

MINI

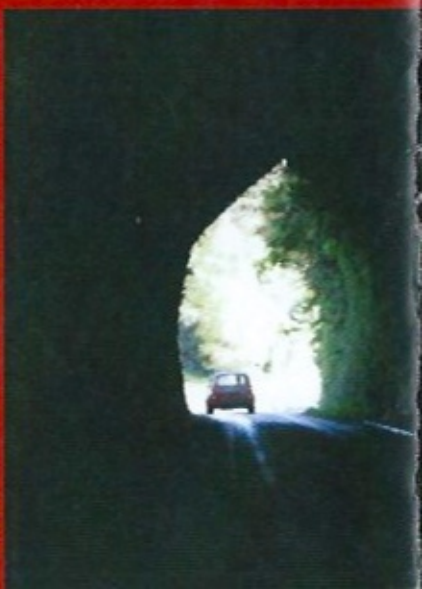
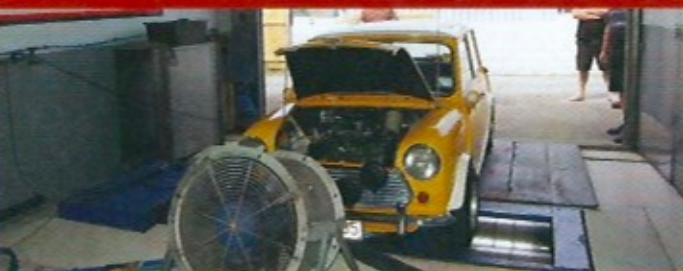
Mini Car Club of Auckland



MAY 2016



FOR SALE



CLUB CONTACTS

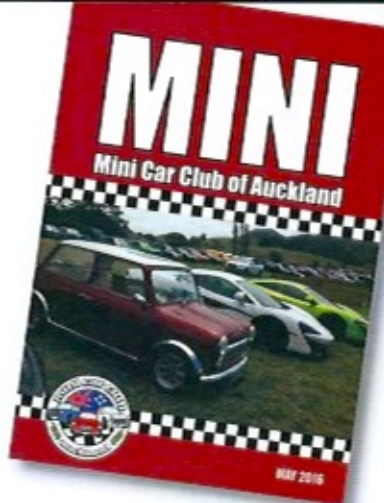
President:	president@minis-auckland.org.nz
Captain:	Simon Lodge club-captain@minis-auckland.org.nz
Secretary:	Graham Wing
Treasurer:	Kevin Taylor – 021 121 8363 treasurer@minis-auckland.org.nz
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	Warwick Robinson – 021 186 5520 bearsfour@xtra.co.nz
	Tony Maulder
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CLUB ROOMS

Northern Sports Car Club
Mt Richmond Domain
Great South Road
Otahuhu
Ph: 09 276 0880

Meets 7.30pm 1st Tuesday of each month
Committee meets every 3rd Tuesday each month.

Address correspondence to:
Mini Car Club of Auckland Inc
P.O. Box 72-970
Papakura 2244
Auckland New Zealand



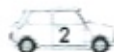
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Don't forget to touch base with:
<http://www.minis-auckland.org.nz>

Events Calendar

Saturday 4th - Monday 6th June	Queens Birthday Weekend 4th - 6th June - British Car display at the Cloud in downtown Auckland.
Tuesday 7th June	Club Night. Mini Model Show. Bring along your Mini collection, radio controlled, Scale electric, plastic diecast Classic & Modern. Prizes for Best in Class, Fastest, Oldest, Smallest, Biggest (not full size) etc Models for sale, trade or swap.
Saturday 18th June	Annual Night Trial. One of the great Club events! Meet at the BP Motorway Services between Papakura and Drury 5.15 for a 5.30 start. Finish for dinner as usual.
Sunday 26th June	Caffeine and Classics. Smales Farm, Takapuna. Meet 9:45am in the usual place
Tuesday 5th July	Club Night. Venue: Northern Sports Car Clubrooms, Gt South Road, Otahuhu. Proceedings get underway at 7:30pm.
Saturday 16 – Sunday 17 July	CRC Speedshow Club display of up to 10 cars. Cars are required to set up on the Friday and are there for the weekend, as venue is locked down for the entire weekend
Sunday 31st July	Caffeine and Classics. Smales Farm, Takapuna. Meet 9:45am in the usual place.
Thursday 29th September - Sun 2nd October	Brits 007 Brits at the Beach festival at Whangamata with a James Bond theme. Bigger and brighter than previously, this is a must do for enthusiasts of all things British. All vehicles need to register at www.britsatthebeach.co.nz .
Friday 21st - Sunday 23rd October	2016 Mini Nationals. Hosted by the Otago Mini Owners Club, the event will be based in Dunedin. Please see http://www.otagominis.co.nz/#!2016-mini-nationals/boooqo for all the details





