



Club Magazine



National Motor Show Claulands, Hamilton.

June/July 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 July 2000**

PRESIDENTS REPORT

We had a really good turnout at Taupo Fun Day, Saturday 27th May, with at least 15 of our members doing track time.

It started with 3 convoys. The first leaving Friday afternoon, the second Friday evening, with the third group coming down Saturday morning.

The beginning of the day began with dense fog, and temperatures cool, but as the day wore on, it soon cleared and turned out to be a brilliant day.

The MANZ steward insisted on a 'no passing' rule. But this did not stop quick laps being achieved. Most Minis were in and out all day. Broad smiles all round. Thank you to those who volunteered for 'Flag Marshal' duties.

Saturday night, saw 13 of us dining at Blondie's steak restaurant for a meal and in time to see the 1st half of the Crusader/Brumbies game on the big screen TV.

Sunday morning, a small group of us called in on the Hamilton Cooper Enthusiasts Club at Claudelands, for their Autocross & Gymkhana, before heading home.

A great weekend that was enjoyed by all.

EL PRESIDENTO Warwick Robinson



Coming through.... Last year that is.

Tulip Rally Report

Sunday the 16th of April was a perfect day for a leisurely drive in a Mini, unfortunately the club exec had plans to stress out members by confusing them with a mind-bending Tulip rally instead. It was disappointing to see a turnout of only two cars, but we were planning to enjoy ourselves anyway, and this meant that either first or second place was a sure thing.

Chris McMurray had spent a lot of time preparing an excellent course (and had a run-in with the police in the process), but left Anita to run the event (which meant a hasty practice run the day before to find out where it ended!). After sending Viv and Kevin Taylor, and Sue and John Russell on their way armed with her cellphone number (for emergency use only), Anita set off for a spot of shopping to kill the 80 minutes before the finish.



Relaxing after the Tulip Rally.

Sue and John Russell arrived first, and closest to the target time with the Taylors finishing 17 minutes later. Both teams seemed to really enjoy themselves, so we will probably use this course again in the future, and I would really recommend that everyone has a go. This is the type of rally that gets even more interesting and confusing with more Minis competing.

I won't tell you which team got the most lost, but there was a prize for Most Stressed, and this went to driver Viv Taylor. Does this mean that maybe Kevin needs to brush up on his navigating skills?

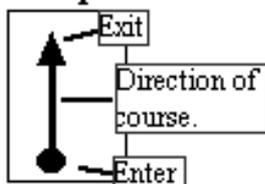
Reading a Tulip

by Bill Yarroch and Scott Carlborn

Tulip diagrams first appeared in Holland many years ago as a mechanism for directing the course of European rally teams. In this country, tulip diagrams are used in ProRally competition and in Monte Carlo or touring type road rallies.

The conventions used in tulips are minimal and easy to learn. A navigator who is well versed in the conventions for tulips will have little trouble in directing the driver through a rally leg to the next check point. The following will serve as a guide to creating and reading tulip diagrams. Most tulips fall into a few basic categories.

Tulip



Tulip Basics. The basic tulip provides 3 types of information. Each tulip is read from

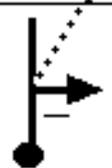
the bottom to the top. The bottom of the tulip designates the entry point. The direction of the course is shown in the middle of the tulip. The course could be straight, curved, or branched. The arrow shows the exit point. The point of exit is especially important if the rally course branches from the main route.

Informational Tulips. Informational tulips provide clues as to where you are by locating a landmark at a specific mileage. The most common landmarks are signs. The tulip below implies that the exact words, NEW GLARUS, appear on a sign (shown by the) at the right side of the road and on the inside of a right hand curve. The sign landmark is also combined with a mileage. Therefore, this sign should appear at exactly 2.11 miles into the current leg. Other types of landmarks that are frequently represented on tulips include traffic lights, bridges, and poles.

Mileage	Tulip	Remarks
2.11		“NEW GLARUS” ! Rough

Notes of caution will be included in the remarks box at points where the driver should be particularly careful. Sometimes the actual caution will be spelled out. Otherwise an exclamation sign (!) will be in the remarks for a given mileage. In the example above, the driver should also be aware of rough road conditions at mileage 2.11.

Route Change Tulips. Tulips that show a change-of-course have three conventions that are important.

Mileage	Tulip	Remarks
4.21		“STOP”

First, these tulips will show all the roads at a given intersec-

tion. Second, if there is a change in the course, the new road will be indicated by the exit arrow. In the example below, the course will change onto the first right road after the STOP landmark. The third convention is a little more subtle. Unless otherwise noted in the remarks box, the landmark is at the given mileage, not the intersection. If a tulip depicts only a route change, then the mileage will be at the intersection.

