had some damage that forced the Minis to keep the speed way down. Just as they reached the end of the damage, a

couple of Harleys passed the two back Minis, but they couldn't catch Wayne who had reached the end of the damage and was off again. Within two curves, the two Minis were right behind the trailing Harley, chomping at

his taillight. The Harley rider seemed oblivious, and finally the driver in the trailing Mini couldn't stand it any longer, and blew past both the Mini and the Harley on a long, open curve. He then charged up behind the lead Harley and beeped his horn. The rider pointed to his left and the Mini flew by, never to see the Harley's again. Within a mile, the two Minis were again nose to tail and had caught Wayne. Nothing blocked the trio from their charge down to Echo Lake, where they pulled into the parking lot to await the last Mini that had been late leaving the parking lot at the top.

Together again, the five Minis headed out for Idaho Springs and a much needed lunch. This was a much slower ride, as the hills were alive with the sound of behemoths creeping through the curves.

During lunch, the group decided that



Nothing but sky in the background at the top



the official ride was over and hatched plans for the return to Denver. Some were taking I-70 all the way, and some were taking 6 through the canyon. It was freeway tag all the way to Denver, with honks and waves as each driver took their own exits and bid a fond farewell to one of the most exciting M.O.T.R. rides ever. See you for the drive to Keystone.

Rocky Mountain Vintage Racing
2002 Schedule of Events

<u>Date</u>	<u>Event</u>
July 20-21	Rocky Mountain Vintage Grand Prix @ Second Creek
August 24-25	Second Creek Backwards

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



<u>Date</u>	<u>AdMINistrator</u>
July 17	Ocktoberfest in Keystone led by Jeff Zissler

slightly extended report of the state of the M.O.T.R. finances: Much money is being saved by e-mailing the newsletters.

Kenn gave a condensed version of his trip to Great Britain. It was his first trip and it was more fun than should be legal. He only took the wrong turn from a roundabout once, and was only briefly in the wrong (right) lane during a turn (no other vehicles witnessed the error). He also explained the meaning of "Mind the Gap."

The first thing on the agenda was the next scheduled M.O.T.R. ride. It is scheduled to be the same weekend as the Glenwood Springs Rallye, and Kenn suggested a drive to Glenwood just to check it out, but that idea was vetoed—too far for a day trip. Dick Shearer is the road adMINistrator and he was open to other suggestions. It was finally agreed to postpone the ride until the 15 or 16, and Kenn will lead, as Dick will be out of town. After more discussion, it was agreed to be on Sunday the 16, meet at Wayne Seibrecht's house in Golden at 10:00 and drive up Mt. Evans. Kenn promised a map to

get to Wayne's.

Kenn passed out registration forms for Mini Meet West, but the reception was less than enthusiastic. The end of August in Orange County California and it starts on a

M.O.T.R. Meeting

Tuesday, August 6, 7:30 P.M.
Zang's Brewery
23rd & I-25

Remember there is no M.O.T.R. meetings in July, just a BBQ at Paul Herrmann's house (see page 1).

M.O.T.R. Meeting

The June meeting of Minis Of The Rockies (M.O.T.R.) was gavelled to order around 8:10. People were having way too much fun to start in on business any earlier. The minutes were approved as written in the newsletter, and the Treasurer gave a

Thursday—only Bob Stanley and Bill Frakes thought they might be able to go. No one thought they would go to Mini Meet East, which is sooner but a long way from Colorado.

Vince Quick passed out fliers for the Glenwood Springs Rallye and that was met with a much warmer reception. Several members are planning to attend. Vince reminded everyone that the Concours de Elegance is Sunday and he will be able to bring a new MINI to the show.

Peter Myers asked for an update on the availability of the new MINIs at Ralph Schomps: they are not getting enough, although some come in and are for sale immediately—the person who ordered it has

Nostalgia Racing
2002 Schedule

<u>Date</u>	<u>Event</u>
August 23-25	Summit Pre-Historics and Concours d'Elegance - Breckenridge
October 4-6	Oklahoma Multi-Club Challenge Motor Speedway, Tulsa, OK



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changed their mind. Schomps has been installing a lot of options, but they are not carrying the after market stuff. People who get after market upgrades to their MINI will not void the warranty, but the dealership won't install them. Dean will though—he's installed some things and the paint and body shop next door has installed some ground effects packages.

A reminder to members: the July meeting is not really a meeting, but a BBQ at Paul Herrmann's. The club will buy the chicken, beer and soft drinks, and the members will bring potluck goodies. Paul says to be there right after work—around 5:30 or 6:00.

classic Minis will line up at on end of the

The next day will be the ride to Keystone and the Ocktoberfest:

Meet at Morrison Park 'n Ride at 9:00 (Southeast side). Earlier at the Dream Café in Morrison for breakfast if you want.

