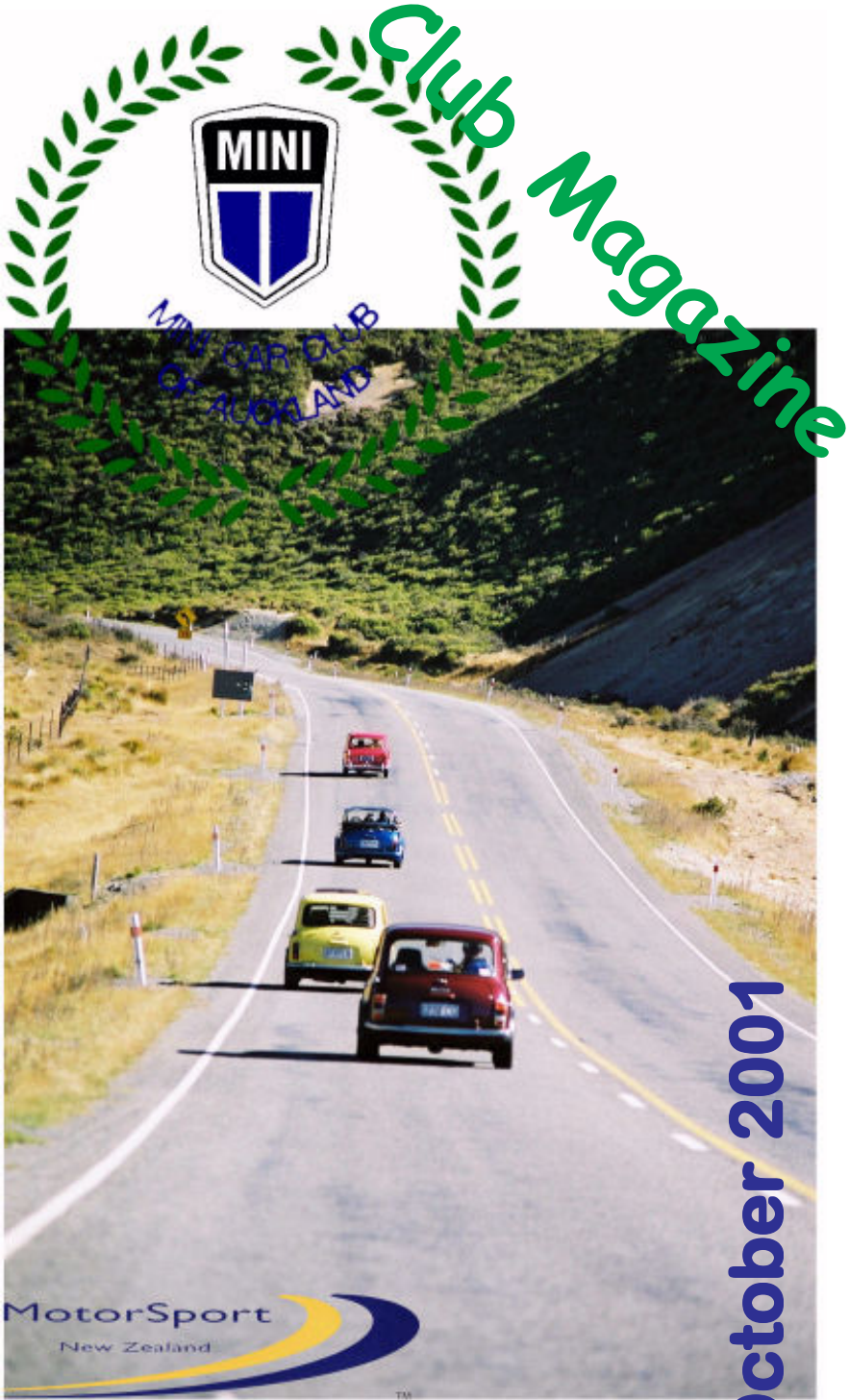


Mini Car Club of Auckland

Incorporated



Minis only.

October 2001

Mini Car Club of Auckland Inc.

