

Mini Car Club of Auckland

Incorporated



Club Magazine



August / September 1997

Mini Car Club of Auckland Inc.

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I prefer files on disk if possible or good quality originals. Thanks.
The Deadline for the next issue is: **22 September 1997**



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Presidents Report

21 members attended Mag & Turbo Warehouse Mt. Wellington branch open night on 27th May. Manager Mike Dadd put on a display of wheels and accessories available for Mini owners. A massive store with all types of Mags and Wheels. Phil Brown also gave a presentation of RacePro items available and price list. A BBQ was supplied and 3 door prizes were won. Our thanks to Mike Dadd for a good evening.

The Clubnight that was held on 1st July was a great success. The "Goodbye Pork Pie" video was shown, and, as it was several years since most of us had seen it, it was enjoyed by all.

Kerry Bowman from Marris Wholesale also brought along a selection of Mini parts (Mag Wheels, Disk Brakes etc).

Those interested in going to Christchurch in convoy for the Mini Nationals over Labour weekend, please contact Andrew Carter.

The Dyno Shootout is planned for Sunday 14th September at 10:00 am. Have the real HP output of your car checked and mixture analysed for only \$10. Be there!

The Committee will try to ring all members prior to events as a memory jogger. Please don't take offence. Get to know your phoning committee and their phone number and contact them for any further information required.

Cheers

Warwick Robinson
President



The Mini Car Club of Auckland Motorkhana

On Sunday 22nd June, the annual Tarmac Gymkhana was held at NZ Starch Products carpark.

Of the ten starters only six managed to finish this gruelling event. (The other four only had to leave due to time constraints, but it sure sounds good that way).

There was one casualty, Reese in his unofficial Datsun 1600 entry; he blew his diff on the start line of the third course.

I was the eventual winner (and it had nothing to do with me designing the courses), but I'll be the first to admit, there was some stiff competition. I was very impressed by the improvements made by some of the younger first timers, I was merely amazed by a certain someone's attempts to hit every cone the club owns.

The event consisted of four courses with each competitor having three attempts at each course, best time for each course counts.

The results were as follows:

Competitor	Course 1	Course 2	Course 3	Course 4	Total
Jim Dixon	19.75	38.30	35.67	40.01	133.73
Kevin Taylor	26.78	38.69	41.95	40.10	147.52
Dayne Woodley	30.97	39.06	35.55	42.57	148.15
Andrew Carter	29.74	37.12	39.37	44.18	150.41
Fritz Schouten	26.84	39.41	43.77	42.68	152.70
Ben Marshall	33.67	39.39	48.65	41.80	163.51
Philip Goodacre	26.53	38.19	36.08	-	-
Aaron Walden	33.37	43.49	41.33	-	-
Reece Harrison	27.67	44.03	43.70	-	-
Nicky Phillips-Wyatt	37.41	53.96	65.13	-	-

All in all it was a great day, (Dayne and John have some good video footage to prove it), and maybe next year we'll have even more competitors.

HOT GOSSIP

- 💣 Chris McMurray got a speeding ticket while following trains through the Huntly area.
- 💣 Jon Marshall had to have his video camera eyepiece surgically removed after the Gymkhana.
- 💣 Elizabeth Schou went around the Gymkhana course holding Jim 'The Handbrake' Dixons hand!
- 💣 Remember the Graham Brothers?
Update: Iain is married... Thanks for the invite.
 Paul is doing well and is looking at buying a new Cooper.
- 💣 Strong Bros. Penrose recently sold a Metro Turbo engine to a 'Crab' owner... You have been warned!
- 💣 A committee member gave a speech at the AGM detailing... no sorry, dictating, how members should drive their cars... didn't he get a speeding ticket?!
- 💣 New member Ricki 'The Demon Elf Man' was warned about his driving habits at a recent club event... The event should have taken 2 ½ hours not 1 hour!
- 💣 There is a suggestion box available every clubnight, so no more complaining!
- 💣 Hey, why is that Mini parked in the Civic Theatre??... For the World Premier of the Mr Bean Ultimate Disaster Movie of course.



Meet Our Members...

Members File

Minisport 5-Speed Gearbox, 6 Months on.

(Profile of your club secretary)

Having run my Mini since February '97 with a brand new 5-speed gear-box from Mini Sport in Lancashire, club members might be interested in a 6-month review of it

As this is my only car, it has to get me to work every day. So when the previous gearbox began making noises warning of an imminent reconditioning, I took stock of what I needed and wanted my personal transport to provide.

