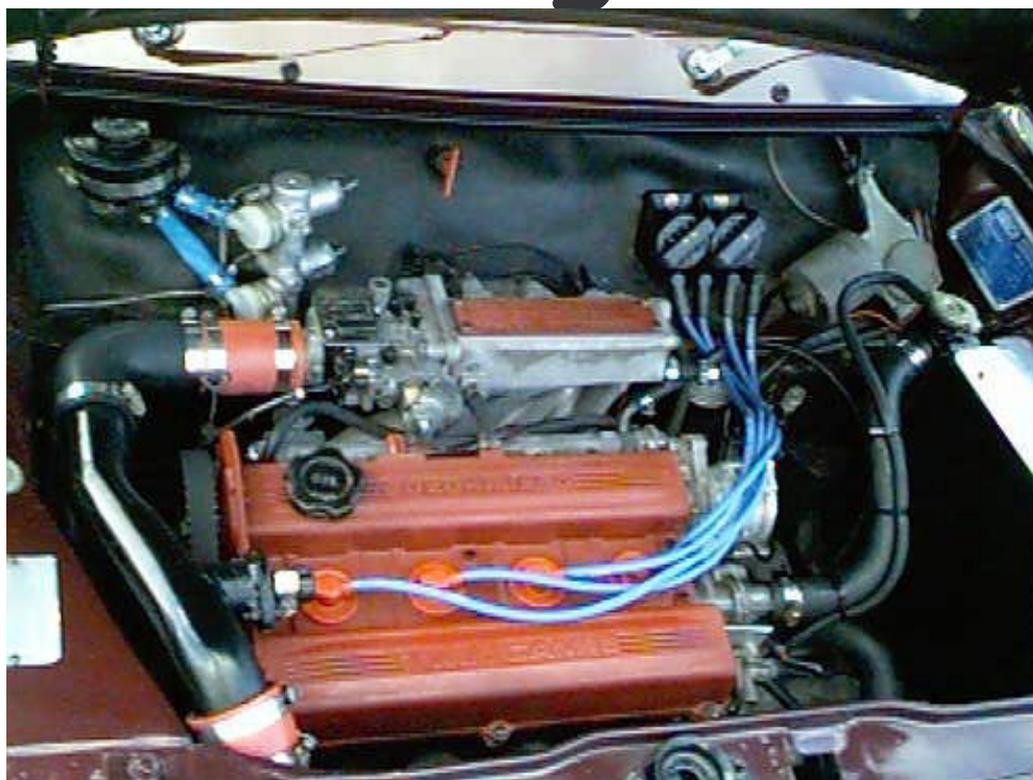


Mini Car Club of Auckland
Incorporated



Club Magazine



Yet another hybrid

April/May 2000

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: **15 May 2000**

PRESIDENTS REPORT

MINI NATIONALS 2000

LABOUR WEEKEND

SATURDAY 21ST & SUNDAY 22ND OCTOBER

The overall plan for the Mini Nationals that we are running over Labour Weekend, are starting to fall into place.

SATURDAY 21ST OCTOBER:

Registration – Show-n-Shine – Scrutineering – Fun Trial Start

Will all happen at Western Springs Stadium.

Registration - from 8.00am to 10.00am

Fun Trial Around Auckland – Will start from Western Springs and will finish at the Northern Sport Car Club for a BBQ, Saturday evening.

SUNDAY 22ND OCTOBER:

Sunday Morning – Early start – 8.00am at **Hobsonville Airforce Base** for 3 hour grass gymkhana, then next door to –

Whenuapai Air Force Base from 12.00noon – 5.00pm for Bent and Straight Sprints.

Sunday Evening – Prizegiving Dinner and Dance.