Club Executive

President:

Warwick Robinson (09) 479-1825

Vice President:

Les Gubb (09) 298-5201

Club Captain:

Anita Cowan (09) 634-3272 /025 415 475

Treasurer:

Nathan Murrell (09) 634-3272

Secretary:

Chris McMurray (09) 279-3052

Committee:

Chris Manning (09) 833-9340

Micheal Wigmore (09) 483-8336

Tom Parker (09) 575-6255

David Hoyland (09) 268-4111

Clubrooms

Northern Sports Car Club
Mt Richmond Domain
Great South Road
Otahuhu
Ph. 276-0880

Address correspondence to:

Mini Car Club of Auckland Inc
P.O. Box 72-970
Papakura
Auckland
New Zealand

Contacting the Editor:

Phone:

Frits Schouten.

(09) 235-7859 Home

(09) 375-8999 ex5261 Business

(021) 963-894 Mobile

E-Mail:

fritss@ps.gen.nz

Web:

<http://minicarclubauckland.isfun.net>

Snail-Mail:

7 Carbine lane

Waiuku 1852

Auckland

The Deadline for the next issue is: **15 September 2001**

NOTES FROM EL PRESIDENTE

-Or should I say from the Vice President. Warwick is presently overseas so it is my turn to put fingers to the keyboard and fill you in on club happenings.

Spring is officially with us and it is time to “Spring clean” the Mini, polish off all the dust and grime, charge up the battery, and take her out for a run to blow off the cobwebs. Then, you will get enjoyment out of driving once more.

It has been really pleasing to see such good turn-outs at our monthly club nights. It is not easy to get top nights every time but we, as a committee, try our best. Sometimes, a speaker will let us down and we get caught out as we did at a recent meeting.

Our next meeting will be a technical tip night on how to prepare the Mini for reliable and trouble free long distance driving. This is especially aimed at those heading to Napier for the Nationals but it will help anyone wanting to get reliability out of their car. After the talk, we will then finish the evening with a “Neon Trial”, whatever that may be. I’m dying to find out.

We have had quite a few new members join up in the last three months, and to you folk we say a big “Welcome”. You will get out of the club what you put in, so we hope you will take part in some or all of the events. The club is there for your use and enjoyment. We would also like your input and sharing of ideas for future events and club nights.

This year sees more co-operation and invitations from other marques. We have been invited to share outings with the Rover Car Club over the next 2 months, the November gathering taking place at Mainline

Steam depot at Parnell. Early next year we are to join with the Morris Minor club on the “Blind leading the Blind” rally.

In November, the Big Boys Toys will be held as usual at the Epsom Showgrounds and one of the main features will be the new BMW Mini. I believe the cars have been under cover in Auckland for some time. I will say no more at this stage, except to report that the new Mini dealership in Auckland will be connected to Team McMillan BMW on the Great South Rd, Newmarket. That’s just a walk away from the original Mini dealership of Dominion Motors on Broadway (now Honda) and the original Mini assembly plant in Mortimer Pass. (now Levenes).

Check out the events calendar and start planning your diary now. It takes a lot of work to plan these events and it is quite frustrating to only get a handfull of entrants for so much work.

Happy motoring,
Les Gubb.

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A bit of history: The following is out of Mini Tech News August 1981. by Shaun Wall

In the June 1981 issue of MTN, DV embarked on a discussion on cranks, and finished it with a wonderful throwaway comment, and I quote: "Who knows, with a 6,500 RPM limit, it may be very much more of a practical thing in terms of longevity and reliability." He was, of course, referring to very long stroke cranks for big displacement Minis. Well for those readers who may not have thought about it, it might be a good idea to explain a little about mean piston speed. Some twenty years ago I was told that no matter how carefully an engine was built, it was not safe for the mean piston speed to exceed about 14,000 feet per minute, and that 3,000 feet per minute should be considered the absolute maximum for a production-type engine in good condition. Of course, these figures make the assumption that materials have not improved too much over the years, and within reason this is fairly true, so unless your engine has some super trick steel or even titanium rods, the figures we are dealing with are pretty realistic.

A piston travels a distance equal to twice the stroke for each revolution of the engine, so if the constant 456,789 is divided by the stroke in millimetres, it will produce the approximate RPM limit of a road-going engine. Using a 970 'S' as an example, we find that 62 divided into our constant, produces an answer of 7,400 RPM. In practice, this is a fairly good number for an engine which you want to last indefinitely for road use. By changing the constant to 606,606 for race engines, the same example comes up with a rev limit of 9,800 RPM. Again this seems a pretty feasible figure for an engine whose life may be measured in terms of 500 -1,000 miles or so. This figure assumes that all the individual parts have been carefully balanced and that the crank, flywheel, clutch, etc., have also been balanced.