Club Points

As of 5th April 2016

Name		Club	Magazine	Caffiene	Events	Grand
		Nights		Classics	Total	Total
Kevin	Taylor	8	8	2	27	45
Tony	Maulder	6	2	7	22	37
Chris	Roper	4	0	0	28	32
Ben	Fitness	1	2	0	23	26
Brian	Smith	6	2	4	14	26
Grant	Bowyer	5	2	4	14	25
Raymond	West	2	0	1	21	24
Alan	Murie	8	0	0	15	23
Simon	Lodge	5	2	1	14	22
Deryck	Freeland	3	0	4	13	20
George	Gray	6	0	0	14	20
Lee	Norman	7	0	1	12	20
Mike	Pykett	1	0	0	19	20
Graham	Wing	9	0	5	6	20
Shelagh	Murie	8	0	0	10	18
Marion	Lodge	5	0	1	11	17
Phillip	Kane	8	0	2	6	16
Gavin	Agnew	4	0	3	8	15
Steve	Clapham	6	0	6	3	15
Warwick	Robinson	6	0	1	8	15
Dave	Cotty	3	0	2	8	13
Kevin	Patrick	8	0	2	3	13
Christine	Roper	2	0	0	11	13
Gary	Ashton	0	2	0	10	12



Club Captain

Hello Club members!

The busy summer calendar for shows etc. is over. Heading into winter but no need to hibernate, still plenty of things we can do. Club night being one of them, would be good to see more people attending, we have ten more new members this year already, please come along and make them welcome.

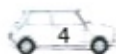
Any ideas for winter events please speak up! We need as much input as possible as we are operating with a small number of elective officers in the club. We are still looking for a club president and vice president. Your club needs you.

Thanks Mike for getting the mag out, thanks Graham for the great work you are doing, and Kevin Taylor for all your efforts. Although this mag is out we still need more material for the next one, so let's get our thinking caps on mini people.

Please don't forget to check the events calendar to see what is happening.

Cheers,
Simon

Club Captain





10 Mt Richmond Domain
Shuhu, Ph. 09 276 0880



Hi everyone!

I hope you enjoy this new edition of the club magazine. There's all the regular bits and pieces you'd normally find, plus something new - intros from some of our new members. I hope that this becomes a regular feature. Not only that, but articles from any members about themselves, their cars, and their adventures are always welcome! Did you have to go to extreme lengths to buy your car? Did it come from the other side of the country (or the other side of the world)? Maybe there was a nasty surprise when it arrived? Or you just happened to trip over it somewhere by chance, and just had to buy it? There must be so many good stories out there. Don't leave it all up to the new members - even if you've been a member for years, I'd bet that most members don't know all your old stories. And if you have pictures, all the better!

And of course, this wouldn't be my bit without a reminder - we still need a few more committee members (and a president)! I know it can be hard to make time; it would have been nice to have this magazine completed three weeks ago, but sometimes life get in the way. If you can make a little time to help out on the committee, we'll understand if you can't make the occasional meeting and so forth. We're looking forward to the flood of applications!

And, one last note, of a sort-of technical nature - please submit your articles in a nice simple format. Just some pictures on their own, and some plain text. Trent does a fantastic job of the layout, and generally he won't be able to make use of formatting that comes with the articles. If there's any actual formatting with it, either Trent or I will probably have to undo it before we can use the content, and sometimes it might actually make it unusable in the magazine at all! The perfect way for us would be for you to type your text as a regular email, and attach some images to go with it. Nice and easy!

Cheers,

Mike van Bokhoven

OFF THE BEATEN TRACK

19 – 27 March 2016

Where did we go?

What did you miss?

Try answering where these photos were taken and we will have the answers and a report in the next magazine issue.



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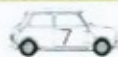
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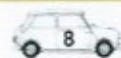
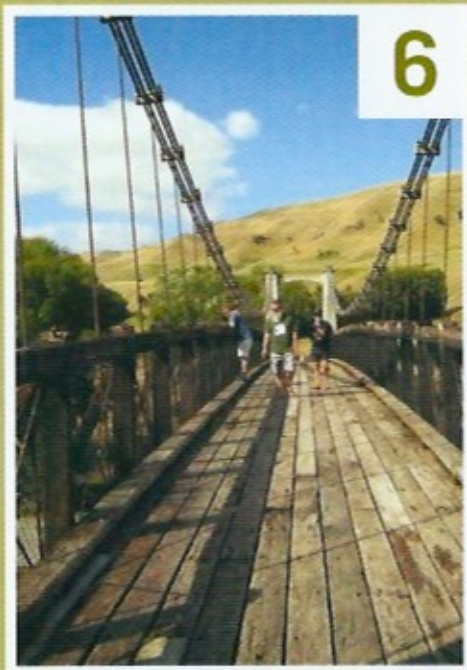


