NEWSLETTER

Serving the needs of Miniacs in the Greater Oregon Metropolitan Area

PRESIDENTIAL PRATTLINGS:

Dear Oregon Mini Society Members,

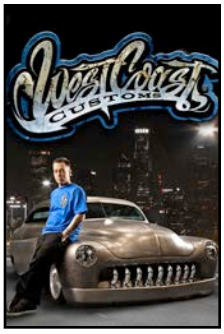
It's February already! How does the time fly by so quickly? The first event of the year had a large turn out of Mini minded people at Ward Barbour's garage all absorbing knowledge as we learned what things to keep an eye out for when owning a classic. My personal take away was the confirmation that it's never to early to change the oil on an A-Series. That ingenuous motor and transmission configuration that Alex Issogonis engineered for our Classic Mini's was an amazing feat of innovation back in the day but unfortunately this ground breaking design hides a major weakness that causes self annihilation while all those pesky bits of metal caused from crunching the gears end up chewing through the oil pump and often leading to premature failure. Besides using the two techniques that Mr. Barbour suggests, a good fall back is to to change your oil early and often.

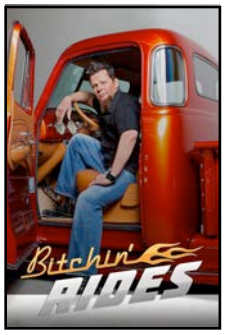
The group of Minis going to Mini Meet West 2016 in San Diego is growing with owners coming from British Columbia, Washington, Oregon and Northern California creating a caravan of like minded individuals to go down south traversing the Pacific Coast Highway. Are you going? We strongly urge you to get your room reservations for this trip soon as some hotel rates along the coast in June are increasing as time passes by. So if you are planning on joining in this adventure go online today and reserve your rooms. A list of hotels can be found at this LINK.

Some of you may know that I have been preparing a television concept pitch for the Velocity Network focusing and highlighting tiny cars (ACs, MGs, Morgans, Triumphs, Japanese Micro-Cars, Vespas, BMWs, Messerschmitts, the list goes on and on). My latest proposal is based on three tiny car shop owners striving for success in an unpredictable market and struggling economy. The series follows each business owner as they work through the various set backs and learning curves of operating successfully while juggling the quirky personalities of clients, employees and customers all while they create one of a kind builds. After several face to face meetings with Discovery's executives in Washington D.C. and Los Angeles it comes down to one issue. They do not have any reason to believe that there is an audience interested in anything other than Ford, Chevy, Mopar and Exotics. Ask yourself, when was the last show where the network focuses on tiny classic cars? Instead the network and it's executives prefer to take the safe route and showcase the American Classics, muscle, million dollar Ferrari, Porsche and Lamborghinis. It is a safe move for them to keep moving in the direction that they have always moved in.

Continued on page 2

PRESIDENTIAL PRATTLINGS CONTINUED





The original idea to produce a show was that I feel the shows current line up is inundated by the same type of cars show after show after show and rarely do you see a tiny car on a show and they never focus on shops that specialize on restoring and maintaining these tiny cars. I personally appreciate the show "Wheeler Dealers" as they have more of a global view on the cars that they share within the show. The problem get's more complicated as Velocity network has not been proactive over the years to gain a personal understanding of what the viewers want to see on the channel as they will not poll it's audience to inquire what the car fans want watch in the scheduled programing. My hope is that there could interest in other networks like Spike TV and Esquire channels however my gut feeling is that Velocity would make a great home for this unique docudrama as Velocity does have an incredible library of quality automobile focused programing. Velocity does listen to it's viewers via Facebook Twitter and their online contact page so if you would share my feelings, please take a moment and reach out to them and tell them what shows YOU would enjoy watching on their network tell them what kind of specialized shows YOU would like to see and what kind of cars YOU love to see highlighted on the worlds best all automotive channel. WE the viewers can make a change. As the seasons go by and as the leadership changes maybe there will be a bold executive who says "I'm tired of all the same car shows and we need something different". Possibly then a tiny car show can be a breath of fresh air showcasing small unique cars and the fun loving people who care for them on Discovery's Velocity Network.

