



Club Magazine



That's what you get when kids have a go at your Mini.
A very nice job.

October/November 1999

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 November**

PRESIDENTS REPORT

40TH BIRTHDAY EVENT

WOW! What a neat event. 230 plus Minis came to our 40th Birthday celebrations.

The weather was absolutely beautiful and Mini's came from all over the North Island.

Our thanks must go to all of our Club Members. Everybody pitched in to make it a most memorable event. Our thanks also go to our Sponsors, for well over \$1000 in Sponsorship & prizes - Dunlop NZ, Bridgestone, Harper & Collins, Racepro and Rover BMW, (for their massive truck with viewing platform and fold-out awning), Murray Lockie Mini Servicing, Herb Morgan, McQuires, Colour Center, Classic Car Mag, Radio-Works & Auto Trader for running 2 full page adds, free of charge.

Special thanks to Bob McNeil of TV3, for doing the promo on Thursday evening, and follow-up on Saturday evening.

Everybody enjoyed the games and display at Albany and the convoy down the Northern Motorway, over the Harbour Bridge, and down Queen Street. The Saturday afternoon crowds couldn't believe so many Mini's could go down Queen Street at one time. From there it was onto the Domain for more photos and chit-chats. Once again, Thanks to all involved.

We are in a good state to run the Nationals on Labour Weekend 2000.

EL PRESIDENTA

WARWICK



Traffic jam at Cook Street.





TECH TALK on the INTERNET

After a search that took longer than it should have (isn't that always the case after you've found the problem and look back over your less-than efficient search) I found, or nearly found, the source of my electrical leak.

Evidence: there is an electrical "leak" that would slowly discharge my battery. Placing an ammeter in the circuit between battery negative terminal and ground, I found that there is a continuous current flow of 150 mA. As a fact that can cloud the search, I observed that when the ammeter was left in the circuit for a period of time, it would aperiodically, and inexplicably, jump to 1 amp to 1.5 amps, and then right back down to 150 mA. Removed all the fuses. Still "leaked".

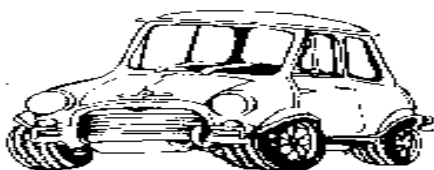
Removed the intercooler, still "leaked". Oh yea, that's irrelevant, except that it blocked access to the solenoid. Removed the starter motor cable from the solenoid, still "leaked". Removed all the wires connected to the solenoid, still "leaked". Uh oh, this looks bad.

Removed the cable from the plus side of the battery and measured the resistance

from the cable to ground. Should be a katrillion (my 7 year old son's word) ohms to ground — nope, ten (10) ohms!!!! BAD! That would explain the 1 amp to 1.5 amp reading, though not the 150 mA.

Nonetheless, anything less than, say 10,000 ohms is a problem. It was 9:20 PM and I had to quite for the night. So tomorrow, it's under the car to remove the cable and replace it. At least I found my problem, even if it was hours I would have rather spent doing some other more useful task.

Cheers,
Dave



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From our correspondent Paul Sloodweg at Silverstone.

First the DOWN side.

We arrived Saturday around 6:30 and immediately fell foul of the <dumb> marshalls/stewards that were 'organising' entrance etc. I arrived with the No. 5 Area sticker in the window (The Set) and instead of being allowed in etc. was waved off to one side, while other cars were being allowed in!

We parked off to one side only to be moved on by some little hitler (LH) in a van. They were trying to herd us off to one of the general carparks. Later the same idiot nearly ran into the side of a 'original' seven - much to the annoyance of the owner. An interesting slanging match ensued with LH trying to throw his weight around. Eventually we were allowed in. I followed the signposting until directed over a bridge by one of the site marshalls towards the central MINI 40 display (i.e. area 16) instead! In fact, over the entire weekend, the marshalls showed endless disinterest and stupidity towards the different display areas etc.