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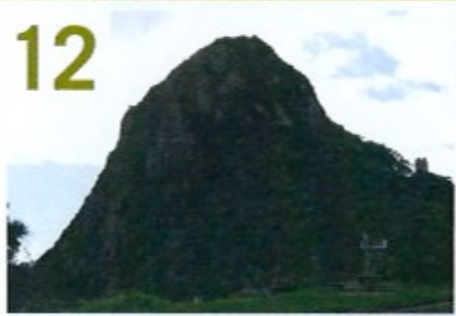


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**NEW CLUB MEMBER:**

Sarron Bennett, Manurewa



"I'm one of Winston Peters Gold Card members and also a delivery driver for Ruka Confectionary, after nineteen years as a delivery contractor to Tip Top ice cream. I was a member of the Cooper Car Club since the early 80's until it closed and was a member of the Taumarunui and Taranaki car club's before then. My present car (Murphy) is a 70's Cooper S, body a rover cooper with a 1300cc Lyn Rogers motor. Car and specs as bought. Bought it because it is tidy, noisy, grunty, on the road and the wife allowed me. My other car which I've owned for 32 years and has been waiting for about 10 years for a body tidy up and motor rebuild is a 64 Austin Cooper S 1071cc."



Coffee & Classics

August

SMALES FARM

Third Birthday Caffeine & Classics -

A Colourful Day.

By Tony Tweed – Grey.

By my counting, this was the 37th Caffeine & Classics monthly show! I went to the 2nd one as the only Mini along with about 30 other cars, outside the Columbus Coffee shop nearby, (hence Caffeine & Classics). In the 2nd year the club Minis ran from my place in Forrest Hill to the show in convoy a few times, with 6 to 12 cars. On the third birthday, on Sunday 28th of Feb.2016, we had 24 minis (8 red ones) turn up and park together at the show with over 450 other special cars.

Enough with the numbers.....now to the show. We each got a sausage and a slice of bread, and some car cleaning product and cloth from the sponsors, to celebrate THE PROTECTA INSURANCE Caffeine & Classic car show birthday.



The club cars. What a colourful range we had. Up front as a show stopper we had Rays' Red Rally Replica 288, which drew the Hot Rod TV (sky channel) crew over to interview Warwick with his metallic red sexy min. Also a red and white Mini had parked near the entrance and someone gathered him up to join the club by the next club night, well done.

Other red Minis resplendent on the day were Murrays Cooper, the red 92 Cooper another red mini with a union jack roof, Phil with his red van and Margaret's red Cooper S parked next to partner Kevin's white Australian cooper S. Ross also brought along his white Mini plumbed out with a second radiator.

We had a trio of yellow Minis, clubman Graham, round nose Derryk and another round nose yellow mini. Sarron was there



~
*last sunday of every
month from 10.00am
and 1.00pm anyone
welcome to attend.*
~

as usual with the British Racing Green round nose and cooper stripes. The Beach Hop light green early Mini of Scott made it there along with his friend Robin in a bright surf blue Leyland Mini. Kerri's blue Cooper, normally there, was a bit blue, away sick, its electronics just stop, anywhere, anytime! But keen Kerri was there, hunting out a manual Mini. Other blue Minis were trundled along by Kevin 5 speed and a "2ndcar" blue clubman GT. Also a blue Mini cooper lookalike turned up. The blue Elf always a show contender made it along as well. Do we count the blue 1100 saloon, maybe yes as it is in excellent condition along with a 1300GT saloon parked next to it. Second cousins maybe.

A friend of mine, Ken, turned up in his son's purple 70s Mini they want to sell. Twin carbs on a 1000 or so cc. motor. Runs well. Good gearbox, solid body, very good interior. Steve and partner brought along round nose bitter apricot (colour), sporting a Cooper exhaust now, plenty of additions since we first saw him at these shows. A bitter apricot clubman came along, and another round nose bitter apricot mini turned up near the end of the show. I came early to the show in my dark silver BMW S and set up the orange MINI flag and walked home to get my tweed grey Cooper to bump the colours/numbers up. I went back home in it and got a car cover to put over one of the Auckland Transport white Corollas parked

on our lot!! I forgot I was low on petrol in the little Cooper and ran out at the show heading home...tic.. tic.. tic.. tic....! Lucky I had a spare MINI at the show.