I look forward to associating with all of you over the next month at our club event and social activities.

Sincerely Yours,

Eric Newland

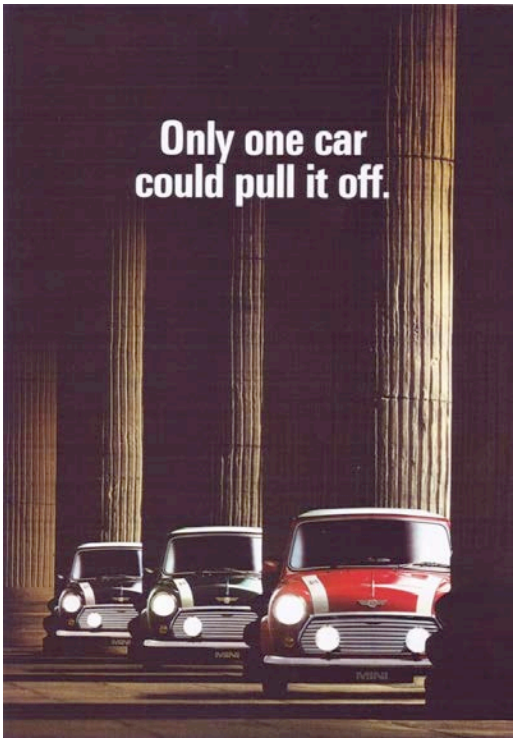
Benevolent Leader	Eric Newland	503-502-1991	eric@hybridmoon.com
V.P. & Events	Steffi Rollins	360-576-7973	stefsmg@gmail.com
Treasurer	Mary Wood		omstreas@gmail.com
Membership Mogul	Rhonda Hull		minimemberships@gmail.com
Newsletter Editor	Paul Rollins	360-576-7973	sdebaker@comcast.net
Regalia Czar	Jeremy Thorpe	503-869-4294	jetmotors@comcast.net
Website Guru	Nick Coker	503-298-9824	geminate@me.com

MARCH CLUB MEETING AT

Sun, March 13th, 7pm – 9pm

12725 SE 93rd Ave, Clackamas, OR 97015

March's OMS Monthly Meeting will be held at the Clackamas Old Spaghetti Factory offering a unique family friendly dining experience and delicious Italian food, they even have a gluten free menu. Check it out at www.osf.com Good pasta, Good people, Good beer & Good cars. Eat, meet, drink and ogle!! Pop on by and see what all the fuss is about.



FOURTH ANNIVERSARY CELEBRATION

British Motor Care

Hosted Home Brew & Snacks!

Saturday March 19th

2pm-6pm

5114 Northeast 42nd Avenue Portland, Oregon

5 TH ANNUAL LADIES TEA & MENS GATHERING

Ladies Tea

Sat, March 19, 2:00pm – 4:30pm

2424 NE 40th Ave, Portland, OR 97212

Don't miss the annual OMS Ladies Tea on Saturday March 19th. The Location is Dave & Anna Munsey's home in the Hollywood district of Portland. We will have a variety of teas and other refreshments. Please bring a savory or sweet to share.

For more information and to RSVP, please contact Anna Munsey.

Husbands, boyfriends, et al will go with Dave to British Motor Care's Open House

Minis Are the Stars

BY PAUL ROLLINS

Minis have been featured and supporting players in hundreds of movies, TV shows, ads, and even music videos. Every serious Mini owner has seen "The Italian Job" movie and "Son of the Italian Job" or whatever the neo-MINI re-make was called. Similarly, we are all familiar with the British TV series, "Mr. Bean," starring a yellow Mini. Of course, there are people in these productions, but they are just there to drive and provide a scale reference to verify the diminutive size of the Mini. The star is the car.

Checking IMDb, the Internet Movie Database, one finds a great variety of appearances of our favorite car. The original Mini was not a mass-market success in the US, but it was significantly popular in the rest of the world, so most of these video vehicles are from other countries and in a UN-variety of languages. Here are some selections you might find interesting (it may be a challenge to find copies of some to watch).

