

# MiniScript

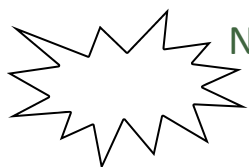
January 2011

Do Not Forget—Membership expires 31st December—if you have not renewed then any concessional license cars will now be unregistered.



Above—Kings Park 2011

Left—Paddy Hopkirk in the new Mini WRC—his thoughts on page 4.



Next club event—19th February drive to Fish and Chips at Mundijong. Details page 7.

# 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.

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### Stop Press !!!

Congratulations to Brent and Elicia on the birth of a baby boy....  
Cameron Matthews.



Happy New Year and welcome to another year with the Mini Car Club WA, this will be our 47<sup>th</sup> year, time to start planning a 50<sup>th</sup> party! (we will get around to that I am sure). I am back on deck after my ankle operation and gave the new ankle the first real test last week by actually driving the Mini. 2010 will have to go down as the year I drove the Mini the least, not because of any problems with the car but with my mechanical problems. I did appreciate the presentation of the Mechanical Mayhem trophy for my structural failures during the year, lets hope 2011 is better. I did get to discover the handiest thing you can have in Perth at Christmas though, it is a Disabled Parking pass, I needed it but it was still handy. Being at wheelchair height in shopping centres gives you a new angle on life if you are as tall as me.

2011 will be a big year events wise as we host the National Motorkhana championships in October as well as running most of the State Motorkhana rounds and helping out at Targa West, several of our members are also involved in various other forms of Motor Sport around WA and some even travel to the East to compete in events such as Targa Tasmania. During the year I will be calling on members to give us a hand at these events so please give it some thought, any day at a motoring event is better than sitting at home staring at the lawn thinking that you must do something, get out and then your conscience will be clear (works for me).

Members have been busy on the vehicle front as well, Dave Irvine has sold his Cooper S (went to Melbourne) whilst Dave Elliott's Subaru Outback lunched its engine down South resulting in a new short motor being required.

We are actively pursuing various Car Clubs in Perth to try to get more starters at Motorkhanas, highlighting the low cost, low risk and the fact that kids as young as 12 can enter, pass the word around your friends and encourage them to come along, we even have a Come and Try event on the 27<sup>th</sup> Feb that will be

cheap to enter and newcomer friendly.

I noted that MINI had entered the Dakar with some "Countrymen", seem to be a variation on the BMW X3 factory cars, not much MINI in them but they along with the new WRC cars will be sure to elicit interest from the general public. I see that one of the Dakar MINIs was destroyed on the rest day when they took it for a demo run, might be a driver looking for a new gig and a PR person looking for new undies.

In summary, welcome to 2011 and lets all join in to make it a great Mini year.

Ted Curr



*Sue Elliott presents  
Ted Curr with the  
Mechanical May-  
hem award for the  
failure of parts of  
his own body!*

**New CAMS competition license forms available from  
[www.cams.com.au/en/Forms/Competition\\_licence\\_forms.aspx](http://www.cams.com.au/en/Forms/Competition_licence_forms.aspx)**



## Editors Etchings

As I type this we are in the midst of the summer months and there are not many evenings which don't qualify as "Moke weather". I always compare driving a Moke on a warm night to taking a warm bath—enjoyable, pleasant temperature against your skin and relaxing. Well, until you come to a tight corner and give it some "squirt" anyway. The Moke, not the bath—the water would just go everywhere, obviously! And the old girl sure gets some looks—more than the new Aston Martin Rapide four door I went past on the way to our Kings Park BBQ, though what a great family car I thought as I went past.

On the WRC front we have now had confirmation that Dani Sordo will be driving the Mini in the WRC along with Kris Meeke. News also came that the first person to drive a new Mini in a rally will actually be a Portugese privateer (from memory) - so we may see Mini's on rally stages a bit in advance of announcements.

Another item of interest that I heard whilst talking to Gary at Triking Models is that another Bathurst Mini model may soon be coming our way. Biante are seeking interest to make a 1:18 Paddy Hopkirk Mini, not the winning year but a car that was entered with shamrock stickers on the roof. Could make a nice addition to a collection.

Of some interest perhaps was when I went to see Wild Target recently - a very enjoyable English movie with Bill Nighy as a hitman who falls for his target - I enjoyed seeing an original Mini as the star car. Without destroying the story it endures being shot at, chased through a multi-storey carpark into the streets of London before making a get away with our three "hero's" inside. A very enjoyable, funny film if you have chance to see it.

And finally—as I have said before this magazine can only be as good as the content. Please send in any articles, photos or such that you can to make the magazine better than ever.

Michael Hall

**In the 1960s, Northern Ireland's Paddy Hopkirk became a national sporting hero for his giant-killing achievements at the wheel of a Mini Cooper S rally car.**

Last week, 47 years after his landmark victory at the 1964 Monte Carlo Rally, Hopkirk took a ride in the firm's latest rally challenger, the MINI Countryman WRC, alongside factory team driver Kris Meeke.