Great to see you all there, I am quite certain all these colourful Minis together enthralls others to get one and join us. (Sorry if I missed some of your names here.) Just get in your Mini and come down for a colourful hour, and catch up with a coffee, on the last Sunday of the month 10 am onwards. Smales Farm Takapuna.

PS. Is red the most popular sports car colour?



LEADFOOT FESTIVAL 2016, HAHEI



The Leadfoot Festival is a celebration of the sporting motor vehicle, up a one-mile sealed hillclimb (driveway) which leads to Rod Millen's house.

This event is styled unashamedly on the Goodwood Festival of Speed, both in entries and in fashion. In the pits and the paddock, cheesecutters, trilbies, and 60's frocks abounded. Rod and Shelley Millen had invited open-seater and saloon racing cars, quads and motorbikes, hot-rods, speedway, NASCAR vehicles, drifters, road cars, and rally cars, and anything else they deemed interesting, of all ages, to compete. Witness the 1906 Darracq, or the 4WD 2011 Evo8.

Courtesy of a word from Alan Woolfe, I had the fortune to be invited to enter the '64 Cooper 998.

Upon arriving to unload the Mini at the pit garage with my name on it (very professionally organised), I was amused by the amount of equipment many teams were also unloading: multiple sets of tyres, tyre-warmers, tools and tool-benches, power-tools galore, compressors, generators, power jacks, and lighting. Clearly this was no rural "Run-what-yer-brung"; on the contrary, it was SERIOUS, IMPORTANT, AND A VERY BIG DEAL.



such class, clearly I should have retired on the spot.

At the Friday evening do, Alan Woolfe was described as the doyen of North Island motorsport, with 60 years of competition behind him. Rod Millen and he have been friends for decades, and Woolfe goes down each year to help with haymaking, in order to line the course with haybales.

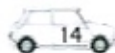
The Friday night welcoming 'do' took us up the track to the elegant and posh 1950's venue in their "Barn", which gave me my first ever look at the course, and tricky enough at 30kph, let alone racing speeds.



After depositing my jack, wheel-brace, spare wheel, two spanners, and an oil-can on the ground in a card board box, I went to look around. Next door to the Cooper was a 4.5 litre V8 saloon racing Ferrari, red of course. Most entries were race or rally saloons built since 1970. Lots of serious faces, cars jacked up high off the ground, wheels off, computers hooked on, people leaning over engine-bays, fiddling mainly. Nervous mechanics who couldn't leave well alone, by my guess. Equally, some big name drivers: Murphy, Dixon, McCrae, Radisich, Mason, Hawkeswood, MacAndrew, Marshall, McCarthy, Millen and Woolfe. With a field of

Right out of the start, some undulating bits to get up speed, then a fast left, dipping into a sharp right (which subsequently caught out Lee Hopper and Racing Ray Williams). Then some more fast wiggly bits going into a sweeping left-hander at a black barn, then hairpins right, left, right, left, as the track clawed its way up the hill into the trees, a blind, overshadowed, damp sweeping right-hander, some more wiggly bits, up to the finish at the top of a gradient.

By Saturday morning, solid drizzle washed down the course. Press on regardless, and drive to survive. My first time was a terrible 98 seconds, while others recorded times



in the 60's. At different times on Saturday morning, both Murphy and Radisich and others lost control going up through the hairpins. Rule 1: Take great care, where crowds gather. Moreover, commentary like "No, we haven't seen him yet, oh, hang on, they're just pulling him out of the trees," served to add an extra note of caution, and explained all the haybales against every tree.

The rain eased to a damp track and my second time was 83 seconds. Still room to improve.

Saturday afternoon had a dry track, and with 2 runs behind me, I had a better chance to use my "dry" tyres, Yokohama A008's (also my wets), so I thought "give it hell". I recorded 72 seconds, even with a bit of sliding, so I figured there could be a bit more to come.

Sunday morning and a damp track again. I tried to drive a more deliberate run, placing the car where I thought the racing line should be, and also aimed to use only 2nd gear from the barn up the hairpins on the hill to the finish. My thinking was that I would concentrate on the steering, and rev the hell out of the motor. It didn't work, and I got 78 seconds.