This YouTube video is a spoof of the original "Italian Job" as background for a highly-successful but tone-deaf (IMHO, YMMV) Welsh garage band with a bigger-than-average budget. Note the change in color scheme of cars and clothes from the red, white and blue of the British flag of the original movies to the colors of the Italian flag. https://www.youtube.com/watch?v=Y8HCPNCngsc

"Laisse aller; C'est une Valse" (Leave it Alone; It's a Waltz). This has it all – 1970's crime, adventure, comedy, and it's in French. Check out this scene – Mr. Bean channels Rambo.

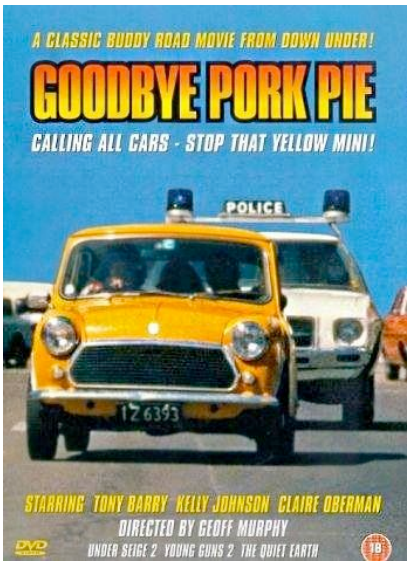
http://www.imcdb.org/vehicle_3627-Mini-1000-ADO20-1970.html

"Goodbye Pork Pie" (that's the Mini's name), from those zany New Zealanders sounds like fun. Here, the Mini really is the star. Looks like elements of "The Gumball Rally" and "Herbie the Love Bug" got mixed in. http://www.imdb.com/title/tt0082464/ Scroll down and read about the making of this movie – maybe even more interesting than the movie. http://www.imcdb.org/vehicle_16149-Mini-1000-ADO20-1978.html

It was inevitable, "Wheeler Dealers" couldn't resist bodging and flipping a Mini. http://www.imcdb.org/vehicle_300585-Mini-City-E-ADO20-1988.html

The 1275 GT(s?) in "Shen tan zhu gu li," a Hong Kong version of a Pink Panther farce, is driven by the Clouseau of the Far East. Thumbnail pics suggest this Mini has it's own Kung Fu combats. http://www.imcdb.org/vehicle_671777-Mini-1275-GT-ADO20-1973.html

After reading the plot summary, you may think this car needs a new agent. http://www.imdb.com/title/tt0091940/plotsummary?ref_=tt_ov_pl



WARD'S TECH DAY – WHAT TO LOOK FOR AS YOUR MINI AGES ... AND LOTS MORE

Saturday, 23 January, nineteen OMS'ers came to learn how to keep our Minis following the Energizer bunny -- to keep going and going and going.

Before Ward Barbour got into the main subject, he answered questions from members on particular problems. Here's what we learned.

Oil filter (spin on) and oil? – Ward likes NAPA Gold 1348. Ward's oil-change-interval suggestion is "when it's dirty," or 1500-2000 miles. He also mixes a quart or two of synthetic with regular oil. Not too much synthetic, though, as it might be too slippery for the transmission synchros.

How to make the wipers work better? No magic bullet here. A slight improvement may come from substituting 1100 wheel boxes and the motor gear. Also keep wiper spindles oiled and oil the bushing in the motor. Once per year would be good.

Is there a better heater for a classic Mini? The 1964-66 set up with the blower right behind the intake panel next to the grille is the most efficient. Also use the 195 degree thermostat. Get the best one. When installing a thermostat, don't use the paper gasket. It wicks water onto the studs and rusts them into place. A cork gasket can be used, or skip the gasket and use Loctite 518 Gasket Eliminator (make sure your thermo housing mounting surface is flat).