Being a dyed-in-the-wool railway enthusiast, the answer was more complex than just getting me to work 6 days a week. For example, Friday nights might well see me chasing express freight-trains from Auckland to Hamilton (240 km return), or perhaps going down to Okahukura (515 km) to observe trains passing through the junction between the hours of 7.00pm and 7.00am the next day. Or I might go to Waiouru (690 km) for a photo on the big grade against the mountain. To this end, I already had twin tanks, reclining seats, adjustable suspension, and a reconditioned, mild 1300GT. In other words, there was a considerable requirement for a long-distance tourer... dressed as a Mini of course.

Obviously this was a rare opportunity to fit a deliciously desirable 5-speed gearbox. So the decision was not one of whether to fit a 5-speed, but of which 5-speed. It had to be helical-cut for quietness; of course, I wasn't having any of this noisy, straight-cut, macho nonsense.

I checked prices in Mini World (Jan 97):	Mini Spares	Sterling	1104
	Jack Knight		1150
	Mini sport		1395 (incl VAT)
	KAD		1695

Well, I could manage those prices, and this being my only car tended to over-ride the size of the expense. The next aspect was reliability. Clearly, any warranty, which was issued 13,000 miles away, would be worthless, so I needed another selection criteria. Being the hardest hammering on a car, rallying became the criteria, and for successes, one firm stood out above the rest: - Mini Sport.

Mini Sport's success in 1995 (Group A, 1300cc National Champion) spoke plenty about their obsession for reliability, despite their fair share of setbacks. While Mini Spares backed a major entry in the 1995 Monte Carlo, this event runs mostly on tarmac, which is far less punishing on cars than the stony or rutted tracks of the Welsh, and the RAC, which are both recognised car-breakers. In rallying, to finish first, first you must finish. Mini Sport had featured with distinction in each of these, plus in a number of others on the British rally calendar. So Mini Sport looked a likely bet in the matter of selecting a gear-box.

I rang Mini Sport, and got Chris (good name) Harper, who (very) briefly thought I was Australian. He is in charge of Accounting, and Export Sales.

He asked me for my engine-size (1310), gear-selector mechanism (rod-remote), my final-drive ratio (3.44), my wheel and tyre sizes (10-inch Michelin MXs), and whether I intended changing to 12 inch wheels (maybe). Despite the long-distance driving outlined above, he considered that a diff-ratio no

higher than 3.44 would be most appropriate, given the hilly nature of New Zealand back-country roads, while also enabling acceleration in 5th. Changing to 12 inch wheels would still be okay, but would reduce top-gear acceleration. He needed to know this, as Minisport can vary the final-drive ratio to optimise the 5-speed to the owner's purposes. At the end of this part of the conversation, I certainly felt thoroughly consulted as to purpose.

Mini Sport had 3 gearboxes sitting in the warehouse right then, so without further delay, we did the deal via credit card, which saves an awful lot of trouble. Two weeks later, a note arrived asking me to call at an airfreight agent's office near the airport. I collected the import documents from the agent, and duly trotted off round to H. M. Customs, where they slugged me G.S.T. at 12.5% on NZD value and freight. Don't expect much change out of \$400. However, this got me the prized Customs "maygo", the release from the agent's bond-store.

I should have brought a chair; I had to wait so long for someone to show up. The gear-box was in a plastic bag, which in turn was protected by packing, and then covered in cardboard, and seated on a small pallet.

Having used my own time and petrol to do this, the agent then charged me \$35 documentation fees for the privilege of doing his work.

Mini Sport (effectively Brian and Daniel Harper) has designed 5th as an over-drive. There were initial difficulties with getting the selectors to put 5th where they wanted it -out to the right, and forward. Although the Mini Sport model has bigger, stronger bearings on the shafts than the standard version, Mini Sport still reminds drivers that this gear-box is not designed for racing, but for the open road.

The accompanying diagram and instructions for installation are clear. Mini Sport advise an oil change after 1600 km, and this gives a chance to examine and clean off the filings which attach themselves to the oil-plug magnet.

The gear-box went in at 191,000km, using semi-synthetic Mobil S, and after the first oil-change right on 192,600km, the car is using Castrol GTX-2. I will be changing the oil again at 197,000 km.

As was to be expected, gear-changing was stiff initially, but has freed up with use. Mini Sport supplies a spring which fits on the lower selector rod, and bears against the upper rod. The lever is biased towards 3rd/4th in the gate, with 5th/R out to the right, exactly where you'd expect them to be. Given the length of the usual Mini gear-lever, this spring could be slightly stronger.

