



Club Magazine



Showtime at Mercer during the Mid-winter mistery run..

August/September 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 September 2000**

PRESIDENTS REPORT

Queens Birthday weekend, Sunday 4th June 0600hrs, saw 4 of us in convoy drive down to Tauranga in the dark and showers, to the Compass Bay Prestige Classic & Sports Car Show. Michael Wigmore, Allan Ritchie, Nathan Murrell and myself. Arriving in Tauranga @ 0845hrs, stopping off at McDonalds for breakfast before heading on to the old Community Village at 17th Ave.

There were a great selection of cars and the atmosphere was great, even though we were peppered with cold winds and frequent showers.

We were joined by Trev Hanson of Tauranga and 2 other Tauranga Mini owners, Ray Carrick & Don Johnson making up a beautiful display of Minis. Both Don & Ray Carrick received prizes for their Minis & the DeJoux received 2nd place for Kit Cars. Driving home again that evening made for a very long day.

Lets hope we can get more Minis to Tauranga next year, as it is a great event.

The Mini Nationals are now only 3 months away and most things are set up. Printing, advertisers, and prizes still to be sorted.

Helpers will be required for Show'n'Shine, Grasskhana and Sprints. So please contact either Chris McMurray, Andrew Carter & Warwick Robinson respectively.

EL PRESIDENTO Warwick Robinson



Minis taking over on the motorway.

The Midwinter Mystery Run.

On the 25th of June we did the Midwinter Mystery Run. Wow, eight cars showed up for this one, which is a very good effort. Starting from the Club rooms we headed for the motorway in an attempt to go South. Cruising down the motorway the first obstacle was encountered at just past the Bombay hills. There had been an accident further South so we, like all other traffic, got diverted toward SH2. As we persevered down South the decision was made to turn off at Mangatawhiri in an attempt to get back to SH1. We were not the only one with that idea. And then there was that copper that prevented everyone from driving to Mercer with the thought to get on SH1 again. But we didn't want that. We wanted to get



Which way do we go?

over the river to continue our journey South via SH22. A hour and a half we did wait before we were let through. Arriving at Mercer it was well and truly time for the 'you know what' stop. The real fun started when



State highway 22. A very good choice.

we got on to SH22. This is an awesome road and I would almost say that this road was designed with the Mini in mind. What a bents!! The destination, in the end, was Waingaro. From there we all went our own way. I really hope to see even more cars in our next track coming up on the **24th of September** to Miranda.



Waingaro was the destination.



SUPERCHARGE YOUR PERFORMANCE!



HUFF AND PUFF

The principal requirement to produce power in the internal combustion engine is to combine a precise mixture of clean oxygen and fuel, then igniting this mixture. This ignition leads to a rapid rise in temperature as the mixture burns, pressure increases rapidly and forces the piston down the bore. Hence power is produced. The horsepower and torque output is directly proportional to the rate at which the mixture enters the combustion chamber. In other words, It is the density (or weight) of the charge which determines the power output. Regardless of pressure, **an engine responds to density.**

Therefore the more mixture that can be crammed into the cylinders, the greater the potential horsepower output will be. With conventional tuning methods we aim to improve airflow by modifying cylinder heads with large valves, camshaft profile changes coupled with multiple carburetors or fuel injection and high compression etc. etc. There is an even more efficient tuning method!

THE SUPERCHARGER IS BACK BETTER THAN EVER.

Forced induction is not new to the automotive world. It was used in the early 1900's and gained much respect pre WW1 with Alfa Romeo, Auto Union and Mercedes fielding Grand Prix racing cars with forced induction.

Following further development during WW2 Supercharging became a popular bolt-on kit for many vehicles. In particular the MG T-Series XPAG engine was the basis of many kits sold in the fifties.



SUPERCHARGER TYPES.

There are two distinct types of mechanically driven supercharger - the blower and the compressor. A typical blower is the Roots type where two figure eight section rotors run in opposite directions. Air is drawn in one side and blown out the other. The air passing thru' does not alter in pressure as it passes thru'. In fact the inherent heat gain causes a loss in air density. Centrifugal blowers are basically an impeller (or fan) with radial vanes spinning within a casing. Typical of this type is the Shorrock supercharger which was a very popular bolt-on kit in the fifties and early sixties. Whilst generally more efficient than the Roots type they are particularly suited best in applications operating in a limited rev. range.

TWIN SCREW SUPERCHARGERS

are extremely efficient in both **Volumetric and Adiabatic (or overall) Efficiency**. The high thermodynamic performance is due to internal compression of the charge combined with very fine clearances rotor to rotor and casing to rotors.

The effect of this internal compression is to increase the density and therefore the weight of the charge.

The almost flat torque curve is an ideal characteristic for day to day motoring, giving outstanding engine flexibility and overall performance.