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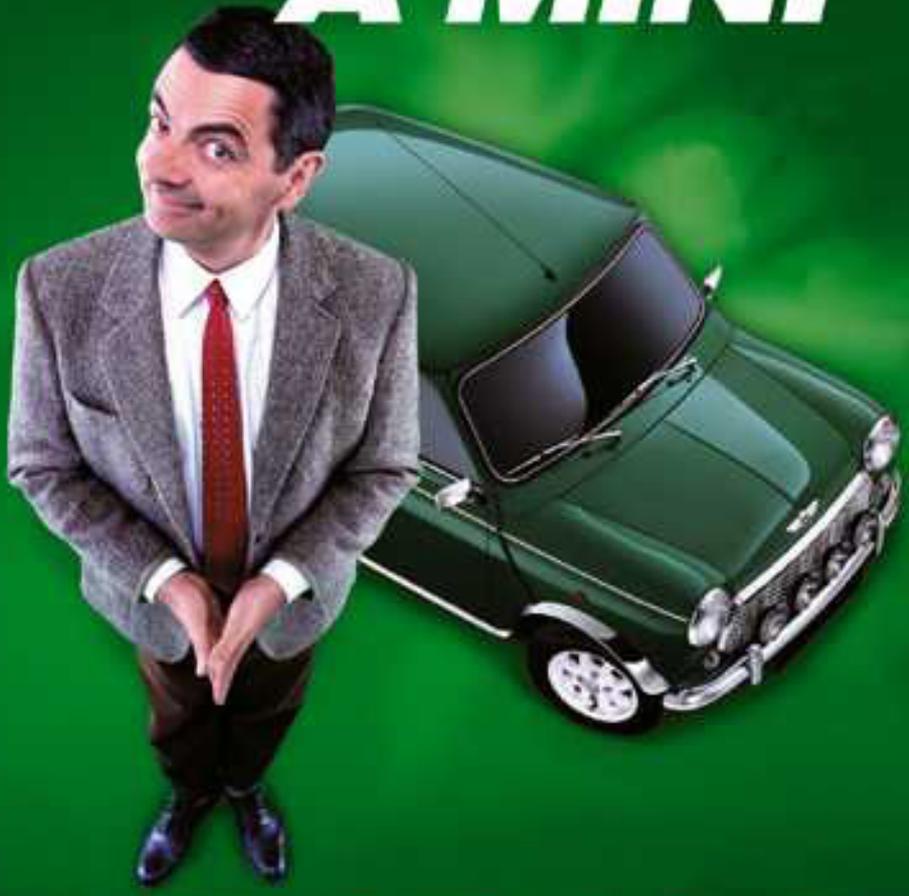
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 **FUJIFILM**

FTM

It stands for "Finger Tight Malcolm" and came from the situation of inheriting other peoples sloppiness that come with purchasing a used mini - specifically things not done up tight enough, but can be applied to any type of malady the cause of which is some type of Frank Spencer some mothers do ave em situation I guess.. Currently Oxford university press are considering elibility for next years dictionary, it sadly failed to meet Esperanto criteria - it seems no one would have time to both learn an obsolete language and tinker with a mini. Below is a post from a long time ago on the list, which I saved since it was just too funny (and perhaps comforting to know that it doesn't just happen to me)

My first mini **Bernard** was subject to the ravages of Finger Tight Malcom, but as a mini newbie I was unaware that FTM was the cause. **Bernard** cost £250 in 1993, he was an average 1976 '998, in average condition, but was alas constructed by Satan on a bad day.

Half way home, an epic journey of about 4 miles the exhaust manifold clamp fell off so I cruised home the rest of the way at about 10mph. The next problem spotted was that the O/S rear shock was a helper spring of a hydro model, not exactly the same as the monroe shock on the other side!!! On removal of the spring the radius arm dropped and the knuckle joint fell out as the trumpet was cracked. While visiting a friend on a very rainy night, you know - the type where the floods come over the door sills, I started to experience steering problems. Cause:- no splines on the bottom of the steering column. 10 mile trip completed at 10mph at midnight with between 5 & 10 turns lock to lock. Quite exciting when the wipers can't keep up.



Stop friends following too close:- **Bernard** was running real good, Stage 1 kit fitted, he was quicker than **Poddington**, Ben's green 1100 Clubby, and we were 'racing' the local lanes. When we stop at a petrol station, Ben says 'Jesus your car must stick to the road like something or other because I had to brake quite hard to make some corners that you didn't slow down for'. It turned out that he would only use his brakes if the car in front did, unfortunately we dis-

covered that **Bernard** had a loose wire to the brake lights, hence **Poddington** was nearly upsidedowned by a couple of tight bends!!