Because of the Oktoberfest talk, Pete Myers took the floor for an update. All the

parking lot. There will be two new MINIs there, but only one for driving. Should be fun.

While he had the floor, Pete ran down the schedule for the Rocky Mountain Vintage Racing (RMVR) race in Pueblo: Trans Am will be featured, along with many different muscle cars. The Saturday night dinner will have many interesting speakers including Carol Shelby's former mechanic and Walt Hane. Come on down.

The Nostalgia event in Breckenridge, August 23-25 has now confirmed a hill climb on Swan Mountain Road (maybe). Nostalgia

Keystone Perks for M.O.T.R. Members

Bill Ferguson, owner of the **Great Northern Tavern** in Keystone not only has a heart of gold, but he owns a Moke too! He has invited all M.O.T.R. members and guests at the Ocktoberfest to ½ **price lunches** on July 17, 2002. If you needed extra incentive to make the drive to Keystone, here it is.

Thanks, Bill, we'll line up the Minis in the parking lot.

Colorado MINI Drive

organized by Anthony
MINI mechanic for Ralph Schomp

July 27, 2002 @ 8am

Depart: 8:30 am Route: from Ralph Schomp to Estes Park
 Ralph Schomp MINI Through Rocky Mountain National Park
 5700 S. Broadway Over Trail Ridge Road
 Granby for lunch.

What you should bring:

1. Your MINI (or Mini) with a full tank of gas
2. Your camera,
3. Motorola talkabout radio or similar FRS radios (optional but suggested). We will be using channel 7 sub 21, range about 3 miles.
4. A jacket, for the weather at altitude on Trail Ridge
5. Money for lunch

is working on a permanent race track in the area to replace the now defunct road race in Steamboat Springs. Everyone wishes them luck, because the Steamboat Springs race was one of the highlights of the racing season.

Pete played a video from some Mini friends in Ohio while the raffle tickets were being sold. Kenn won this time, much to his surprise.

Just before the meeting was adjourned, Dick gave a quick update on the RMVR race in La Junta: there were four Minis participating at this race, but one of the cars is going to be sold (Ken's) because it is not RMVR legal—it's too light (maybe carry a passenger?).

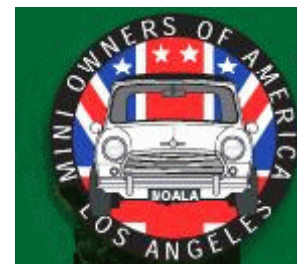
The meeting banged to a close and a string of Minis hit the streets for the monthly ride through Denver.



Mini Meet West 2002

August 22-25

Orange County Fair Grounds
Costa Mesa, California



Schedule:	Thursday 8/22 2:00-10:00	Registration Social Time Photo and Model Viewing @ host hotel
	Friday 8/23 8:00-12:00	Registration @ Marketplace Vendors & Swap Meet Dyno Time Autocross
	12:00-1:00	Lunch@ Marketplace
	1:00 - 5:00	Funkahana RC Races
	5:00-10:00	Social Time End of Photo & Model Contest @ Host Hotel
	Saturday 8/24 6:00-8:00	Cruisin' Donut Derelicts
	8:00-4:00	Registration @ Marketplace Free Entry to Orange County Marketplace Dyno Time Vendor & Swap Meet Car Wash Concours d'Mini Kid events & Tour of the Farm Lunch @ Marketplace Car Museum
	4:00-5:00	Group Photo
	6:00-10:00	Banquet & Awards
	Sunday 8/25 6:00-8:00	Free Entry to Orange County Marketplace
	8:00-1:00	Rally

Host Hotel: Atrium Hotel @Orange County Airport
18700 MacArthur Blvd
Irvine, CA 92612-1478
949-833-2770
Reservations: 800-854-3012

Check the website at www.moala.org for more information



Minis For Sale

1971 Austin 1275 - The car is fun, I haven't owned for that long, but need something a little bigger. The mini has a new 13 row oil cooler and a large core radiator. I put in Corbeau classic II in the front and refinished the back. The paint is still good, it was redone up in Canada in '95. The 1275cc engine has a K&N filter and a Sportech 13/4" Carb. .I bought the auto from a gentlemen who has worked on Mini's for about 15 years here in Colorado (Dean). For questions, please e-mail me or feel free to call. Blue w/ White roof.