Major/Minor Road Change Tulips. Sometimes it is useful to indicate that the road surface has changed considerably. A typical surface change would be paved road to gravel road. Another would be gravel road to two-track trail. The tulip at the right could be used to represent either of those situations. The dotted line represents the lesser road.

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From across the ditch.

G'day Listers,

It just so happens that while looking for something totally unrelated in my not so efficient filing system, I came across a table of General Bolt Torque Specifications that came with my old torque wrench. It may be of use in resolving those "how much do I torque my XYZ" as per recent discussions.

For example, I've lifted Kermit's bonnet and checked that the head studs are 3/8" dia., so the torque values of 42 ftlb in my workshop manual appear conservatively correct if the studs are SAE 8 high tensile steel. Some listers mentioned 50 ftlb which would seem still OK and within the elastic limit of the material. Unfortunately there may be no way of knowing what tensile strength studs have unless purchased for a specific use (ie OE part no.) or known grade.



Alayna ready to go Taupo 99.

Head mark



Material	Mild Steel	SAE 5	SAE 8
Min. tensile strength	74,000 psi	120,000 psi	150,000psi
1/4"	6	10	14
5/16"	12	19	29
3/8"	20	33	47
7/16"	32	54	78
1/2"	47	78	119
9/16"	69	114	-
5/8"	96	150	-
3/4"	150	-	-



NOTE: These torques will produce a clamping force in the bolt of approximately 70% of the minimum tensile strength. (When SAE 10 oil is used as a lubricant on clean threads)

Ian D. Ross.

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WHAT'S IN A NAME?

It seems like the poor old Mini is like an orphan in a foster home; never knowing who is going to be in charge next, or who is going to be the caregiver. And so once more, our beloved car is being pushed again into an unwanted relationship. It seems that there have been more 'owners' and mergers of the Mini than there has been in model changes. Just before the Mini was invented, Austin and Morris, (together with Wolseley, Nuffield tractors, Riley and MG) merged to form the British Motor Corporation or BMC. That was in 1953, just three years before the Suez crisis, which led to the idea of a small car forming in the mind of Alex Issigonis.

During the sixties, the Mini went from strength to strength. However, to save money, and to rationalise products, the Wolseley and Riley names were dropped. Then, in 1970, with the deterioration of the British motor industry, we saw more mergers with the formation of the British Leyland Motor Corp. (or BL for short.). This new grouping took in all of the above plus Rover, Landrover, Jaguar, Daimler, Lanchester, Standard-Triumph, and the Leyland truck and bus group.

Quality control was not exactly BL's strong point, and the group's cars in that period suffered terribly with lack of reliability, poor executive decisions, and outdated designs in many of the products.

Around 1980, more changes came about. This time, Jaguar, Daimler and the Lanchester name were separated into a new company called Jaguar Cars. Then came the separation of Rover together with Austin (including the Mini) and the other old BMC names together with Triumph. The company was simply called Austin-Rover. In the mid eighties, the Japanese come in on the equation when Honda entered a partnership with Rover. The new Rover cars were then rebadged Hondas, although the engines were usually redesigned OHC units that first appeared in Austins and Triumphs. The Triumph name finally disappeared with the last models being Honda Accords re-badged as Triumph Acclaims. The last Austin was produced in 1989, with the Metro, Maestro and Montego models, the Metro being the so-called Mini replacement. (ho ho!) It used the same power plant as the Mini and the MG Metro engine was in fact similar to the Cooper '5' specs.

In 1990, Minis had a new name; they were called 'Rover Minis' but, in 1993, BMW under the chairmanship of Bernd Pöschel (nephew of



Patric At Toapo 99

Issigonis) came along and bought the whole lot much to the disgust of Honda. The first act of BMW was to get rid of the Rover name off the Mini. The Mini had enjoyed a revival during this period of time.

However the bombshell dropped in March of this year when, suddenly out of the blue, BMW decided to dump Rover together with MG, by arranging a sale of the car company to the venture group, Alchemy Partners, and also to sell off Landrover to Ford of USA. (YUK!!!!) This sale also to include the Mini Classic which would end in September anyway. The Mini name is to remain the property of BMW for the new Millennium Mini due out next year.

Alchemy had plans to ditch the Rover name, and convert the Longbridge plant into making a new range of MG's. But, on May 1st the whole thing went wrong and the deal with BMW fell through after weeks of negotiations and wheeler dealing. Apparently, BMW put so many financial restraints and conditions on the sale that Alchemy just could not accept the deal.

Then, May 9th came more news in the continuing saga. A group called Phoenix Consortium is to buy Rover Cars from BMW for just Ten Pounds (\$32) thereby averting a complete shutdown of the Longbridge plant. Phoenix, a group of British investors, will control development, production and distribution of all Rover cars. Since this announcement, Phoenix has made approaches to Honda of Japan for a partnership sharing of Rover production. Talk about being on the roundabout.