Driving over the Medway bridge at about 50 er no I mean 30 when the radio stops, and the accelerator stops working, and the indicators stop working, and there is a funny smell, OH BLOODY HELL and there is loads of smoke. Screech to a halt and put on the hazards - don't work. Doh. Open boot. Oh more smoke, disconnect battery and allow to cool for 15mins. No grommet on positive cable, oh well rap in rags, restart & drive home. **Bernie** - great name if your car catches fire.

Two days later working with the rear of car jacked up, wheels & drums off to 'do the brakes', when I realise that I can smell petrol, so I look under the car to see a small trickle of petrol falling onto the mud heading downhill slowly towards a pile of garden waste 20 feet away. Unfortunately the pile was a lighted bonfire. Upon opening the boot I discover the spare wheel well is full of petrol and decide that it may be time to act quite fast. Quickest solution was to dig a trench 1/2 way to the fire to divert the fuel down the hill then run away quite fast to find a hose pipe. Got the bonfire out then washed all the petrol out of the boot & replaced the fuel pipe. Lucky the pipe didn't split when the cable caught fire.

Took boot lid off to respray, sprayed ok, refitted ok. Car runs fine until a week later when it won't go after dark so get the nice AA man to take me 50miles home cos he cant find the fault. Next day I realise the wires to the no. plate light are reversed earthing the lights when you turn them on. Fix it and start out for work, driving along a dual carriageway when the car decides to turn left sharply into a signpost because the track rod end has come apart, so get another nice AA man to take me home. As a result of the signpost stopping just short of the front bulkhead I have to get another mini, but I will have **Bernard** for spares. £150 for a '79 850 is mini number 2. Which is quite

reliable. For a week until the clutch goes.

Bernards engine has been removed after cutting the scrap (front panels) away. During my first engine strip down I get stuck by the MOWOG nut on the flywheel so give up on splitting the block & box. (recently I removed the flywheel with a disc cutter). On reverse of disassembly everything is going just dandy until the camshaft, got the shaft in turning it to locate with the oil pump and hear a metallic tinkle. Pull the cam back out to find the pin missing from the end :- (It took 20 minutes of rolling the engine round the garden to shake the pin through the gearbox and out. Put some thread lock on the ends of the pin and tried again only to hear a metallic tinkle, of course I was getting used to it this time. Third time I used a centre punch to spread the ends of the pin so the bugger wouldn't budge, that showed it.

Due to a dodgy brake master cylinder mini 2 didn't make a corner and bent a wing, so I cut the front off the car at the A panels removed the inner wings fixed the dent & made a flip front. The 850 engine came out dead easy using 2 trolley jacks & a plank and the 998 went in no trouble (for once).

Mini 3 Bob Cardigan, an 85 Black Mayfair my first mini with carpets NO MAJOR FTMS, but was written off on grounds of cost after the boot lid & rear panel was dented while I was stopped at a roundabout. So got pile of insurance money & salvage of the car and fixed it in an afternoon. They sold it to my brother for £400 and bought it back 1 year later for £250.

Mini 4 Doris, 1275GT 1978, didn't mean to buy it but saw it in the paper for £300 and thought well I could just have a look (and take some cash just in case). £250 down, 1 mini up. Bloody heck, I should have gone 1275 before, they are dead quick. Half way from Kent to Manchester, third time **Doris** has done this trip, start losing power, burnt valve?, stuffed rings? AA bloke fixes by replacing coil for £5 :-)

Due to smoky running I whip the head off, hmm if the bores are any less round I could fit Honda oval pistons. Hire hoist remove & strip engine and off to Bill Richards Racing. Rebore & pistons & bits to 1380cc please mister, here is a large pile of cash. Rebuilt & refitted myself OK, then realised I had forgotten to fill the oil pump with

lard or summat. Remove oil pipe to filter stick in bit of hose pipe and suck like buggery, can't get any oil through, so try again while cranking the engine. VROOOM — AAAHHH — GURGLE. I should have disconnected the ignition, cos when the engine is running the oil comes out of the hose quicker than you can drink it! Oil pressure OK so run the cam in, engine getting warm & burning off the spilt oil etc, 10 mins later quite a lot of white smoke followed by quite a lot of yellow flames, followed by a quick sprint for the hose pipe. Phew too close! The pipe to the oil pressure gauge had spilt squirting oil onto the manifold.