These features enable an extremely efficient compressor to be produced in a very compact package. In fact, the size of the compressor unit is the reason a BMC Mini kit was initially thought feasible.



NEW GENERATION SUPERCHARGERS.

Although originally invented in Sweden in 1939 this design has only recently been made available in sizes to suit automotive applications. A total rethink in design and utilizing the latest extrusion, casting and manufacturing technology to provide near optimum engine efficiency.



This is how it fits in a MINI.



A closer look on a MGB fit.

Within the extruded light alloy casing there are two intermeshing rotors. The male and female rotors are helically cut and geared to run in sympathy without touching. Because of the relative movement of the two rotors the inlet gas is *squeezed* into a smaller space as it travels along the device, creating the increase in pressure. Because the rotors don't touch, the friction that plagues other superchargers is not present. Friction causes heat, a heat buildup can and does undo work performed by the supercharger. A hotter, thinner charge loses power and frictional loads mean that a higher level of engine power is required to drive the supercharger with a corresponding increase in fuel consumption.

Each Autorotor Twin Screw Supercharger Kit is engineered for a particular vehicle. There is no such thing as a universal kit which will hopefully do the job. Within the vast range of standard supercharger sizes there is bound to be one which precisely matches the particular engine requirements.

For more information contact:

hans@hi-flow.com

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AUSTRALIA**

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This years trophies and prizes are being awarded as follows:

Bradley Russell Memorial Trophy - John & Susan Russell

Trials Trophy - Kevin Taylor

Leadfoot Award - Patrick Williamson

Motorsport (licensed) - Rick Bone

Economy Run - Andrew Carter & Lynn Scott

Dipstick Award - Chris McMurray

Show & Shine - Alan Ritchie



Club Ads.



I am searching for 4 hub cap wheel nut covers originally supplied with the Cheviot 12 inch wheel. These are plastic moulded and chrome plated with a distinctive round to oval profile that gives the wheel a "working" look on the road.
Phone Ross Hammonds on 09 534 5365.
e-mail: rossh@ihug.co.nz

FS: I have a set of Mini Cooper (not S) 7" disc brakes for sale comprising Hubs, discs, callipers and drive shafts with alloy airscoops (no backplates) off a Classic Racer. Price \$400 ono.
Phone Alan Nicholson on 09-480-7745 (Home) or 09-307-2836 (Work)
email: alann@ahsl.co.nz

FS: 1982 Mini HL Silver/Black Roof
Unleaded cylinder head conversion, Manifold LCB and Cooper muffler, replaced rear subframe, rear pivot arms rebushed, all brakes rebuilt with new Master Cylinders & relined, steering rack replaced, New ball joints all round, CVs stripped cleaned and repacked, New front wheel bearings, Cheviot alloys, Cooper mirrors, Cooper bonnet stripes, locking alloy fuel cap, excellent paint and panels, alloy wheels. New plugs, points, condensor etc. Needs new carpets, will sell complete with a pair of Starlet high back recliner seats (unfitted) and 1275 GT motor and gearbox (minus ancillaries), new WOF & regd. Receipts available. \$3,800 ovno

This is a reluctant sale but I need the space to finish my big Healey and also a Targa car
Phone Alan Nicholson on 09-480-7745 (Home) or 09-307-2836 (Work)

[email: alann@ahsl.co.nz](mailto:alann@ahsl.co.nz)



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Anything in the Mini Spares Centre Ltd range not in stock, airfreight every 2 weeks, seafreight every two months. UK parts find service - new & used



Mini Car Club of Auckland

Events

AUGUST

1st, Tuesday: Clubnight, 7:30pm, Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu.
Annual General Meeting. Nominations and election for committee and Prizegiving.

20th, Sunday: Go-Kart Challenge, 4pm, Auckland Raceway, 82 The Concourse, Henderson.

Cost: \$35 per person. One of our favourite annual events, with a shiny trophy for the winner to put on their mantlepiece. You don't have to be an experienced karter to come along and have a great time.

SEPTEMBER

5th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

24th, Sunday: Spring Rally to Miranda Hot Springs (details at September clubnight)

Last year participating members had an event-filled day, and a lot of fun. It would be great to see more cars (and people) at this year's run, so put this event in your diary!

OCTOBER

3rdth, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

With the National Mini Meet not very far away, the committee will use this opportunity to brief members and let you know what's in store. Be prepared for the Nationals, and be at clubnight!

21st-22nd, Saturday and Sunday: NATIONAL MINI MEET 2000!!!

This is the big one! Our chance to show Mini clubs from all over the country a good time. Make sure you're at the October clubnight to get all the details, and get ready for a fantastic weekend.

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
OF AUCKLAND**



NATIONAL MINI MEET 2000



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