Meanwhile, Mini production will go ahead at Longbridge until the run-out models appear on the market in September. There will be four models; the retro Seven LE, (a basic model similar to the old Mini City)

Mini Cooper LE and the Mini Cooper '5' LE. These are for the English market. The overseas market will get the luxurious Knightsbridge LE.

What of the future?

BMW are very jealous of the Mini name and will take all legal action in protecting their rights to it. Already, there are vigorous campaigns to prevent traders and parts retailers from using the name, even to those who have been using the Mini name for many years and are well established in their respective fields. This has had a very negative feeling for anything BMW throughout England. BMW's shake-up has also had negative effect on the release of the new Mini, which has now been put back at least 6 months. The launch date may not be until August of next year. Another factor is where will the Mini be built? There is talk that it could be transferred to an overseas factory, either Hungary, or even the BMW assembly plant in the USA. Yet another factor is that Ford are prepared to buy BMW if at all possible and that leaves rumours that Volkswagen could easily buy up the Rolls-Royce and Mini brand names.

I hope that common sense will prevail, but in all honesty, the way the world's car manufacturers are going, what with all the mergers, takeovers, partnerships and the like, anything can happen to any make or model. One day, I may sit down and make a list of all the car makes and models and put them under the banners of one of the big six or seven boys left in the game.

Les Gubb.

Goodbye Pork Pie Revisited

In the movie, *Goodbye Pork Pie*, the main character, Gerry Austin (aka Les ... for Leslie, Morris) wears a T-shirt with *Pork Pie* written on it and at one point his partner in crime, John, says, "Goodbye pork pie" to him. However, nowhere is the meaning of *Pork Pie* revealed. Intrigued, I set out to find the hidden meaning and/or innuendo in 'pork pie'.

As the movie was filmed in New Zealand, I asked my neighbour and a colleague at work, both expatriate Kiwis, but neither of them was familiar with the expression or aware of the movie both having emigrated from New Zealand before the movie was released in 1980. As the movie features a Mini and to get closer to contemporary New Zealand pop culture, I then wrote a letter to Lyn Scott of the Mini Car Club of Auckland and got the following reply from club vice president, Les Gubb. "I have been given the job of answering your letter, as Lyn Scott, an expatriate American knows little of *Goodbye Pork Pie*. No one has really taken much interest in how the name came about except to say that in the credits at the end of the movie, the makers of the movie call themselves *Pork Pie Enterprises*. As for (*the obvious*) pork pies, I really don't know of anyone much who eats them. Most pies made and sold are mince, steak, steak and kidney, steak and mushroom, potato top and so on. So can't help you much there."

Undaunted, I made a visit to the linguistic section of the Vancouver Public Library. There, the *Morris's Dictionary of Australian Words, Names and Phrases* makes no specific mention of the expression *pork pie*. The *Oxford Australian National Dictionary* lists the phrase 'pork and beans' as slang for homosexual while *pork-barrel*, on the other hand, is American colloquial for using government funds as a source of political benefit. The *Australian Concise Oxford Dictionary* gives 'pie' two local meanings; a magpie or other bird or a confined mass of printers type (chaos). None of these, however, seemed relevant.



Pork is a crude term for male sexual intercourse, which I found out, is derived from the Scottish definition of *pork* meaning to grub about, thrust or poke. From my youth, I recall *pie* being a vulgar description of the female sexual anatomy in the term 'hair pie'. The connection here is obvious and it is possible that these two terms came together in New Zealand, so to speak. No topic is off limits to writers and at the library I found, *A Personal Kiwi-Yankee Dictionary for the New Zealand Traveler*, but the book contained no clues as to the local meaning of *pork pie*. However, just a few inches away on the same shelf, *A Dictionary of Kiwi Slang* offered a plausible solution. In this book, not only was the sexual connotation *pork* presented, but *pie* was defined as meaning good derived from the Maori word for good, 'pie'. Putting the two together *pork pie* could mean good sex. Next, I'll tackle the as yet undisclosed meaning of *American Pie*, the folk/rock song by Don McClean.

Yours truly,
Larry LeBel.

Not from the Editor: The above story was received from a member of the North American International Mini Advocates Group who did some research to the meaning of *Pork Pie* from our world famous movie "Goodbye Pork Pie"

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Warwick fast.



Chris through the hairpin.



Where are you going, Chris?



Warwick held up..



Lifting a front wheel. Eh?



What a beautiful day it was at Taupo.

SAFETY

The following is an extract from the latest MANZ rule book about helmets. If you are participating in any speed event you should have a helmet that complies with the below described ruling. Don't put it off. Get yourself a decent helmet. They are not that expensive. (Red.)