Cooling system? Watch your radiator. They clog up over time with deposits. Make sure you have a good, lower radiator hose. They are not something one wants to try to replace at the side of I-5. They are easier if the shroud has been removed, and Ward says your Mini can live without it. The good hose is the silicone version. It is also stronger where the heater pipe attaches. That nasty, little, accordion, water bypass hose between the head and the water pump is not necessary. But, if you like it, replace with regular heater hose when replacing head.

Don't trust new parts. Ward related an experience when he replaced engine bearings and the new ones were mixed sizes in the same box.

What's the right carb needle for the SU carb? The one that works. This takes experience, but start with the manual recommendation. If that has any performance problems, change profiles depending on where in the rpm range it needs to be thicker or thinner.

Head improvement? Of course porting will do a lot. But, a surprising improvement comes with a small increase in valve size. It is like an increase in displacement. Upgrade to Austin America valves. When installing hardened seats is a good time.

Continued on page 6

WARD'S TECH DAY CONTINUED...

Now, back to our regularly-scheduled program of things to look for as your Mini ages.

Wear in moving parts is infinitesimally progressive; it is so gradual that regular activity doesn't change noticeably. Then, one day, we notice things are worn and sloppy. It occurs mostly in hidden places where we can't see it. Knowing where and for what to look allows us to head off trouble and assure long-term enjoyment of our Minis.

Rear trailing, suspension arms

They just wear out. A simple test is to jack up the rear (supporting the car securely), grab the tire at top and bottom and try rocking the wheel. Another way is to put a big screwdriver between the arm and the subframe and try to move the arm. There should be no significant play. The shaft on which they pivot runs in needle bearings on one end and a plain bushing on the other end. On the outer end, accessible through a hole in front of the rear-wheel arch is a grease fitting. Theoretically, grease pumped into this fitting will travel through the arm and lube both ends of the shaft. So much for theory, says Ward. Not only do both ends not get lubed, but the seal is ineffective at keeping out water. So, the shaft rusts. His solution is to replace the bushing, and to replace needle bearings with a bushing. Unfortunately, there is no direct-replacement bushing for the needles, so one needs to be machined to fit.

The grease-distribution tube in the rear-suspension arm is either metal or plastic. Metal is better.

In a socket in the trailing arm is a plastic bushing that seats the knuckle supporting the suspension cone. The bushing wears and when it wears through, it can destroy the metal surrounding it. A similar bushing is on the front suspension.

While you're in this neighborhood, check the rear-brake cylinders. These tend to corrode faster than the fronts. Due to the light load on the back wheels, you might not notice the diminished braking force as much as problems with the front brakes.

Engine-oiling system

Because the transmission and engine share the the same oil supply, the Mini-engine oil supply has problems not found on 99.9999% of all other cars ever made. Only a few other cars, like some SAABs, and lots of motorcycles did this.

After doing it's lubing job in the engine, the oil pours back into the sump, dousing the gears, synchros and shafts of the tranny. From there, it pools in the sump to be sucked up through a medium-mesh screen at the right end of the sump. It travels up a passage in the side of the sump to the engine block and into the oil pump. There is no filter between the sump and the pump, so any particles that pass through the screen go right into the pump. Some of the particles are fine metal bits worn off the gears -- not a problem for Spridgets, Morris Minors and other cars using the BMC engine, since their gearboxes are separate units. After this gritty stew works on wearing the oil pump, it moves to the oil-pressure relief valve. This device keeps the oil pressure from getting too high by bleeding part of the oil supply back into the engine. It is cleverly located to direct this excess oil flow, and all it's contaminants, right at the idler gear that connects the crankshaft output to the transmission input.

The primary oil supply passes the relief valve and travels on to the oil filter, where finally the dirt can be sieved out, maybe. Here is another chance for oil to escape filtration through another pressure-relief valve in the oil-filter head. This excess, unfiltered oil pumps directly back into the engine, feeding the bearings, cam, and other moving surfaces.

Ward has two modifications to Minimize the amount of metallic and other particles in the oil supply.

Continued on page 7

WARD'S TECH DAY CONTINUED...