Hopkirk, 77, strapped into the co-drivers seat for three laps of the adverse handling circuit at Prodrive's test track in Warwickshire, UK, and afterwards talked to wrc.com about the experience:

**It's been a few years since you sat in a World Rally Car - how did you enjoy the ride?**

"It has changed a bit - but then again a lot of it hasn't changed! Kris is very good, very smooth and it was most enjoyable. The one thing he had that was very different was a big digital number telling him which gear he was in. That would have been useful in my day, but of course we didn't have as many gears. Another big difference is he doesn't touch the clutch - he was always braking with his left foot. The handbrake is probably used more than in our day. He uses it to set the car up at high speed - while we would have only used the handbrake on very slow corners. The grip is terrific. Now I'd like to have a ride on the loose."

**Would you like to be behind the wheel yourself?**

"No, I wouldn't thank you! I wouldn't mind trying it when nobody was looking, but as you get older your reactions get worse, you sight goes, everything goes, and you don't want to make an idiot of yourself. A few of my friends have done it and hurt themselves and I don't really want to do that."

**You must be happy to see the MINI name returning to rallying?**

"Absolutely. And I hope Mini will bring rallying back into the public eye again, and people who owned a Mini way back then will hope this new MINI wins. Back in those days it [rallying] was front page news; it wasn't seen as just motorsport. We were driving for our country - it was more like the Olympics. There were 27 million viewers when I was on the [television] show, Sunday night at the Palladium! Kris is a good ambassador for the sport; he can speak much better than I could and he's a qualified mechanical engineer, so he knows what he is on about."

**Your rallying successes with the Mini really captured the public's imagination**

"When I won the Monte, I had a telegram from the British prime minister and another from the prime minter of Northern Ireland. Of course it wasn't just me, I was lucky, I was a competent driver and we had a wonderful team. The car was a little cheap family saloon that Alex Issigonis designed as the district nurses' car. And here it was beating cars that were much more expensive, and big teams like Citroen, Mercedes and Ford. It was becoming the 'in' car to have and [Mini motorsport guru] John Cooper used to say, if you drove up to the big house there were two Minis outside; the ordinary Cooper that belonged to the cook and the Mini Cooper S that belonged to his Lordship. So it became a sort of classless car, the Royal family brought it and everybody else, it was great."

**How do you rate Kris's chances this year against the current crop of WRC drivers, including Sebastien Loeb and - like in the 1960s - a selection of rapid Finns?**

"Back then the Scandinavians were left foot braking and were used to driving on snow and ice with studs, much more than we were. But nowadays I think most of the top drivers are very equally competent. I think Kris is terrific, I really do. I think he is smooth in the car so he will get good results. Also, being an engineer he will be able help develop the car and I hope it will help the engineers at Prodrive and at BMW to do a proper job."

## Sports Torque

Geez, wonders will never cease...another Sports Torque for MiniScript. Michael's good at getting articles out of people.

Seeing as it's the beginning of the year I thought I'd regurgitate some info that I used to publish in the first MiniScript of the year. It covers the various types of motorsport available in WA for those wanting to use their road-going Mini or MINI.

A lot of Mini Car Club members are actively involved in many forms of Motorsport, whether it is in the driving seat, in the navigator seat or as a volunteer. We have members that race their Minis at Barbagallo Raceway and compete in International and National Tarmac Rallies such as Targa Tasmania and Targa West. Most of our members however compete in what we unofficially call "Clubsport".

"Clubsport" is another name for "grass roots" Motorsport. This is Motorsport that any club member can get involved in cheaply, with very little or no modifications to their Mini. Some drivers start in this form of Motorsport and move onto bigger and more expensive forms of the sport. Of course a lot more drivers are perfectly happy continuing to enjoy the friendly atmosphere of the very much cheaper "Clubsport".

To compete in these events you will need a CAMS license. These licenses can be a one-day "Come 'n' Try" licence or a yearly licence that costs about \$115 for speed events or about \$65 for non-speed. There are also junior licenses at a reduced price.

### Gumnut Rally, Car Treasure Hunt, Observation Trial.



Whilst not technically Motorsport as such, these events are a fun alternative to a Sunday drive. Using very basic rally route instructions the cars follow a set route, between these instructions there are questions to be answered (e.g. what no. is

Fern Cottage or what is the phone no. of Smith & Co.). In some events there are scavenges or "treasures" to be found (e.g. gumnuts, that's where Gumnut Rally comes from!!)

Questions, or should I say finding their answers can be quite difficult, hence the name "Observation Trial". The courses can be set in the suburbs or up in the hills and can be as short as 20kms or as long as 80kms. There is no set time for completing the course and the finish is usually at a picnic or BBQ area.

The Mini Car Club have run these as "non competitive" events i.e. no prizes etc. and for these events drivers do not require a CAMS licence.

### Navigation Rally, Navigation Trial

These events resemble the early type of rallies where the Mini was a World Championship contender. Unlike stage rallies such as Rally Australia, navigational rallies are not speed events (cars are penalised very heavily for arriving at a control too early) and more emphasis is put on accurate navigation.

The rally, usually run during the day, (or "midnight to dawn" for the masochists!) and are split into a number of stages. Each



stage has a set of instructions to get you from A to B. Instructions include Tulip Diagrams, Stick Maps, Shortest distance via map references or a simple itinerary etc..