4.1.2 Approved Standards:

International Events: Vehicle occupants shall wear protective helmets that comply with one of the following standards:

Snell Foundation Snell SA 95, SFI Spec 31.1 or SF1 spec 31.2

Britain BS 6658-85 type A/FR (red Label)

All Other Events: Vehicle occupants shall wear protective helmets that comply with one of the above standards or one of the following standards;

New Zealand NZS 5430

Australia AS 1 698

Britain BS6658-85 type A (blue label)

Snell Foundation Snell SA 90, Snell M90 or Snell M95

America ANSIZ -90.1 Europe E22 02, 03 or 04 series amendments (homologation number beginning '02', '03', or '04' followed by production number)

4.1.3 Inspection: A Scrutineer or Technical Officer may check helmets at any time during an Event. Where there is doubt about the helmet's fitness, the Chief Scrutineer or Technical Officer may impound the helmet for the duration of the Event.

4.1 .4 Recommendations:

- (a) Neck braces should be used. They help restrict head movement in an impact reducing the possibility of neck injuries.
- (b) In the case of a severe impact the helmet should be destroyed so it cannot be reused.
- (c) Helmets should be replaced at least every seven years.
- (d) Use a helmet bag to protect helmets.
- (e) Store helmets in a dark and dry.

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Club Ads.



For Sale: 1979 1275GT Clubman, Flares, Twin freeflow exhaust, Cooper S mags, Newly painted, well serviced, airhorn. \$3600 ono.
Phone (09)3459461

For Sale: a collection of British Mini World magazines covering the period October 1995 to April 1999 with most original stickers, badges and posters attached. All are in "as purchased" condition and most would be unobtainable now. Phone Colin at (07)853-8225.

For Sale: 1975 Austin Traveller, one lady owner, 36,000miles, Excellent Original condition.
Phone John at 479-3463.

78 MINI

For Sale: Personalised plate. Excellent condition, little used. Reasonable offers.
Phone Ray at (06)376-7725.

For Sale: Unfinished restoration project, Riley Elf Mk1. Already lots of new bits 'n bops fitted.
Phone Thomas at (09)235-7859.

The National Motor Show 2000

This event is held every year at Claudelands Showgrounds in Hamilton and was the biggest to date! There were a large number of clubs attending from all around the country, many like us, from Auckland.

On the Saturday Frits and Patrick teamed up to represent the club for the day, taking Frits' shiny Clubman 1330 and Patrick's crowd stopping V-Tec Clubman. Saturday's convoy was led by Warwick and Leslie towing the De Joux, Paul Leahy in his beautiful, but quick LE 1380, and Nathan struggling to keep up with the lot of them.

Both days were not as busy as anticipated, so there were plenty of chances to have a look around all the great trade stands. On Sunday we arrived around 8am and set up our stand in what can only be described as a "dust pit". We bent the pegs of the gazebo trying to bang them into the gravel, which had formerly been the foundations for a building. We then took advantage of the fact that the gates were not opening for about another half hour, by going and looking around the show before the crowds. As the day progressed this proved to be a good decision as the display areas inside became very cluttered and unbearably hot!



By 11.30am the cars were so badly covered in dust from the car park, that Warwick decided he'd better give the De Joux a quick once over, only to find that he had to start all over again when he had finished!! Unlike the Auckland Jag Club, our cars weren't also parked under a tree, which spent most of its day bombarding the presidents prized possession with Acorns. But by 4pm we had all seen the show about 5 times and were eager to go home.

So we didn't have the best location as far as the cars health was concerned, but the exposure was great, with many club application forms vanishing, and a few people sharing stories of their "first car" and details and photos of restorations. Well worth the effort. Hopefully next year we'll have a few more willing participants!!!



Mini Car Club of Auckland

Events

JUNE

6th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu
Guest Speaker. John Turner from NZ Marshals will give a short presentation on marshaling, with an opportunity for questions afterwards. Marshaling is a great way to get into motorsport and see a lot of good events.

18th, Sunday: Drag Racing at Meremere organised by the Hamilton Cooper Enthusiasts Club.

That's the second time in a very short space of time that we've got another opportunity to test our cars on the quarter mile. Start at 9.30am. Entry fee \$25.

25th, Sunday: Mid-winter Mystery Run, 1pm, Meet at Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Well, what can I say - it's a mystery run! Get out and show off those Minis (and your driving skills) in public.

JULY

4th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Winter Club dinner. If anyone has a good idea for a restaurant, please let a committee member know.

16th, Sunday: The Italian Job Trial, 1pm, Meet at Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

This legendary run challenges car (brakes especially), navigator and driver. Always lots of fun and produces many interesting stories. A good way to see parts of Auckland that you may not have known about before.

AUGUST

1st, Tuesday: Clubnight, AGM and Prizegiving.

19th, Sunday: Annual Mini Car Club of Auckland GoKart championship. Venue to be confirmed.

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!



**MINI CAR CLUB
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NATIONAL MINI MEET 2000

And don't forget Labour weekend.
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