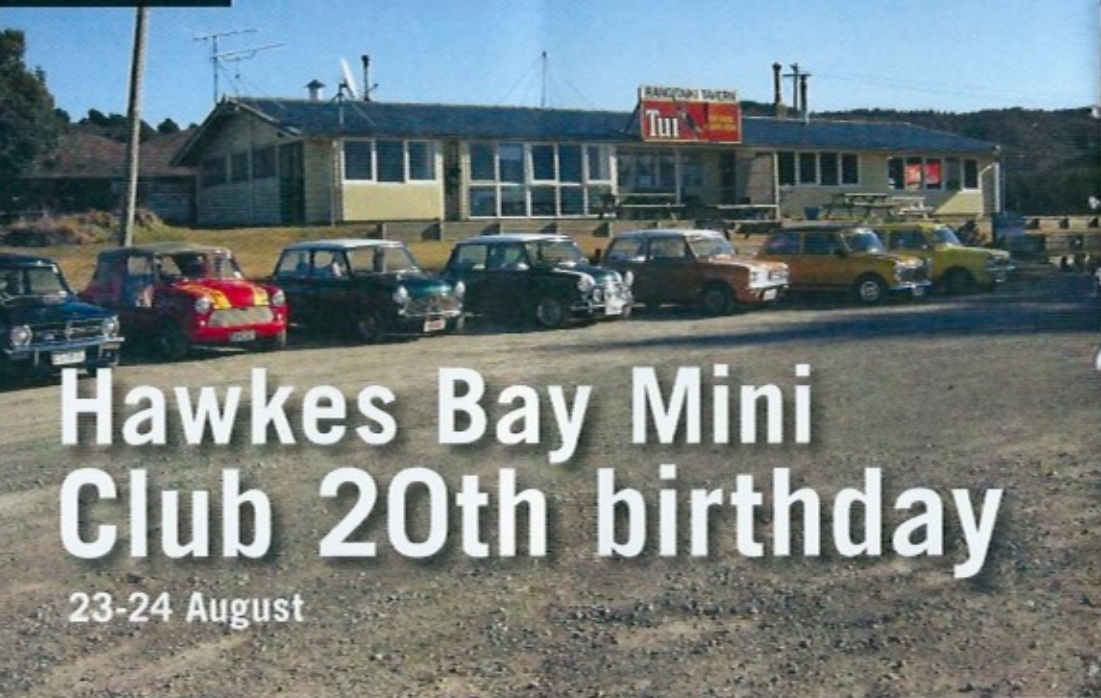
Second run on Sunday, and I thought I could use less caution on the flattish bits at the bottom and the top, being my 5th run. But it turned out to be an unimproved run, and I my time was 79 seconds.

Horsepower was the key issue of the event, and especially being a hillclimb. But traction was also an issue, and with hindsight, Yokohama A032's from Minibitz would have gripped better, remembering that weight and drive were at the wrong end of the car. The track is not cambered, so weight transfers need to be dealt with by your suspension set-up.

The crowd was very appreciative of the older cars, and the pleasure they provided. But above all, thanks to the Millens, and to the Thames Valley Car Club for scrutineering, marshalling and timing.

Chris McMurray





Hawkes Bay Mini Club 20th birthday

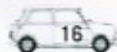
23-24 August

Alan & I left home Friday morning in our red convertible. Our first stop was Taupo to drop off a certificate and cup to Andrew Carter, for his 1st place in the Go Kart Challenge. He wasn't at work as he was sick, but we had a look at the cars for sale anyway. After some lunch we continued, we stopped at a lookout to view the Waipunga Falls then continued on to Napier.

We were staying with Helen and Steve Burgiss at their place near Hastings. We arrived about 4pm and it was definitely beer o'clock by then. We had a look around the workshop – Steve runs a mechanical repair workshop from home – with lots of minis on site in various stages of repair. We went out to dinner that night to a bar in Havelock North with a few Hawkes Bay members. We were joined by Rex and Murray after a

couple of phone calls to find the right place. Apparently a GPS will tell you to catch the ferry to get to Havelock from Hastings!! You need to put in Havelock North! A lovely evening was had by all.

Saturday we were meeting at a local Scout Den for the Show and Shine. Kevin Hollamby put up the Rotorua club flag in a tree. The show & shine was followed by a regularity trial. The weather was fine but the wind was rather cold. We had to hand in our watches and phones – so no one had any way to time themselves. We had instructions given for one of two courses to drive whilst being timed. Then you had to drive it again and try and match your time. The winner had the closest time, often in tenths of seconds. Then after a sausage sizzle lunch it was a navigation trial, run in



two halves around the Hastings urban area. We couldn't find the answers to a couple of questions but didn't get lost.

The evening started with a trivia quiz – way out of my league for detailed historical information of Minis. Dinner was then served – pizzas, salad, rolls and meat. Followed by the cutting of the birthday cake. They had planned to then show "The Italian Job" (original version) but most people headed off for an early night.

