

Mini Car Club of Auckland

Incorporated



Club Magazine



Mini in icy Finland. Would you drive a Cabrio in that sort of weather?



Nice one, David.



February 2001

Mini Car Club of Auckland Inc.

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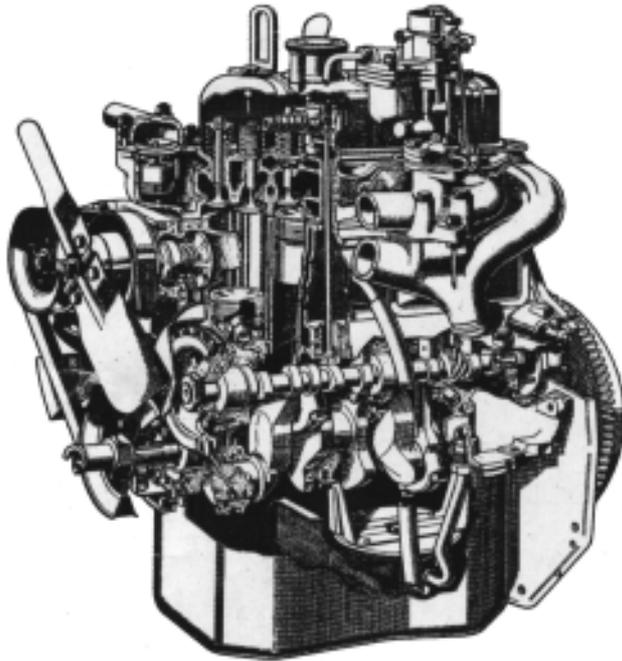
I prefer files on disk if possible or good quality originals. Thanks.
The Deadline for the next issue is: **15 March 2001**

PRESIDENTS REPORT

Warwick is currently on holiday. That leaves it to the editor to welcome you all back from a nice break (I hope). I'm really looking forward to this year with lots of good events planned. One comes to mind in the form of the Pork Pie run. Last weekend we were at the Galaxy of Cars with 11 Minis in our part of the show. An excellent turnout. Later in the Magazine you will find an array of suggestions from which I like to have some feedback (hint, hint). We have our first Members Profile and I think we should have one in each magazine. I will approach you. I hope you have all a nice read.

The Editor.

By: MIKE McCARTHY



AUSTIN A - SERIES

Vauxhall. But the Austin A40's great success convinced the company brass that overhead valves were the future, even at entry level.

Coded AS3 until much later when the generic A-series label arrived, the new engine was in many respects a downsized version of the 1.2 litre A40. The new baby not only shared the A40's 1.3:1 bore-to-stroke ratio but borrowed the A40 generator, distributor and starter motor, which may have been larger and heavier than ideal but came at the right price. Despite the full size ancillaries, an iron block and head, plus a hefty flywheel to help promote elastic driveability, the AS3 emerged one third lighter than its mentor.

Signature Austin features adopted for the AS3 included four-ring pistons, pinch bolted conrod little end and 45 degree big-end split. AS3 also inherited the unusual (outside Austin) deployment of camshaft and pushrods on the same side as the head's ports. This put all the electrics opposite to the carburettor/s and exhaust, which was reckoned to be good, but also meant cylinders 1 and 4 had separate exhaust ports, whereas 2 and 3 shared a common (siamesed) central Outlet. The intake ports were also paired 1-2 and 3-4. Recessing the water pump within the block shortened engine length while, for simplicity's sake, the oil pump was tongued to the rear of the camshaft.

With 57.9mm bore, 76.2mm stroke and 0.803 litre capacity, the earliest A claimed 28bhp (20kW). The largest production version achieved 1.275 litres from 70.6 x 81.2mm dimensions and finally offered 63bhp (47kW) with a little help from twin port fuel injection. Between times, the A-series exploited more different bores and strokes than George Washington's hatchet had heads and handles. To suit, the cylinder block was deepened or shortened, cylinder centres were closed or separated, and bearings were narrowed or widened. Most regular As had various long-stroke relationships, but some sporty S editions and special racers had big-bore bias. All added something to the A's endeavours.

