

MiniScript

November 2010



An Alternative to a that Water Feature...

Cotswolds Car Museum, Boughton-on-Water—Michael Hall

MiniScript

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CLUB REGALIA

The Club has many items for sale, as listed below. If you wish to

purchase an item, please contact Sue Elliott 93367037

40TH ANNIVERSARY ITEMS AVAILABLE

Prints	\$35
Prints block mounted	\$50
Coffee Mugs, embossed with Old & New Logo each or 2 \$15	\$8
Stubby Holders	\$5

New club shirt beige with blue collars \$25.00

Presidents Page.

Hi once again and welcome to Miniscript. There has been a bit of a gap between issues but our Editor at Large (no longer the large editor!) has been traipsing all over the World just to get you interesting articles. Even the Pres and Treasurer have been to Queensland since the last issue, we took time out from our holiday to attend the Qld Mini Club's annual show-n-shine which just happened to be on whilst we were there. We met up with Andy Whitlock, a MCC member who at the moment lives in Brisbane. There were about 70 cars on show in the grounds of a local Public School, the one our Daughter in Law had attended as it turned out. There were a couple of very nice stock Minis including a Mark 1 & 2 Cooper S s belonging to two brothers, very nice resto jobs. There was a Honda V-Tech engined road car that had been featured in Mini Experience; it was a beautiful piece of work. The guy obviously made carbon panels for sale as well, you could get a race bonnet that weighed 900 grams, the road version was about twice that, not sure of price but his car was full of it.

We have just finished another successful year of running the WA Motorkhana Championship; these events provide income to the club as well as giving lots of people a chance to compete, especially juniors and so I urge you all to support them as much as possible. The presentations for the 2010 Championship will be held at a breakfast on 21st Nov at the Swan Yatch Club on the river near Freo. All are welcome. The Club is also helping out at the Meelup hillclimb of the 7th

*MINIS IN SHOW AT
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Nov, Brent Matthew's Mum Lynne is one of the organisers and asked for a hand so we obliged, if you get a chance come along for a look, it is a long drive but a good excuse for a weekend away.

Jim Newell, Ross and Scott Bennet made their annual trek East for the National Motorkhana Championship in Bendigo, unfortunately this year we did not get a repeat of last year's success, our best result was 4th. 2011 will see the National Motorkhana Championships being run here in Perth hosted by MCC. The event will be a highlight of the year, to be held 1st-2nd October at the RAC Driving Centre. Please make a note in your diary as will be looking for helpers, Competitors this is your chance to become an Australian Champion so be sure to attend all the events leading up to the Championships to hone those skills.

You may have seen elsewhere that we are intending to have some Minis in show at the Festival of Speed on 28th Nov at Barbagallo. Details will be sent out when they are know. This will be a chance to see and most importantly hear an F1 car at speed, I offered to race Mark but he didn't want to look bad so he knocked back the offer.

On a personal note I will be having my troublesome left ankle replaced on 8th Nov, I am getting whittled away. I hope to be able to get to most event in Nov-Dec with the aid of my driver and some crutches, no Mini driving for a while I'm afraid.

Till next time, safe motoring

Ted Curr

President



*Mini, Trabant & Beetle, Cold War Exhibition,
RAF Museum, RAF Cosford.*

Michael Hall

Editors Etchings

The evolution of the new Mini WRC effort is fast moving forward. We now know that for \$600,000 or so you can buy yourself a Countryman to rally – and be the first in our club to do so. We know that Kris Meeke has been confirmed as a driver and that Marcus Gronholm has commenced testing the car. The Countryman WRC was shown at the recent Paris motor show, and the road cars are now traversing the roads in Britain. All this you can get from the newspapers.

On my recent trip to Britain I managed to visit Prodrive and saw a prototype of the new rally car (at least that was how it was described) but sadly no pictures were allowed. I suspect it was actually a pre-production car (had standard wheels etc. fitted) with the roof cut open like it had seen a giant can-opener to allow the roll cage to be fitted, preparing for the rally cars to come. The rooms once used to build Subaru WRC motors (and still used to service existing cars) were clearly being prepared to make the new Mini WRC motors in higher volumes than previous rallying efforts had seen – and a number of dust covers hid some of these very motors. Rest assured, this is a genuine effort from a top rank equipe. If you are anywhere near Banbury make the trip – I got to sit in a Colin McRae driven Subaru WRC, an early BMW M3 race car and an Aston Martin DB9 Le Mans racer. Also on display were a BTCC Mondeo, Honda F1, the Prodrive road car (one off) and numerous other cars prepared by Prodrive. We visited the engine building room for Aston Martin's current Le Mans racers, saw the cars in pieces preparing for Silverstone, gearbox assembly etc. Interestingly, Prodrive have appointed a couple of electricians from the U.S. as they are finding it hard to find suitably skilled people in the U.K. – a symptom of a lack of engineering focus in British education.