Without a tacho, I don't know how much more slowly the motor turns over when at open road speeds, so these are the maker's specifications for a 3.44 diff:

1st	3.648 :1	
2nd	2.185 :1	
3rd	1.425 :1	
4th	1:1	18 mph /1000 rpm
5th	0.855 :1	21 mph /1000 rpm
R	3.667 :1	

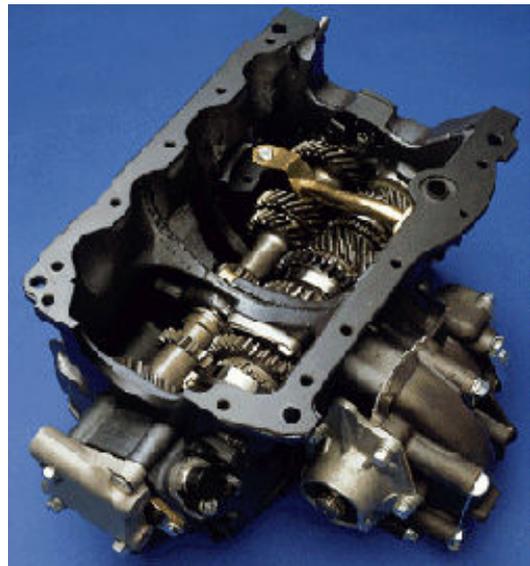
At 95 kph to 110 kph, the car is noticeably quieter, while keeping up with everything else, without being thrashed. One measurement is how quietly the radio can be played while driving at the top end of the open road speed limit. Which is just the formula for a Gran Turismo.

Chris McMurray

P.S.

-How long must the Mini remain without a 5-speed as standard equipment 7

-Come on, Rover Group, pick up the ball and run with it



Paddy in Brief...

(A wee note from the Club Captain)

Well done to the people who received prizes at the recent AGM. Next year there will be more! (Prizegiving results follow)

Those members who did make an appearance last Clubnight would have heard about the adoption of a club points system. This is now up and running and whoever turned up to the Italian Job have made a head start! So... no excuses! Get your car out and start using it! Heaps of excellent events to come, you may even have some fun! Who knows you may get a prize next year.

Patrick

PS Whoever has the Dipstick trophy, please get in touch.

Prizegiving Results:

Best Economy:	Andrew Carter
Runner up Motorsport:	Warwick Robinson
Motorsport:	Ken Fountain
Show 'n' Shine:	Andrew Carter
Best Engine Bay:	Paul Graham
Top Five Cars:	5 th Phillip Goodacre
	4 th Liz Schou
	3 rd Lee Norman
	2 nd Tak Ming Li
	1 st Will Richardson
Car with Most Potential:	Murray Lockie
Runner up Dipstick:	Warren Linn
Dipstick:	Club Committee
Oil Slick Award:	Fritz Schouten
Best Unofficial Burnout:	Bradley Russell

A man was driving along in his Mini and it broke down. He was parked on the verge trying to fix it when a Jaguar pulled over in front of him and the driver offered to help. After a few minutes they realised they weren't going to fix it so the Jaguar driver offered him a tow. They hitched up the Mini and agreed that, if he went to fast, the Mini driver would flash his lights and blow his horn so the Jag would slow down. At the next traffic lights a Ferrari pulls up beside the Jaguar and revs her engine provocatively a few times. When the lights turn green the Ferrari and the Jaguar burn rubber and are both doing 140 mph. After a while they go through a speed trap and the policeman, realising that he will need help to catch them, radios in for assistance saying "You won't believe what I just saw; a Ferrari and a Jaguar doing 140 mph side by side and a Mini behind them flashing his lights and blowing his horn trying to get past".

(I thought that was normal...Ed.)

Club Shop

- T-shirts** White with 3 Minis on front. Multicoloured to celebrate 35th Anniversary of the Mini. Medium size only.
\$22 ea.
- Caps** Mini Car Club of Auckland Inc. badge on the front. Embroidered cotton caps with leather straps. One size fits all.
\$25 ea.
- Rally Signs** Corrugated plastic Mini Car Club of Auckland Inc. signs suitable for rear side windows or front & rear of your car. Red with white lettering.
\$10 ea. Or \$15 / Pair.
- Cloth Badges** Mini Car Club of Auckland Inc. logo.
\$5 ea.

These items are on display at each clubnight, or contact Andrew Carter (09) 4159117



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MINI MAGIC . . . Helen Campbell is ecstatic about her new Mini Cooper S with its SKIRT number plates

Above: Piccy from the Sunday Star Times. Cor! Wouldn't mind gettin' into that... and going for a blast down some country roads.

Below: The competitors and their cars from the recent gymkhana.



Advertisements

FOR SALE: Mini Cooper, discs, deseamed, custom dash and interior, hot-wire mags, blown motor and box, NZHRA Cert. For hot 1300cc. Needs minor bodywork. \$1,200 ono. Ph. Jeff Manson, 836-1784.

FOR SALE: 1978 Mini 1000, yellow, 37,000 miles, straight, 1 little old Lady owner, always been garaged, no rust, engine in excellent condition. A minter. \$4,900 neg. Ph. Chris Taylor, 473-8720.