Purists may regard the A-series as a bit of a blunt instrument, but after five decades and a squillion examples, the little A left with nothing to prove.

ED. Article borrowed from Wheelsmag.(Aus)

September's cessation of Mini production marked the end of the road for one of motoring's biggest (and smallest) icons. The extraordinary A-series engine also bit the dust. In its almost 50-year career, the humble A-series had flashes of world-beating performance at Monte Carlo, Bathurst, and also displayed remarkable resilience.

Rare versatility enabled the A-series to go from longitudinal installations to make 'eastwest front-drive' a household phrase. Among the A's rear-drive cohorts were the Austin A30, A35 and Farina A40, the Morris Minors II and 1000. There was also the Austin Healey Sprites and MG Midget clones. In the front-drive field the A-series family powered all manner of Minis and Mini-Coopers, also a slew of larger cousins including Austin Allegro, Morris 1100, Maestro and Metro.

This particular piece of motoring history was seeded in 1949, with Austin's call for an entirely new 800cc water-cooled four to be designed. It was intended to be a new — if belated — replacement for the cheap little prewar Austin Seven engine. Some thought was given to an attractively simple and cheap side valve unit of the kind then still employed by main rivals Morris, Ford and



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Dear Member,

I am sure you are aware that four officials of MotorSport New Zealand who officiated at the Queenstown Classic Street Race in 1998, at which a freak accident killed two spectators, have been charged by the Police. One is facing criminal nuisance and manslaughter charges, the other three criminal nuisance charges. These are very serious charges against responsible and prudent Motorsport members and citizens of our community.

We are unsure of the Police motives in pressing these harsh charges. As officials on the day, the men discharged their duties in accordance with the National Sporting Code and did everything required of them. We at MotorSport New Zealand and those charged have cooperated with the Police throughout the two years of their inquiry and at their request we arranged for a FIA international circuit expert to visit New Zealand to assist the investigation. We advised the Police when this person would be available but they chose not to wait for expert opinion and to proceed with laying the charges anyway.

The four men have the full support of MotorSport New Zealand and there have been many many phone calls of support from other sporting codes to MotorSport officials as people recognise that the outcome of this case could affect every New Zealand sport dependent on volunteer officials. We believe this may be seen as a test case and any precedents it establishes will affect the very nature of the New Zealand way of life with its focus on sport, almost all of which is run by volunteers.

We have engaged a top legal team led by John Billington QC to defend the men against the charges and we will be drawing on the international resources of the FIA to assist us. There remain many issues relating to this case that still require further investigation and the legal team is working on these. This defence will be expensive and we are calling on the sport to provide us with the financial resources to carry it through to a successful conclusion.

We have already received offers of financial assistance and over \$4000 was contributed by drivers and others at the recent MG Whittakers Classic meeting at Manfeild. To handle the funds we have established a Legal Defence Fund account and are inviting you to make a contribution. We hope that contributions will be sufficient but we may also have to levy members if voluntary donations do not yield sufficient funds. It is estimated it will cost in excess \$250,000 to defend the four MotorSport officials.

Please either mail your donation to PO Box 3793 Wellington or complete the Credit Card Coupon below and fax to Motorsport New Zealand at 04 801 8558. Please make cheques payable to MotorSport New Zealand Legal Defence Fund.

In conclusion I personally am absolutely outraged by the Police actions. Friday 10 November was a black day not just for MotorSport but for all sport in New Zealand. I am especially concerned for the effect this is having and will continue to have on the four men and their families and the sport's Executive and administration have promised them all our support personally and on behalf of the sport. This is a time when our sport must close ranks. I look forward to your assistance.

Yours faithfully

A handwritten signature in cursive script that reads "Steven Kennedy".

Steven Kennedy
President MotorSport New Zealand

FAX TO 04 801 8558 or post to MotorSport New Zealand, P0 Box 3793, Wellington

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POINT OF CLARIFICATION

There has been some confusion as to why our Public Liability Insurance policy does not cover this case. Public Liability Insurance does not cover charges of a Criminal Nature. Hence the requirement to establish the Legal Defence Fund.