Later in my trip I wandered past the Cotswolds Motor Museum at Boughton-on-Water & saw something for my garden – a Mini shaped garden centrepiece on a 1:1 scale (see cover). Just the thing, say!! An original Mini was parked beside it, for sale and next to that was a line up of 5 Bond Bugs from their car club (one exists, really) visit-

ing. In the whole world there can only be one car odder than a Reliant Robin and this is it – a wedge shaped, motorbike engined car with a one piece flip up “door” for the two occupants.

In London, the Victoria and Albert collection was on Kim's list, but when I was asked to leave my camera bag in a cloak room - which did not appeal - and scanned the exhibit list realised I wasn't overly interested in seeing more artworks and antiquities. So I left her to it and wandered into the Science Museum next door instead. Well worth the visit for anyone interested in science, engineering and transport – remember the pictures of the Mini cut in half for a motor show and used in brochures? Well, the (half) vehicle still exists and is on display in the museums ground floor. I should state that I had seen plenty of antiquities and art works during visits to other places, especially the Ashmolean in Oxford – named after a fella with the surname Ashmole – a name I for one would love to hear Sean Connery say....

My holiday also took in the Battle of Britain 70th Anniversary air show at Duxford. Seeing 16 Spitfires whirling around was a real highlight (plus 4 Hurricanes and an ME109 earlier), but for me the standout was seeing the Lancaster in the air. The show started with the Red Arrows and closed with the French stunt team, and in between everything from biplanes to the latest front line aircraft – a terrific 4 hours with the chance to look through the aircraft and tank museums of the Imperial War Museum in the morning. A few days later we were walking through the Somme battlefields and D-Day landing grounds. In Pontzier there are the remains of a small windmill – a mound as high as a man and a piece of land less than half an acre – and over 3,200 Australian war dead lied buried on the other side of the road from their successful efforts to take this from the Germans during WW1. And being in the right part of France – we did a run down the Mulsanne straight at a slightly slower pace than on race day.

Michael Hall



Half a Mini, Science Museum, London.

Michael Hall



Service **bulletin**

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FOR THE ATTENTION OF SERVICE & PARTS MANAGERS.

WINDSCREEN 'DOUBLE VISION'

This is a phenomenon associated with curved inclined windcreens and to avoid the unnecessary changing of glasses, careful consideration should be given beforehand to the details of any complaint of 'double vision' you may receive.

There is absolutely nothing abnormal in the appearance of secondary or 'ghost' images of oncoming headlights, if these gradually merge with the main source of light as they grow nearer, and no improvement could be expected from a replacement glass.

As from this date, claims under warranty in connection with 'Double Vision' complaints will not be entertained. Really difficult cases may be reported to Service Department and will be treated on merit but in the majority of instances it will be found that owners will be reassured when they have had the apparent defect explained to them.

N. Prescott
Service Manager.

CARS

ALL
MODELS

GN/36

10.5.63

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1

Courtesy Steve Bruce.

Sports Torque

It's about time I hear you say, but Sport Torque is back !!

Hopefully I'll be able to keep up the momentum and send stuff to Michael on a regular basis.

I'm a bit out of touch with regards Minis in the Speed Event Series and other disciplines but I can bring you news from the Motorkhana scene.

Perhaps someone competing in the SES can send Michael an article for inclusion in future Miniscripts.

Anyway, here's the latest Motorkhana news.

For those that don't know, a Motorkhana is a motorsport event that tests the skills of the driver to negotiate a pre-defined route around a set of markers.

Tests are approximately 200m in length and are contested one car at a time with the lowest elapsed time determining the winner. Time penalties are received if the vehicle hits a marker or the driver goes the wrong way around the markers.

Controlling understeer and oversteer are important skills that are learnt and as skill level and confidence is gained the use of the hand-brake to achieve sharper turns can be beneficial.

A normal Motorkhana event would have between 8 and 12 different tests with the times for each test (including any penalties) added to determine an event winner.

Different classes based on the wheelbase of the vehicle allow drivers to compete against drivers of similar sized vehicles. Everything from a Mini to a Commodore can compete.

The Mini car Club currently runs most of the rounds of the WA Motorkhana Championship. There are two venues that are used: the ex DTEC training area (behind the Tiger Kart Club, Neerabup) and the RAC Driving Centre (Grogan Road, Intl. Airport)

OK, so here some recent news from the Motorkhana scene.:

PromoKhana (October 24)

Last Sunday, the Mini Car Club ran the last event of the 2010 season; it was a casual Come 'n' Try event to introduce some new people to the sport. We were also trialling the concept of having different and more flowing tests for the "Club Only" entrants in next years State Championship rounds.

Each State Championship round have a lower tier of entry called "Club Only". This was introduced a number of years ago to give people the opportunity to compete at a Motorkhana at a reduced cost because they weren't gaining any championship points.

A common criticism of the State Championship events is that there are tests with reversing elements. We can't do much about that for the State Championship entrants, but we can for "Club Only" entrants!