First is to fit a magnetized bolt in the cover plate over the oil passage in the side of the sump. On the back of the sump is this roughly-diamond-shaped cover plate held on by two machine screws. Aftermarket, magnetic replacements are available. Check with the advertisers in this newsletter. This should be removed periodically and cleaned.

Second fix is to seal up the oil-bypass valve in the filter head. On the underside of the filter head you see a ball valve, Either seal this (solder can work) or remove it, tap the hole and screw in a plug.

The original concept of the Mini was an economical family mover and grocery schlepper. High cornering speeds, like in track racing and rallying, or evidently even freeway on and off ramps, were not anticipated. So, oil starvation in long, hard, right-hand turns was not considered when the oil pickup was put in the right end of the sump. Aftermarket kits are available to mount the pickup in the center of the sump.

To improve the idler gear, Ward machines his and fits a Timken bearing.

Shifter linkage

Two things happen gradually in this system – wear and loosening.

In the remote shifter, there is a plastic cup fitting on the ball of the lower end of the shift lever. These wear and make the shifter sloppy and rattling. There is a washer and spring on top of the large ball on the top of the remote housing. The area is not sealed, so dirt gets in to wear the metal. The ball wears lower into the housing until the washer bottoms out on the top of the housing. It no longer holds the shift lever securely so it rattles. Cures are to grind metal off the flat top of the housing, or grind away the inside of the well to allow the washer to fit lower. A Dremel-style tool works well here.

Right at the transmission housing, are exterior links secured by bolts—these can loosen—difficult to access, but important to proper shifting. Also in this area is a grease fitting which is easily overlooked. Don't overlook it.

Jeremy Thorpe gave us another important suggestion – check the oil seal where the shift rod goes into the sump. A leaking seal here is the major cause of engine-oil leaks in classic Minis. Parts are cheap and the job is not too hard (if you like lying under your Mini on your back).

And while you're at it, check the roll pin holding the rod-change linkage together. It can fall out. Jeremy runs a wire though this and wraps it around the rod to hold in place.

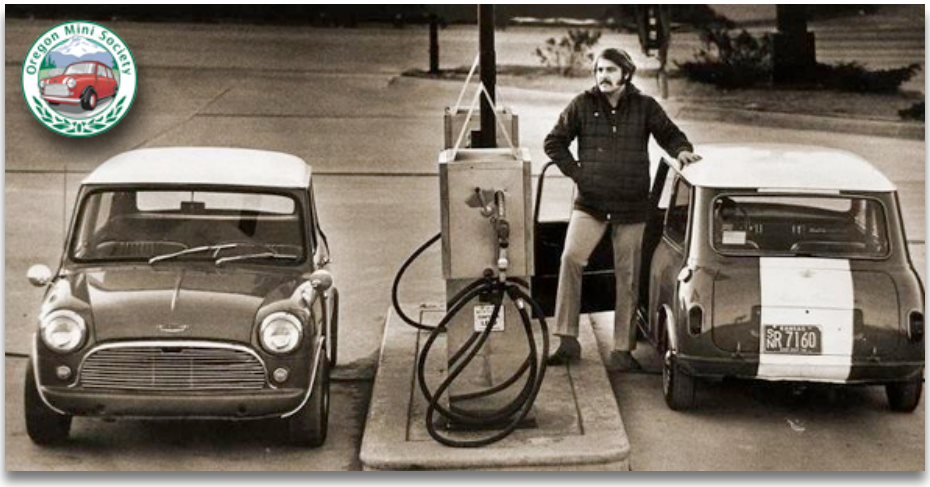
Ward's major alert on maintaining the shifter linkage is to take your hand off the lever as soon as the next gear is engaged. Not doing that wears the soft, brass shift forks inside the transmission, as well as other pieces in the chain of command.

Rubber boots

Rubber is fortunately not as hard as diamonds, but it is unfortunately not forever. Rubber loses it's elasticity and it cracks. In old age it cannot keep lubricants in or dirt and water out. Three areas where these abilities are important are the CV-joint boots, steering-rack boots (a.k.a "gaiters" in the Queens English) and ball-joint seals. Some rubber parts are better than others. Ward recommends French-made CV-joint boots attached with Subaru boot clamps. (How does he figure out these things?).