\$8,750 obo CO Erick Galarneau 303-698 1867 eg2475@hotmail.com 25-Jun-02

1976 Austin Mini 1380 Mk3 - When you finish reading all the other adds and want a real Mini at a reasonable price then take a minute and read this ad. Check out this Bad Boy! A '76 Mk3 with a 1380CC engine, "S" crank & rods, 286 Kent cam, Powermax pistons, ported head, HIF carb, electronic ignition, and other goodies. The exterior was recently resprayed and new Sportspack arches have been added along with brand new Sportpack alloy wheels and new Yokohama tyres. The chrome grill is also new and I just finished having the interior redone with new seats front and rear, new carpet, and interior trim kit. The car is priced for a quick sale and is being prepared for shipping to the U.S. shortly. This is a beautiful car and is priced to sell quickly to someone wanting a massive 1380cc with all the gizmos. This is a really nice car. Pics upon request. Purple w/ White

\$8,500 KY Roger Baton 859-223-0917 roger1224@msn.com 25-Jun-02

1972 Austin Mini 1000cc automatic - This is a very nice Austin Mini 1000 Automatic. It has a newer engine and gearbox from a 1989 model including an unleaded head, new 10 inch tires, full deluxe wheel covers, high intensity reversing light, heated rear screen, cassette stereo and runs and drives like new. It was professionally painted three years ago in Rolls Royce colours of Clove and Cream and the paintwork is immaculate. It has a later(1989) tan cloth interior and is very comfortable and quiet to drive. It is right hand drive and will cruise all day at 70 plus mph. A very nice looker and driver. Email me and I will send you detailed photos.

\$6,800 OH Andy Bowman twotonemini@yahoo.com 25-Jun-02

1968 Austin Cooper 998 Mark II - This is a very nice and original 68 Austin Mini Cooper MK II. Right hand drive in stock condition with only the addition of wheel arches and Minilite wheels. Very solid and clean car. Interior is immaculate with no rips or holes. Car runs and drives great. I hate to sell but I just bought an Innocenti Mini Cooper and really don't need two. Car comes with original 998 engine and dual carbs, bottom end of engine needs rebuilding. I currently have an 850 engine installed in the car. Recent work done: replace exhaust system, u-joints, tie rod bushings, and fuel pump. This is a very nice unmolested Beige Mini Cooper w/ a white roof that will not disappoint.

\$8,900 CA Ed Lauber 650-222-3016 auctioned@rcn.com 24-Jun-02

1974 Austin Cooper 1300 - This Purple Mini is hot with its 1300 engine, ½ leather seats and walnut dash. Rather than put in writing what I can say over the phone, please give a call (or email) and I will get right back to you. Interested in importing your own Mini? I can help—also expert restoration available.

\$9,750 FL Paul or Steve 941-472-0225 941-822-3322 sfaytis@comcast.net 23-Jun-02

1975 Austin Mini 1275 - Excellent condition, stock A+ 1275, rod change gearbox, servo disc brakes, GB alloys (12"), tires recently replaced, Red w/ white roof and white hood stripes, gray cloth interior, cassette deck, very clean, ready for MME!

\$8,500 GA George Rosselle 770-466-6514 Grosselle@aol.com 23-Jun-02

1967 Austin Cooper S 1275 Mk 1 - Rally look Mk 1 located in Simi Valley, in SoCal. Don't care for the rally look? They are just vinyl stickers that are easily removed! Appears to be a genuine "S", not a reshell or "wannabe", with a Heritage Certificate! Very desirable factory left-hand-drive (LHD) model. 1275cc engine, with four-synchro transmission. Extensively modified, including a fiberglass flip front end for ease of service and weight savings. Needs some rust repairs, but it's in decent mechanical shape and has been used as a regular driver for the last five years. Has new brake and clutch master cylinders, and a lot of front-end work has been recently done. Needs a lot of cosmetic and body work. Red with a white roof, and white door squares to give it an appearance reminiscent of the Monte Carlo Rally-winning Mini Coopers. The owner says he'll bring it by the MiniGuy's showroom in Ventura if you'd like to see it there. Call for more details.

\$7,500 CA Michael Lewis 805-641-1970/818-865-6062 miniguy@miniguy.com 21-Jun-02

1966 Austin Cooper S1275 Mk1- Modified Red Mini Cooper S new seats, new carpet, new windows, brand new RC40 single box system, LCB, new front wheel bearing, new head job, new gauges, email for pictures, needs a paint job. got a new baby, need more room (how sad)

\$5,000 CA David Hong myomine@hotmail.com 21-Jun-02

These and other Minis for sale can be found on the web at www.minimania.com