Starting in 2011, "Club Only" entrants will have a separate set of test diagrams. The tests will share the same flag layout as the "State Championship" tests, but there will be no reversing and some of the tighter sections requiring handbrake turns will be made less tight.

We hope that this concept will encourage more clubs to use the State Championship events as part of their



Ross Bennett

club championship and also give beginners more of a stepping-stone up to the State Championship.

2010 Trophy Presentation (Sunday, November 21)

Along the lines of last years function, the Motorkhana Trophy Presentations will be part of a breakfast get together.

Put Sunday, November 21st in your diary; we hope to see you there to pay tribute to the officials that ran the events for you and of course to celebrate drivers' achievements.

We're planning on a 8:30am start for those who want to join us for breakfast; with the trophy presentations at about 9:45

The idea of having a breakfast function is to make it a bit more family friendly ; because we are getting into the silly season, having an early function should allow people to get to those lunches etc..

This year we will be avoiding any problems with waiter service by going somewhere with a buffet menu. This also has the advantage of more food!

We have booked the Swan Yacht Club, East Fremantle (map below). I would ask that you RSVP (e-mail motorkhana@minicarclub.com.au or phone Sue on (93367037) so that we can ask the SYC to put aside a suitable area for us.



Scott Bennett

2010 National Motorkhana Championship

Three WA drivers travelled to Bendigo, Victoria to represent WA at the 2010 National Motorkhana Championship. They were Ross Bennett, Scott Bennett and Jim Newell.

Unfortunately Scott got off to a bad start by going WD on the second test and then hitting 2 flags on the Paddy. He did however redeem himself by posting 9 fastest times; however this wasn't enough to defend his 2009 Championship win.

Jim had a much better event than Scott, coming 4th behind the Collier brothers (NSW) in their Renault RWD special and David Beames (SA) in a Mini Special. Ross had a good event too and was a close 5th just ahead of Scott.

I hope to have the results available to post on the Motorkhana a WA website (<http://people.aapt.net.au/~dselliott/>)

Dave Elliott



Jim Newell

2010 Australian Motorkhana Championship event - Bendigo

Titled the KYB Shock Absorbers Australian Motorkhana Championship the 2010 AMC was held in Bendigo on October 23, 2010 (yes Saturday) and attracted 81 entries including three from WA. Scott and Ross Bennett and Jim Newell.

Scott and wife Nicki flew in the day before the event to meet Ross and Jim who trudged across the Nullabor for about the 25th time, towing the cars. Due to venue restrictions the event was conducted on Saturday and not Sunday which is more usual. Practice and scrutiny was held late Friday afternoon. Despite the threat of rain the surface was dry after the first test on Saturday and the weather remained fine all day.

Scott started the 12 test program with fastest time by far on the first test (Gate Slalom) but uncharacteristically suffered a 'wrong direction' in the second test (Bull's Eye). For someone who rarely WD's a test it came as a complete surprise to himself and the rest of us. Knowing that he had blown his chances for the title Scott set about having some 'fun' for the rest of the day and reeled off fastest time after fastest time for the rest of the day.

Nine out of 10 tests in fact. Paddy (his favourite test – or was) would have been another but he hit a couple of markers. At the end he had clawed his way back to 5th place outright, 0.30 secs ahead of Ross in 6th and 2.5 secs behind Jim in 4th

The Paddy was a disaster for many competitors with 38 markers taking a hit during its running. This assisted the WA competitors to improve their placings at the end. Overall 125 markers were hit during the day (1.5 per competitor).

Ross, despite struggling physically with bad flu symptoms, was very competitive all day, but a hit marker in the Forward and Reverse Slalom dropped him from 4th to 6th at the end, only 0.3 sec off being able to laud it over Scott for the next 12 months. His times were very close to the eventual Class F winner, Dave Beames SA, who didn't appear to put a wheel wrong all day.

Jim, another of the 'walking wounded', credited his speed to the need to be on the tests for the shortest possible time and back close to the ablution facilities to appease an upset stomach. A 'clean out' and 'clean run' proved to work however, and with others falling aside he was able to progress up to 4th outright and 2nd in class at the finish.

(continues next page)

Overall the disappointment of Scott missing out was offset to some degree by the strong result for WA with all three in the top six.

All WA competitors were invited to run in the Top Ten Shoot-out (Hopkirk) with Scott winning on 22.07, Ross third and Jim 6th.

Results:-

Outright –

Andrew Collier	NSW	Renault Special RWD
282.55		
David Collier	NSW	Renault Special RWD
286.85		
David Beames	SA	Delta S - Mini Spl
288.96		
Jim Newell	WA	Delta SS – Subaru Special
295.79		
Scott Bennett	WA	Turben Special – Mini Spl
298.29		
Ross Bennett	WA	Turben Special – Mini Spl
298.59		

CLASS F:-

1st	D Beames	SA
2nd	J Newell	WA
3rd	S Bennett	WA

Full results showing times and other classes can be found on the Motorkhana WA website.

Jim Newell