Editors note: The Mini Car Club of Auckland has, on behalve of its members, donated \$400. An additional way to support MotorSoprt NZ in defending the 4 officials is to buy bumper stickers.



Assist the Legal Defence Fund by ordering these support stickers. (300mm x 120mm - white/blue)

These are intended to be in addition to donations, not a substitute.

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Please send your order for volunteer stickers to: Motorsport NZ, P O Box 3793, Wellington or Fax 04-8018558

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CLUB MEMBER PROFILE

Gary Ashton/Catherine Piper

- OCCUPATIONS:** Gary warehouse manager
Catherine receptionist/data entry/customer services clerk
- RESIDENCE:** 10 acre block in waiiau pa
- FAMILY MEMBERS:** Grey/white Persian x cat name Val
Grey Persian x cat name Tine
Black border/collie x Labrador dog name Jet
White/brindle whippet name Shadow
- CURRENT VEHICLES:** Mitsubishi mirage (daily driver)
Mitsubishi l200 Ute (daily driver)
1970 mini van (project vehicle, ground up bare metal rebuild)
- PREVIOUS PROJECTS:** HK holden station wagon (rebuild/modify)
J1 Bedford truck (rebuild/convert to tow truck)
Chevron club car (build)
1954 Citroen big 15 (rebuild)
1930 model a ford (rebuild)
1980 Toyota Cressida (rebuild)
Morris Marina (rebuild)



Looks like Gary and Catherine are currently pretty busy restoring this Mini Panel Van. Some day they might ask for a helping hand with this very nice project. Still a fair bit to go. Isn't it nice having tones of room. Have you noticed: NO oil leaks.

15 things to know about the Mini

- Given his way, Mini designer Alec Issigonis would have powered the Mini with a new flat-twin engine, but his boss, Sir Leonard Lord, is reputed to have said he didn't care what engine was used so long as it was one that they, British Motor Corporation, produced already. So Issigonis adapted the ohv A-series unit introduced in the mid '50s for the Morris Minor and Austin A30/A35. Dragged kicking and screaming into the anti-emissions age, this same basic engine continues in the current Mini.
- Early Mini prototypes had the exhaust manifold and carburettor facing forward. Turning the engine round improved the packaging and gave the carb an easier life in cold climes, but, as was only later learned, made the ignition distributor vulnerable to drowning in wet weather. Did wonders for the sales of WD40 and similar water-dispersant sprays.
- Mini was the first volume car with its transmission in the engine sump, sharing the engine oil, and one of very few to do so. Others were the Datsun Cherry and early Pulsar, also the Lamborghini Muira.
- Mini was the first car with the then new Rzeppa constant velocity joint which was a major improvement for front-wheel-drivetrains and became the industry standard.
- Not only is the Mini just under 3055mm long, but needs only another 460mm of kerb space to park; a real boon in city circles.
- The Mini was built in Australia for 18 years, from 1961. When local production ceased in October 1978, the tally stood at more than 176,000. That wasn't quite the end however, for the Mini-based utilitarian Moke continued until 1981. Moke production transferred from Britain to Australia in 1966, beginning a programme that saw exports to more than 70 countries and a build total exceeding 26,000.
- Among countless thousands of race and rally victories and placings, highlights of the Mini/Mini-Cooper competition career included winning the Monte Carlo rally in 1964, 1965 and 1967. The record should show 1966 also, but that year's winning Mini Cooper was disqualified on a technicality. After threatening for years in Australia, the 'Flying Brick' not only won Bathurst's great race in 1966, then the Gallaher 500 (800km), but filled the first nine places.
- Not long after the Mini arrived downunder, local fixit inventors developed wind-up windows to replace the original sliding panes. BMC Australia's engineers took the hint and wind-ups reached the Aussie market in 1965, several years before being adopted in Britain.
- The automatic Mini-matic transmission available from the mid '60s had the usual torque converter and multi-plate clutches but was cleverly unconventional in using a set of bevels instead of planetary arrangements for gearing. It was also remarkable, for its time, in allowing fully automatic operation in D, or clutchless manual motoring in 1, 2, 3 and 4.
- Mini production reached one million in 1965, two million in 1969, three million in 1972, four million in 1976 and in 1986 became the first British car to five million. After a slow start, then a heady rush through the swinging Sixties, the Mini proved its endurance by becoming Britain's third best selling car in 1979. Sales have slowed, but the Mini celebrated its 40th birthday with the tally at 5.3 million, and may round that to 5.5 million or so by the time it's finally pensioned off in 2001, replaced by a non-mini Mini.
- Scarcely 25,000 Minis made it to the USA before safety and emissions requirements ruled it out. Japan, on the other hand, has taken as many as 10,000 Minis yearly, for years.
- Besides being perhaps the last volume car effectively designed and overseen by one man, Alec Issigonis (1906 - 1997), and his nine-strong team, the Mini went from concept to drawing board to prototype to production in truly remarkably short time. The idea arose in March 1957 and the Mini debuted in August 1959, just 30 months later.
- Mini was first to use 10-inch wheels on a car capable of over 110 km/h. In the 1965 Bathurst race, the third placed Cooper S was timed at 195 km/h on Conrod Straight.
- BMC's interconnected 'Floats On Fluid' Hydrolastic suspension reached the Mini in 1964, arrived in Australia the following year for some models, became standard issue in 1969 and was phased out in 1973, reverting to the unique original 'dry' rubber cones.
- Replying to criticism of Mini's bus-like steering wheel and otherwise peculiar driving position, Issigonis was reported to have drily rejoined that a degree of driver discomfort could be an alerting safety feature.