The two constants given are mathematical approximations but are accurate enough to give answers which are realistic for most practical purposes. No doubt readers will have great fun with their calculators, discovering that an 850 Mini is good for 6,700 RPM in standard form.

Well, if you have a standard Mini, don't forget that the Simplex timing chain limits this engine to 5,140 RPM anyway. Fix that, and your next problem is that the standard cam, valve springs and valve train will all bounce at around 5,800 RPM and when you've fixed that, the next hurdle to overcome is that the inlet and exhaust tracks completely choke the engine at RPM5 anything over 6,000-6,200.

Most of the engines that MTN readers will be dealing with will probably be reasonably tuned units. If this is the case, a third constant might be handy. 'This is 543,210. If you divide this number by the stroke in millimetres, it will give you the approximate maximum safe RPM for a modified engine. This constant assumes a mean piston speed of about 3,500 feet per minute, and if we were to take the example given in a previous issue of MTN of a 91 mm stroke engine, we find that the maximum safe RPM is around 6,000.

Although it's rather frivolous, there is one final rule of thumb that I would like to pass on which does tend to put things into perspective on long stroke cranks. When I first heard this simple rule many years ago, I had to laugh, but since first hearing it, I have realised that there is sufficient validity in it to bear in mind. The rule simply states that the figure representing the stroke in millimetres, also represents the percentage likelihood of blowing up the motor at high revs, so I think I'll stick with a 76% chance on my 1,000 cc engine and leave the experts to deal with the 91% chance of carving their 1600 cc engines in two.

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OCTOBER

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

Technical Tips night, with special attention to preparing your Mini for long distance trips (no, we don't mean filling the boot up with containers of oil and water!). This will be of particular interest to those members planning to drive to the National Mini Meet in Hawkes Bay later this month.

7th, Sunday: Bathurst

14th, Sunday: Norhtwest Foothills convoy to Kumeu.

Starts at GlenEden Mobil , 1pm

11th, Thursday. Rover Club invitation.

TAS Auto 6/23 Rawene Road Birkenhead.

20-22nd, Friday to Sunday: National Mini Meet Hastings.

Not to be missed. The most important Mini Meet of the year!!!! Remember what was said last Tuesday. Prep yourself and your car well for ther long distance trip. Take your time, make plenty of stops and most of all enjoy yourself.

22-28th, Dunlop Targa NZ.

NOVEMBER

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

Tech tip night + Convoy Queen Street, Mission Bay.

8th, Thursday. Rover Club invitation.

Mainline Steam, Cheshire Street, Parnell.

18th, Sunday: Fun run to Parakai pools.

DECEMBER

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

BBQ plus tall tales & perhaps a bit of truth.

9th, Sunday: Economy run.

JANUARY

***** Holidays *****

FEBRUARY

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

Show and Shine @ Galaxy of Cars MOTAT.

Club Ads.



Have you seen this car? Stolen in Dunedin, last seen near Timaru heading North on Sunday morning (Sept 2nd). Mini Clubman convertible, light blue with white hardtop roof, white vinyl interior. Has a body kit, "ALIC" mags, and Wildcat 3-spoke steering wheel. Reg no. DM 5476. Reward for information that leads to its return. If you have any information PLEASE ph Sam on (03) 4771367 or e-mail knight_sj@holmail.com

FS: 1100cc Motor, crank ground 20tou, New trustbearings. In parts \$45. Phone: Dave Hoyland on (09)2684111

FS: 1971 Morris Mini Stationwagon. Motor not running. Registration on hold. Good condition for age. Phone Anita on (09)2995222

FS: 1969 Morris Mini Mk2 850cc. Reasonable condition. As is. Phone Peter on (09)5772594(home) or (09)2744883(work).

FS: 1963 Morris Mini Mk1 body shell and doors. 1 owner. Car never damaged. For restoration or race car. \$1000.

Mk3 Mini radiator. Mint \$80. Phone Kevin on (09)6207474 or (025)2106233

Wanted to buy: 4 hub caps suit Cooper S rims. Phone Kevin on (09)6207474 or (025)2106233

FS: 1981 leyland Mini. Good working condition. Four new tyres. New Rego. Needs minor rust repairs for warrent. \$400 ono. Phone Anita: 2995222

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