Fitting braided brake pipes, found that 2 flexible fittings were seized so had to remove with the angle grinder then make 2 sections of pipe & find the flaring tool & remember how to work it! All day for a 1 hour job.

When fixing the radius arm bearing on **Doris** the 2 captive bolts in the subframe sheared and had to have nuts welded back in place.

When fixing the radius arm bearing on **Bob** the 2 captive bolts in the subframe sheared and had to have nuts welded back in place.

Still I wouldn't swap them for anything, except maybe more minis.

Ian (Spag)



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Club Ads.

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bring to Auckland for viewing.
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I have a 1971 Mini Station wagon that I am quite happy to give away for free to a club/club member. She has an 850 cc motor which runs but has a seized clutch and also a 3 speed gearbox. She has been deregistered and at the moment is sitting gathering cobwebs. The body is not to full of cancer. She has no battery so would need either to be towed or trailered away from where she sleeps now.

Danny O'Brien Ph: 025 2787573

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Tail end story.

Last month I replaced the standard 1.25 ratio rockers with the MiniSpares 1.5 ratio roller tipped rockers.

The reason why I'm putting it in the magazine is that very few have done this mod to the engine. I mean as a retrofit. Well what can I say. The swap went smooth and without touching the head gasket. Key to this is to undo the adjusters on the old rockers before loosening any of the head nuts. Then take off the old and place the new set. Make sure that the adjusters on

the new rockers are fully wound back as well, otherwise you would end up replacing the head gasket after all Power wise. Yes it does makes a difference. More torque low down, faster acceleration and a bit more top end. I'm not too sure about the top end, because I didn't feel exploring that area too much. My shiftlight is set at 5500rpm and with the new rockers it shot past that no problems. I think I'll leave the shiftlight as it is. It will keep the engine in one piece, I hope.

A note for the price conscious under us, the new rockers are not cheap at \$550 but they keep their value and can be taken to the next engine in case the Mini is sold.



Frits.



Mini Car Club of Auckland

Events

APRIL

16th, Sunday: Tulip Rally, 1:00pm, meet at Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

This is your chance to use the skills you learnt/practiced at Clubnight! If you don't have a Mini or Navigator, don't worry, we will try to match you up with a car or co-driver, just let us know what you need.

MAY

2nd, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Motorsport Hints night, preparation for Mini Fun Day (27 May) and Mini Sport 2000 (27 & 28 May). Some of our knowledgeable club members will help you prepare for these events. Help with equipment requirements, driving tips, how to make sure your car passes scrutineering and general advice. Also a good opportunity to organise convoys to the two events.

****Note Date Change from 13th May to 27th May****

27th, Saturday: Mini Fun Day, 8:30am, Taupo

Helmets and overalls (cotton or flameproof) are required. The club does have some cotton overalls available to borrow. Cars must not have oil leaks. Any other requirements will be discussed at May Clubnight. This, as the name suggests, is a really fun day, and a fantastic opportunity to increase your confidence on a racetrack. Budget accommodation is available nearby, and some members may convoy down on Friday night. We usually have a meal out in Taupo on Saturday night.

27th & 28th, Saturday & Sunday: Mini Sport 2000, Hosted by the Mini Cooper Enthusiasts Club, Hamilton

A great weekend, crammed with fun events and Mini camaraderie. If you can't make it all the way to Taupo, here is a great event closer to home. Some of the club members intending to be in Taupo on the Saturday may call in here on Sunday. We are waiting on an itinerary from the Mini Sport organisers, and will let you know what is happening here as soon as we know.

JUNE

6th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Guest Speaker. Subject to be confirmed, but will be interesting for everyone.

25th, Sunday: Mid-winter Mystery Run, time to be confirmed, Meet at Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Reserve the day for this fun social event. Details to follow

If there are any events that you would like us to run, please let your club committee know. This club is for you - let us know what you want!

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