FOR SALE: 1973 Clubman 1000, green, 54,000 miles, well maintained. 3 owners in the one family, last owner since 1982. Always garaged. No rust. \$3,500 neg. Ph. Bob Hutchins, 537-4109.

FOR SALE: 1977 Mini 1000, yellow, 42,000 genuine kms, 1 Lady owner, very good condition. \$2,500 ono. Ph. 575-3149 (St. Helliers).

FOR SALE: 1975 Mini. 1 Lady owner, good condition, 77,000 kms. \$2,000. Ph. (09) 376-4522.

FOR SALE: Mini 1000, red, little rust, new bonnet, Spax at rear, motor needs attention, very low, includes plate LOMINI. \$2000. Ph. Warren Linn (025) 994-228.

FOR SALE: A variety of Mini & Maxi Parts: Pedal rubbers, waterproof plug covers, sundry mirrors, Hella intermittent wiper, sports mirror, ammeter, battery condition indicator, rear screen demister, Minitron CS-12 capacitor storage ignition, Jonan transistor ignition system model 101, electric airhorn set, full view split angle exterior rear view mirror, Lucas ignition coils, Lucas reversing lamp, Lucas Sq 8 quartz halogen fog lamp, Lucas light unit set 576, Wipac twin quadoptic set, head and side lights, Mini overrides, SU carburettor AUD251, exhaust manifold 12G787. Offers. Ph. E. Preston 278-6779

FOR SALE:

New twin pin diff		\$450.00
Rimflo valves (MK II S size)	Inlet	\$120.00
	Exhaust	\$140.00
New 8.4' discs. Suit GT		\$90.00
New camshaft belt drive		\$270.00
S/H oil cooler with hoses		\$50.00
IHI RB5 turbo, & housings, 14psi max, suit Mini 1300.		\$300.00
External wastegate, 22mm Rotomaster, needs repair.		\$150.00
Mighty Boy elec. boost controller		\$300.00
HKS boost gauge		\$60.00
Mazda 323 air to air intercooler		\$100.00
Maserati air to water intercooler		\$200.00
High pressure fuel pump 65psi		\$70.00
1 1/2" SU Carb + intake + filter		\$50.00
Nissan 300ZX dump valve		\$50.00
Personalised plate RELFIE		\$400.00

Ph. Patrick (025) 275-7567

WANTED: 1.5 ratio roller rockers, Competition Autosport seats or similar, Aldon distributor. Ph. Jeff Manson 836-1784.

WANTED: Tilt trailer to carry Mini. Anything considered. Ph. Warwick Robinson 479-1825.

Deadline for For Sale adverts in the next issue is: **22 September 1997**



Mini Car Club of Auckland

Events

August

Sat. 30th 7:00pm. Late mid year Christmas dinner at Spur Steak Ranch, level 1, Broadway Centre, Newmarket. 25 seats only! Ph. Patrick (025) 275-7567.

September

Tues. 2nd 7:30pm. Clubnight. Guest speaker Reg Cooke... Mini racer from way back. BBQ afterwards.

Sun. 14th 10:00am. Dyno Shootout. Mainline Auto Gas, 18 Gordon Rd, Otahuhu. How many horsepower did you say you had? \$10 per car to help cover Dave's costs.

Sat. 27th/Sun.28th Hamilton Mini Sport 1997. Sat: autocross and motorkhana, Wings Events Centre, and dinner at a city restaurant. Sun: Show and shine, car boot sale, and trial. Contact Warwick Ph. 479-1825.

October

Tues. 7th 7:30pm. Clubnight. Swap meet. You show me your 'junk' and I'll show you mine.

Sun. 12th 10:00am. Wenderholm run and BBQ. Meet at Greenlane Macdonald's Carpark to leave in convoy at 10:00am, or try and find us later 😊

Sat. 25th/Sun.25th Mini Nationals in Christchurch. Several members are driving down on Thursday 23rd, crossing the Strait Friday morning, having a blast at the Nats, re-crossing Monday morning, and aiming to be back in Auckland by Tuesday 28th. It goes without saying "The more the merrier". Contact Andrew Carter Ph. 415-9117.

November

Sun. 2nd All British Car Day. Pukekohe.

Tues. 4th 7:30pm. Clubnight. Follow the leader / Run / Convoy / Cruise 'round Town / Get a Burger / Event thingy...

Sun. 9th 9:00am. Econorun. Starts at the Kepa Rd Clubrooms.

Sat. 15th Ten Pin Bowling. To be confirmed.

December

Tues. 2nd 7:30pm. Clubnight. Christmas BBQ

Sat. 6th Strongs Big Day Out. Meet at Strong Bros. Penrose Branch. BBQ, show & shine, engine blow-up competition, smash-a-'crab'. Followed by a convoy to Mission Bay for drinks.