Sunday was motorkhana and precision driving at the AMP showgrounds. Helen, Steve, Alan and I arrived early to buy breakfast at the Farmers Market. Since we had the key to the gate to the paddock they had booked, we had a 'practice' before everyone else arrived. Helen and I jumped in the cars and had a play doing hand brake turns on the grass. Alan said I had a big grin on my face – well there were no cones to worry about – just plant foot and pull on the brake! We did have someone come over and ask if we had permission to be there hooning like that! The weather was again cold, with a few showers. Luckily the showers held off when we had the front half of the soft top off the convertible. Robin Greenland arrived in his truck and trailer (with his Elf on board). No sooner had he stopped than he realised he shouldn't have as the ground was a little soft. He found a helpful person with a Land Cruiser and had a gently tow out to harder ground. Throughout the morning there were 2 courses for the motorkhana (thankfully reasonably easy ones) plus 3 precision tests. After lunch there was prize giving for overall places – 1st someone from Rotorua, 2nd Rex Coubray (Auckland), 3rd Steve Burgiss (Hawkes Bay). Over the weekend they had

been selling raffle tickets, the prize was a handmade quilt. Now I never usually win raffles – well I did win this one. Now where shall I put this quilt? – most people said I would need it going home in the convertible.

We left Hastings about 1.30pm to convoy back with Rotorua and Auckland members. We stopped at the Rangitaiki Tavern for coffee/milkshake/beer. Then continued on to Taupo, where the Rotorua group turned off. We continued to Tokoroa for fuel and coffee. Back to Auckland via Cambridge and got home in the dark at about 7.30pm.

A great weekend with lots of fun, laughter, talking about minis and spending time with friends.





Galaxy of Cars Festival

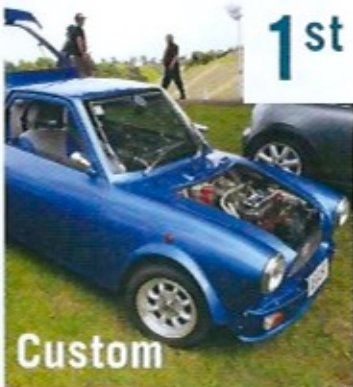
The Festival this year faced stiff competition on two fronts. The weather was very threatening with high winds and rain predicted, fortunately the rain kept away. A number of events such as the Auckland Nines and the Leadfoot Festival at Hahei taking place at the same time impacted on attendance.

The club had fourteen vehicles plus Simon's caravan, professionally arranged and gave a great impression. The clubs Show and Shine was judged very efficiently by members of the Auckland VW Club, grateful thanks to them.



1st

BMW



Custom

1st

THE WINNERS WERE:

Unrestored Classic Mini: Chris Roper

BMW Mini: Tony Maulder

Custom: Alan Murie

Restored Classic Mini: Brian Smith, Grant Bowyer

Modified: George Gray

Judges' Choice: Ray West



Modified

1st



Restored



Ray received a further accolade when his Monte Carlo themed MK1 was selected by Driven Magazine as its Car of the Show. It will feature in a forthcoming edition of the magazine.

The Festival winner was a beautifully restored pre-war Austin, and the club award was won by the Model A Ford Club, which certainly entered into the spirit of the event in era dress and scones and tea.

MINI MODEL SHOW

at the Mini Car Club of Auckland Club Night

Tuesday 7th June, 7.30PM

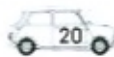
Bring along your model Mini collection - radio controlled, slot cars, plastic, diecast, classic & modern.

Prizes for best in class, fastest, oldest, smallest, biggest etc.

New Model Sales available, and bring along any Mini models for sale or trade.



COME AND SEE THE VARIETY OF MINI MODELS ABOUT!



Dyno Day

12th March 2016 at
West Auckland Engine
Reconditioners, Henderson



It's been quite a few years since the club has had a Dyno day. The last one I can recall must have been at least 10 years ago in Otahuhu somewhere.

Minibitz get their engine machining done by West Auckland Engine Reconditioners (WAER) and they have a rolling road dyno. So Simon talked to Eric the owner to see if they would be interested in putting on a Saturday morning session for the club where interested members could have their Mini strapped onto the dyno and it's given a couple of power runs to see how their engine is performing and get an idea of the power output at the wheels (WHP).

There is also the opportunity to see what's going on with the mixture throughout the rev range – is it getting too much or not enough fuel?

The only stipulation from WAER was that there needed to be at least 10 Mini's to make it worthwhile to get their dyno

technicians Shane & Daniel to come in for the morning.

WAER are known in the industry for their work on big HP V8's, particularly Mopar's so I think that this was a bit of a novelty to have Minis on their dyno.

The day started with a BBQ breakfast at Minibitz new premises in Corban Ave and after sausage, eggs & a cuppa brewed by Marion we followed Simon up the road to WAER where the Minis were put through their paces.