Sunday, 24 December, 2000, 20:46 GMT Mini Cooper creator dies

The creator of one of the coolest cars ever seen on the road, John Cooper, has died aged 77. The former motor racing driver developed the Mini Cooper, the souped-up version of the Mini, in 1961 and it soon became a cult classic. The Mini Cooper is still regarded as a cult icon Mr Cooper, who lived at Worthing, West Sussex, was awarded a CBE for services to the motor industry in the New Year's honours list last year. Motor racing writer and family friend Doug Nye said Mr Cooper had been ill with cancer for some time before he died on Sunday morning. "He was that great rarity in the motor racing world, a man with no enemies," he said. "He was universally liked and respected. And of course his achievements in the sport were enormous." Motor racing writer Doug Nye The Cooper Car Company was the first British motor racing manufacturer to win the Formula One constructors' championship, which it achieved two years running. "They were the first people successfully to put the engine behind the cockpit," said Mr Nye. "All modern Formula One cars follow where Cooper led."

Cooper's classic The success of the Mini Cooper as a Sixties icon was perhaps Mr Cooper's most impressive legacy. "The Mini would not have lasted as long as it has without the Cooper version because it gave the car a hip image and motor racing pedigree," said Mr Nye. The Italian Job film saw Mini Coopers racing around Turin "Without that it would have been just another baby car, like the Fiat 500." Mr Cooper persuaded the Mini's creator, Sir Alec Issigonis, to let him produce a high-performance version of the car even though Sir Alec did not believe it would sell. But the car was an immediate success and the more powerful Cooper S, which followed in 1963, was an even bigger hit. Even as production of the old shape Mini wound down this year, amid the uncertainty of Rover's future, sales of Mini Coopers still accounted for half of all Minis which left the forecourts - about 10,000 cars a year.

Mr Cooper's son Michael said his father's invention and ideas in motor racing were phenomenal. "He was so proud that the Cooper name was going to continue on to the new Mini, which is being launched by BMW next summer," he said. His death is a very sad loss for motor racing Sir Stirling Moss "It meant a lot to him."

Motor racing legend Sir Stirling Moss also paid tribute to Mr Cooper's "tremendous contribution" to motor racing.

"We competed against each other and I drove the cars he built." The voice of Formula One, television commentator Murray Walker, said: "He was an extremely charming man, an ebullient personality."

As well as his son Michael, Mr Cooper also leaves a widow, Paula, and daughter Sally.