You'll need a navigator or co-driver to help with the route instructions and he or she will need a torch or map-light (for night events. Because these are competition events both members of the crew will need to hold a CAMS licence.

Unfortunately there's been a huge drop-off in Navigational events. Numbers of competitors were reducing to a point where it was not financially viable for clubs to run these types of events.

There is a rumour that the MCC "Italian Job Rally" may be making a comeback in the next couple of years.

### Motorkhanas



Motorkhanas are competitions where drivers attempt to manoeuvre around a twisty course in the quickest possible time. The courses or “tests” are usually set up in car parks and are defined by witches hats or “markers”. Cars run singly and are timed, there are time penalties for hitting a marker or going the wrong way.

The Mini car Club runs most of the 5 rounds of a State Championship and a lot of our members compete in this championship in variety of cars. A number of different tests, some with an element of reversing, are driven during a State Championship event.

This year we are trialling a concept where alternatives to the reverse tests are available to those who feel that their car is not suitable for these types of tests. These drivers will not be eligible for Championship points.

Motorkhanas are an ideal form of Motorsport for the whole family. The minimum age is 12, and the car you bring can be shared by up to four people.

Because these events rely on accurate car control they’re a great way of achieving road and race skills. With practice you’ll be able to control that “lead foot” and your times and the life of your tyres will improve! Again, a CAMS license is required (remember, half price for under 18’s)

#### **Motorkhana Calendar 2011:**

##### **Beginners Motorkhana**

	<b>Sunday, Feb 27</b>	<b>Tiger Kart Club</b>
SMC round 1	Sunday, May 1	venue TBA
SMC round 2	Saturday June 4	Albany
SMC round 3	Sunday, July 10	venue TBA
SMC round 4	Sunday, Aug 21	venue TBA
Practice Motorkhana	Sunday, Sept 18	venue TBA
Australian Championship	Saturday, Oct 1 & Sunday, Oct 2	
	Perth Int’l Airport	

As you can see, this year is also WA’s turn to play host to the Australian Motorkhana Championship; a once a year two day event. The RAC Driving Centre at the airport is booked for October 1st & 2nd.

The plan is for this to be run with help from the 4 Mini clubs in WA. We’ll be looking for volunteers to help out at the event, and we’ll also be carrying out some training during the year at the State Championship events. The organising committee will be contacting the Mini clubs very shortly regarding this concept.

You’ll be hearing more about this prestigious events during the year.

For more information about motorkhanas visit:

<http://people.aapt.net.au/~dselliott/motorkhana.htm>

#### **Sprints and Hillclimbs**

These are the closest you get to racing that your CAMS level 2 licence allows. There is a successful Speed Event Series which comprises of about 12 events throughout the year, including circuit Sprints, at Barbagallo Raceway or the Collie Motorplex and Hillclimbs at various venues.

These are not races because you are driving against the clock rather than other drivers. Cars are started one at a time with enough of a gap so that cars do not catch each other.



Because these are speed events you should have a fire-extinguisher fitted (minimum is a small 1kg type) and there should be nothing loose in the car. You must wear long sleeve shirts and long trousers (or overalls) and a helmet (minimum AS 1698). Depending on how serious you get, or how fast your car is, a rollcage might be an idea, but it is not compulsory in these types of events.

#### **Regularity**

Regularity is another way to drive your Mini on a race track. These events are essentially re-enactments of historic racing. The Albany “Round the Houses” is a famous example. Because Minis are always a crowd favourite, the organisers are always keen for Minis to enter.

The competition is based on maintaining a consistent lap time; driving faster or slower than your nominated time incurs penalties. The winner is the driver who is best at getting lap times closest to his nominated time. In other words, you can choose how fast you want to drive.

To avoid it becoming a race there are minimum lap times for each category and you cannot nominate a time less than that; you can also be excluded if you are under this time.

#### **Drags at Motorplex**

The Southern District Mini Club advertise when some of their members are driving at the “Whoop Ass Wednesday” events at the Kwinana Motorplex. These are a great opportunity to see how fast your Mini is against other Minis. Keep an eye out on the MCC website forum for news of when they are going next.

For more information on Motorsport or Clubsport events contact Dave Elliott (Competition Secretary) on 9336 7037 or [DSelliott@aapt.net.au](mailto:DSelliott@aapt.net.au).



## FISH & CHIPS RUN

Saturday 19th February

The Mini Car Club & SDMC are going on a run to Mundijong for Fish and Chips in the early evening. Everyone is welcome. There will be a start point at the Monument in Freo. at 5.15pm., and a pick up point at Kwinana Beach at 6pm.

Those who have been before can verify that the fish and chips are great plus there are other items on the menu.

So we have an idea of numbers please register on the Forum or call Chris on 9592 2277.

### Trophy Winners.



Tony Syson -Social Champion (right, above)

The Club Champion (Winterbottom Trophy) was the Bruce Family (Left above).

The (Biante Trophy) Sports Champion was Brent Matthews (absent for good reasons).

And of course the "Mechanical Mayhem was Ted Curr (page 3).