First up was Craig's Clubman racecar, this is Nissan powered and we were expecting big things, however although it had the most WHP on the day Craig was a bit disappointed with 100 WHP at 5400 rpm as he was expecting to rev out to 8500rpm and 165WHP - maybe next time Craig.

The rest of the Minis lining up were all A-Series of different capacities and varying modifications.

Russell's Aussie Cooper S sounded really good when it got on the cam at about 4000rpm.

The dyno guys were surprised when Jim lifted the bonnet on his Clubman and they saw the 8 port Arden head and twin sidedraft Webers sticking out the front. Jim confirmed that it has been bored out to 1430cc and it really puts out some power. Jim learnt that it wasn't getting enough fuel at higher revs which restricted it's power output and he later found that the problem was a regulator restricting the fuel pressure so he was pleased to be able to rectify this.

Grant & Brian's 1963 Mini mag cover car impressed us all, they had done some mods to the airbox which was previously restricting airflow into the twin carbs and were happy with the improved results.

There were a group of 1275cc Minis - KP with the Minibitz Mini, Simon & Deryck with their Yellow Minis & Phil Kane's Clubman Van newly kitted out with a 5 speed gearbox. Phil's was off song and they had to stop the run as it was not happy.

Another Mini to impress us all was Ian's lovely Mini Deluxe, the only 998cc on the day, nicely modified and great HP for the small bore.

And I was happy with the results with MINTED. The engine was a bit of an unknown when I got it but it ran really sweetly up to 6000rpm and although it's 1100cc the HP was very similar to the 1275's.

But the highlight of the day had to be Lee's supercharged Mini affectionately known as Seymour, it went past 90HP and was showing 113mph at around 6000rpm and was still going strong.

So a good day was had by those of us who put their Minis on the dyno and there were several club members who dropped in during the day to have a look and listen to the wonderful sounds of Mini's in action. And we all got to go home with our engines still intact.

Thanks to Eric and his team at WAER, they were most helpful during the day.

KevT



Owner	Mini A Series	Wheel Horse Power	Torque FTLB
Lee Norman	Mini 1380 Supercharged	90.9	97.3
Jim Banks	Clubman 1430 8port (2xSD Webers)	82.0	90.8
Russell Ness	Mini Cooper S 1275 (2x1.5 SU's)	81.1	76.7
Grant & Brian	Mini 1963 1330 (2x1.25 SU's)	63.6	75.1
Deryck Freeland	Mini 1978 1275 (1x1.5 SU)	49.5	63.6
KP	Minibitz 1275 (SPI)	48.9	63.3
KevT	Mini 1100 MINTED (1x1.5 SU)	47.1	58.1
Ian MacKenzie	Mini Deluxe 998 (2x1.25 SU's)	46.8	53.2
Simon Lodge	Mini 1275 (1x1.5 SU)	44.7	63.1
Phil Kane	Clubman Van 1275 (1x1.5 SU)		
5 Speed	37.5	60.0	
Non A series			
Craig Luxmoore	Clubman Racecar Nissan SR16VE 1598 EFI	100.3	100.1





Check your Pipes: Fuel Injection Problems

Stephen Broadbent



The JDM SPi Mini is a tight squeeze for tools and hands

The Rover SPi minis, particularly the Japanese Domestic Market (JDM) Minis with air conditioning are a masterpiece in sardine packaging combined with engineering. But rough running, misfiring and increases in fuel consumption can be hard to diagnose. The Rover fault code reader is helpful (if you have one!) in pointing you in the correct direction

but the faults codes can often be related to sensors, or poor connections. However there is one basic first check that could not only save you hours trying to trace down the cause but it can also save your Donkey (engine ;-).

Now, there is one issue you're going to face, space, or lack of it, any dropped tools, nuts, bolts or screws are probably going to be gone for good if you drop them. Take note and before you pull anything to bits think about how you're going to pull it to the surface once its undone.

Unlike the MPi Minis the SPi models use small capillary vacuum hoses that link to the back of the inlet manifold to provide a vacuum for running the warm air valve and a manifold pressure (MAP—Manifold Absolute Pressure) to

the computer (ECU) which controls the fuel / air mixture. What I learnt recently was that a missing vacuum signal plays serious havoc with these ratios. No vacuum into the computer basically turns your fuel injector into more or less an open tap. My misfire started as a cough now and again which turned into what sounded like a lost spark or two. Followed by backfiring and black soot on all the plugs. There's lots of forums to troll through, add your input and read through others experiences. However, like everything on the web there are lots people with opinions rather than facts. After dismantling the throttle body, stepper motor, injector and checking all the plugs, coil, distributor caps and leads many hours had been expended with no avail. The last forum link I found related to the vacuum capillary pipes.