The End

Is Your Mini Too Old to Drink?



Paul Rollins

Does your Mini have an alcohol problem? Most gasoline it's drinking these days has alcohol, and it's the same ethyl alcohol as vodka, scotch, Uncle Bubba's backwoods 'shine, Chardonnay and IPA. We have certainly heard questions about the effects of alcohol on various components of our cars. What specifically are those effects and how bad are they?

Our vintage Minis were built in an era of little to no interest in putting alcohol in passenger-car fuel. However, the concern for air pollution caused by use of gasoline in internal-combustion engines stimulated demand for an oxygenator to be mixed with gasoline to reduce carbon monoxide (CO) emissions. Initially, MTBE (methyl tertiary butyl ether) was used, but it carried the baggage of groundwater contamination, so a new oxygen additive was sought. EPA, cheered on by the agribusiness lobby seeing the opportunity for a new corn market, got booze-gas use mandated by law. Now that it is a fact of life and law that we are going to have it comprise at least10% of our normal fuel (in practice, the percentage varies and may be over 10%), auto manufacturers are now using materials that are less affected by ethanol than the older bits. But, even the car makers are concerned about the effects of raising the amount to 15%, or more, as is currently being promoted by corn growers. Car builders are threatening to void warranties if higher levels of alcohol are used.

Although dire warnings of an apocalypse were shouted from the garage roofs when alcohol was introduced into gasoline, not many owners have been complaining of serious problems specifically traced to ethanol. There definitely are real, potential problems related to gasohol. The effects may be slow to develop and seem minor, but over time can cause real trouble. Symptoms of automotive-alcohol abuse should not be ignored. They should be understood and monitored.

Continued on page 10

T-SHIRT DESIGN CONTEST

Winner (s) gets a free T-shirt!

All you creative thinkers out there, this is your opportunity to leave a lasting mark on OMS. We need a new T-Shirt (and worthy of other apparel) design for the club. We could use a design that would work well on a long-sleeved shirt (think about a design that goes down or up the sleeve as well as front or back) and one that might be more appropriate for a short -sleeved shirt.

Submit as many designs as you want! All submissions must be received by March 1st, 2016.

So, set pen to paper or choreograph it on your computer and email to:

jetmotors@comcast.net

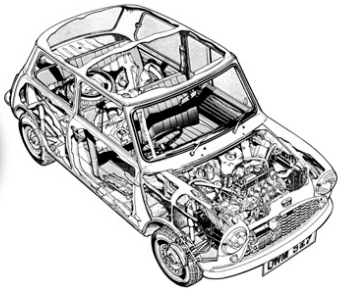
CARGO FOR SALE

Looking to sell something or have something you need? Contact Paul Rollins to post an item to the Cargo For Sale section of the this newsletter. There is a 3 month limit on adverts, but if you need your ad to be extended, please let us know and we'll try to accommodate.

For Sale

- Lower suspension arms, LH & RH, stock $30 each
- Coil bracket, two, @ $10
- Thermostat blanking sleeve, one, @ $10
- Valve cover rubber grommets, new, two - free to a good home

George Olson golson@aol.com



The Vancouver Mini Club would like to announce the return of our Swap & Shop (Minis for Sale) page on our NEW website. We apologize for the lengthy shutdown of our Swap & Shop section and hope you will return and help us get it rolling again. Membership is free and you can:

- You can post up to 10 ads. You can post up to 8 photos and a YouTube video in each ad if you like.
- Your ad will be listed for 6 months, you will be notified 7 days before it expires to give you the options to renew it if you like.
- You will have 7 days from expiry date to make this decision.
- It is your responsibility to remove the ad when the item is sold. So please feel free to visit our NEW site and hope to see a posting from you soon!

Anybody interested in trading wheels?

I have these...

But would rather have these...

Contact Lesley at 503-523-9475

IS YOUR MINI TOO OLD TO DRINK? CONTINUED...