The good oil (pinched from the NZ Herald)

High-tech Echo

Toyota is to put a high-tech diesel engine in its Echo, the *New Zealand Herald's* 2000 Car of the Year. But the 1.4-litre oil-burner will be available only in Europe, where the Echo is called the Yanis. The engine is said to be so advanced that BMW is considering using it as an option in its new Mini, again for the European market, where small diesels are popular. BMW will launch a petrol version of the Mini in New Zealand later this year.

Mini's maxi price

Mini fans might like to know that the new Mini, the one made by BMW, was unveiled at the Detroit motor show. BMW said the sporty Cooper variant would cost less than \$NZ40,000 in America. Word on the street is that it will be dearer than that when it lands here this year.



CLUB ADS



For Sale: Wildcat Cheviot 10" Mags x 2, 1000cc engine complete with gearbox, runs well. radiator good condition. tinted glass - both rear side windows & drivers door. gear selectors. wheel arch trim RHS x 1. rocker cover in red aluminium (from UK) & a few other parts. No reasonable offer refused, Ph Jason 626 3356 AH or 021 165 7032

FS: Riley Elf. Stripped down to bare metal and all rust replaced with new steel panels. Currently at PA10 level. So far over \$2000 spend on new panels, welding, radius arm bearings, brake cylinders etc. All trim available including all the chrome bits..

Offers to Thomas Schouten. (09)2357859

FS: Twin 1 1/4 carbs on Viva manifold, ph: Nick Webber 2977194.

FS. Assorted lights and speedos: see Nathan at Clubnight.

FS: Austin Mini 1971, Dark Green, 1275cc Engine, Mag wheels, Tinted back windows, Needs work. As is where is – Offers Phone Julie (07) 8263593

FS: Personalised Plates "TWEAKD" (Tweaked) \$450.00 Phone (021) 1179571

FS: CAMSHAFT ST544 2880x2880 duration. Good condition. \$400.00. Phone Patrick (025)2757567

FS: Car trailer. Solid Axle, tilt,ramps,winch,jockey wheel,1640x3200mm. New bearings, new tyre. \$11000.00 ono. Phone Patrick (025)2757567

OK Gays/Gals, here are a few suggestions that came out of the committee meeting of January. I would like you to have a real good think about this and let us know what you want. This is your Car Club!!

- 1) Visit Chevron Engineering. The manufacturers of Chevron Sportscars.
- 2) Team Kiwi to visit on a club night or the club goes down to the Team Kiwi workshop.
- 3) Visit the Bruce McLaren Trust.
- 4) Have a "Garage Bash" and see the projects in Peoples garages.
- 5) Photo Competition. Get Photo Shop to sponsor. Judge annually. Photos from the last 12 months with all sorts of categories. E.g. cars, people, places. Photos to be taken at club events.
- 6) Run/visit/Show'n'Shine at Glenbrook Vintage railway.
- 7) Talk to BMW(NZ) about the introduction of the new Mini^(tm)
- 8) Blind navigators run - Braille instructions.
- 9) Some sort of charity supporting event. Entry fees to charity
- 10) Rally through Rodney or Franklin



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| Battery boxes | Badges | |

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

MARCH

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

SWAPMEET!! A great opportunity to clean out the garage! Bring all those bits and pieces you've been saving "just in case you need them" but have never used - who knows, you might even make some money or find that elusive part you've been searching for.

11th, Sunday: Fun Drive to Manukau Heads, Starting 12:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

An easy, fun drive to the beach. Bring a picnic afternoon tea and your togs if you're brave. A good chance to socialise at a non-competitive event and show your Mini off too. And on the way back a BBQ at Frits' place in Waiuku. Frits needs to know, well his wife of course, how many there are coming to buy enough sausages.

16th-18th, Friday-Sunday: National Motor Show, Claudelands Showgrounds, Hamilton
Club members who participated in our display here last year really enjoyed themselves. If you would like to enter your car and spend a day here, talk to a committee member.

APRIL

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

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

See the previous page for some ideas.

Note on Events: To avoid depleting club funds, all events will now have a \$2 entry fee. This will help us to pay for photocopying instructions, prizes, etc. Please also ensure you bring your club membership card to all events.

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