On the SPi Mini's you'll find four of these, they have right angle rubber ends and a flexible plastic capillary tube linking

them. There are two that run from the Inlet manifold, one to the ECU computer MAP sensor via a fuel trap and the other to the base of the air filter enclosure with a third running to the hot air valve. If any of these are loose, missing or cracked a false reading will be fed to the computer resulting in a difference fuel / air mixture based on engine load and speed.



Access to the reverse of the inlet manifold is severely limited, once the three bolts securing the air cleaner are removed then it can be lifted from the throttle body. Remove the capillary tube from the air cleaners base and place the cleaner to one side. You will now be able to reach down the back of the throttle body and feel your way to locate the two capillary pipe connections on the rear of the manifold. Simply pull these off noting the order, left to right on their location.



Check their right angle rubber couplers for any wear or splits, note that they do get brittle with age so for the sake of a few dollars I suggest that if you are unsure then just replace them.

Next follow the path of the capillary tube to the fuel trap and then onto the ECU and remove both of them. Again check their condition. Lastly check the air cleaner and hot air valve tubes, if in doubt replace them.



Once you're satisfied that the parts are all in good condition or need replacement then put it all back together being careful not to pinch anything. If you've

replaced aged parts you'll be surprised how different the car starts and runs. Hopefully this little tip will not only save you time but also money.

There's also a lot of confusion about later model MPI cars. The SPI cars were sold in Europe and Japan between 1993 and 1995, the European market gained the MPI cars with improved emission controls in late 1995 through to 2000 with some late registrations in 2001. The JDM cars continue to retain the SPI setup with a modified coil pack rather than a distributor. In New Zealand most of the late cars are JDM imports with very few MPI cars coming from mainly the UK or sold new in NZ. You can identify the differences quite simply.



If the car has air-conditioning it's probably a JDM import. Firstly check the plastic oval shaped air filter for the injection wording moulded into the top. The ECU should be on the left of the engine bay when viewed from the front. Under the air filter to the left hand side there are two metal fuel feed and return

pipes leading into the throttle body, the radiator is also side mounted, these are SPI cars. Now check for a distributor and coil, if present these are the 1993-1995 vintage. Cars that have the SPI throttle body, side mounted radiator but a coil pack in place of the distributor are JDM cars. They use the later MPI block but retain the SPI fuelling setup.



Euro spec and NZ new MPI cars have the same plastic air filter casing but will have a front mounted radiator, expansion bottle, Oil filter mounted directly onto the block, coil pack and two injectors on top of the inlet manifold directly before the inlet port. The ECU is of a smaller design and the MAP sensor is fitted directly to the inlet manifold with an electrical signal fed to the ECU deleting the need for the troublesome vacuum capillary pipes.

The last note is that it's not uncommon to see the fuel injection ditched for a carb, this is fairly easy to achieve on SPI cars with distributors, a fuel pressure regulator is required to limited the pressure from the fuel tank mounted electric fuel pump. However when injected cars are running well they offer easy starting, smooth idle, good performance and low maintenance. Electronics are reliable with most faults relating to wiring or sensors.

MUD FEAST APRIL AUTOCROSS.

Yes, the heading says it all.

I headed up to Auckland Saturday afternoon from Taupo and stayed with Mike and Jan Bates. It was great to spend some time with friends before the Sunday Autocross at Aka Aka. With one eye on the weather I drifted off to sleep only to awake to rain in the early hours of Sunday morning.

The forecast was not good and I could only hope that it did not get any heavier.

With the rain holding off I headed out to Aka Aka to meet up with the others from MCOA and Minis Waikato.

It was decided to keep the event to 3 courses as the forecast was not good with the ground already sodden. We were keen to get this round in as it was the last in the current inter-club battle. First round was not to bad with the surface holding up. Slippery was an understatement with car control, not speed the ultimate goal.

By the end of the second round more mud than paint was showing as the surface quickly deteriorated. The rain continued to hold back with just the odd sprinkle.





Lunch was had before round 3 with a bbq sausage under the club tent. With one eye on the weather we charged into the final round. A skid pan had nothing on the state of the grass by now. Any straight line driving was more by accident than plan !

The photos will bear witness to the final colour of our cars.

Once loaded I headed back to Mike and Jans. It was raining by now so a quick pit stop to waterblast the car before leaving a farmers paddock behind me on the road back to Taupo. Auckland took out the day (just) with myself coming fourth (hence this write-up)



“Thanks to Kevin, Gary and Catherine,
Paul Crispe and Keith for running the day.
Muddy, although a lot of fun.”

Cheers Chris

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