Ethanol has an affinity for water. Water doesn't burn well, so in gasoline it reduces power while further deteriorating the metal parts. When the alcohol attracts too much water, it drops out of the gasoline (phase separation) and collects in the bottom of the tank and other low spots in the system. This can accelerate corrosion. Corrosion oxide particles can get into the other parts of the fuel system and cause blockages. This problem is so real that alcohol or gasoline with alcohol cannot be transported through pipelines without harming them. It has to be trucked from point to point. Alcohol is also not allowed in aviation gasoline.

For a car that spends a lot of time snoozing, the alcohol may absorb a lot of water from the air that enters the fuel system. It might be worthwhile to occasionally drain some fuel from the bottom of the tank and look for water. Drain about eight ounces into a clear container. Observe all the cautions of handling flammable gasoline. Let it set for ten minutes. If the liquid separates into two, distinct layers, there is water in the gas.

A further concern is that alcohol is a better solvent for some fuel-system deposits than gasoline. It can (although the result is not usually immediate) loosen deposits in the fuel tank, lines and pump and allow them to cause mischief.

Alcohol mixed with gasoline produces contaminants that are destructive. Chemicals like chlorine, as in table and road salt, corrode metal parts like fuel lines and carburetors. Alcohol increases the electrical conductivity of the gasoline mix, which causes galvanic erosion in components of the fuel system.

Trapping metallic junk and other contaminants produced by these above processes with a fuel filter is a good practice. Mount it well away from the exhaust system or electrical components that might cause a fire if the filter leaks on or near them. Monitor the filter and change it when needed. Good to carry a spare filter in the car should one load up on the road (happened to us twice, but with another British car). Also good to check the float bowls for a build up of bad stuff.

Alcohol can attack older rubber and plastic parts. Our original, rubber fuel lines are vulnerable. Fuel line to the SAE standard 30R7 is a common hose used now, and has fairly-good alcohol resistance. A more-alcohol-resistant option is 30R9, which is fuel-injection hose. Rubber, fuel-pump diaphragms may be effected, too. If your fuel gauge is fibbing, it might be because the alcohol is chewing a hole in the plastic float at the sender.

There's less energy per pound (34% less) of ethanol than in gasoline. Our small, 1930's-technology Mini engines were not designed for alcohol, and are already working up a sweat dragging our cars over hill and dale, so we should hate to lose even a little power with gasohol. Of course, the lower energy content means more must be burned to produce the same power. Fuel mileage typically reduces by about 3% using 10% gasohol.

Gasohol appears to have a shorter shelf life than prior gasoline formulations. This is a concern for cars stored for months at a time, like over winter. A fuel stabilizer can help a bit.

One way to relieve yourself of the alcohol-fuel concern, and relieve your wallet of some of it's load, too, is to buy non-alcoholic gasoline. There are a few stations around that offer alcohol-free, premium gas for a real premium price. Check here http://www.pure-gas.org/

Unfortunately, the alcohol problem for our cars will probably get worse as lobbyist money overpowers science, and the proportion of alcohol in our tanks gets higher and higher.

The End

Oregon Mini Society
2013 Marylhurst Drive
West Linn, OR 97068

February Events

Sunday, February 14th

Valentine's Day Tour & Club Meeting

March Events

Sunday, March 13th • 7PM

OMS Club Meeting at the Clackamas Old Spaghetti Factory

Saturday, March 19th • 10AM

5th Annual Ladies Tea & Mens Gathering

Do you wanna let everyone know about the best Mini club in the Northwest and look good at the same time? Oregon Mini Society T-Shirts are the softest, smoothest, best-looking T-shirts available anywhere. Buy one or more & support the club before they are gone!

Contact Jeremy Thorpe at 503-869-4294 and see what he has for you!

- Deadlines for articles is the fifteenth of each month prior to publication month
- Please proof articles for spelling, grammar and factual correctness
- Submit articles about non-technical topics to Features Editor, Steffi Rollins
- Submit technical articles to Technical Editor, Paul Rollins

Oregon Mini Society