I must echo some disappointment - as has been mentioned before, the show was VERY children un-friendly - fortunately my two are that bit older, but I think they were still a bit disappointed by the lack of entertainment for *them*. My other BIG beef is with the Rover 'New Mini' feature display - SH!T. All they did was wave a few lasers over the



Relaxing at North Harbour Stadium

car and flash some spots at it. I didn't see the whole car lit at all. It looked smaller than I expected - obviously the magazine pictures etc. had led me to expect something bigger. But, I am still NOT convinced - I think Rover insulted us by not giving us a better look at the car - they clearly don't feel the need to 'con-

vert' the mini enthusiasts - I suppose they expect us to simply follow the Mini badge. Watching the 'voting' on the way out I expect Rover marketing will get a bit of a shock at the general lack of positive response.

It wasn't until late on Saturday that I managed to find the Wildgoose display - all the way over the other side of Silverstone! The organisation of club stands was piffiful. There was loads of space in the 'International Clubs' area all weekend! I think Rover should not have hijacked an event but should have held their own. Then they might have put more into it. As it was, the 'Mother of all parties' we've been promised never really materialised - at least not from Rover.

The FoxFM party may have been big and wonderful, but that was *their* event. On Sunday, it was noticeable that Rover had finished with their involvement. In the Heritage tent a number of displays went 'missing' (e.g. AOK was no longer there) and the Rover hospitality unit was empty. There was no more Mini racing and the crowds that were arriving were there

either for the Summerfest or the GT racing. (I found some people wandering around the autojumble when one of them complained that "they didn't even own a Mini so what were they doing looking at parts?") If it hadn't been for the fact that I'd committed myself to displaying in The Set and that I wanted to be there for the Mini7 draw, I think I would have left much earlier on Sunday.

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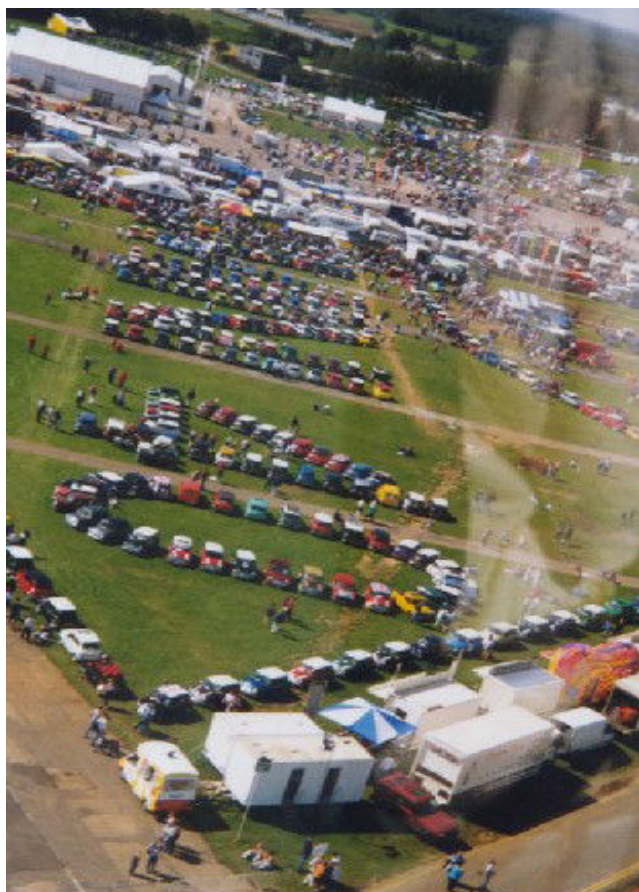


Silverstone from the sky.

Now the UPside (and that's what counts)

It was really nice having the car in one of the displays. I have never had a car on display before, so I put a lot of work in to have the car look as good as possible. On Friday PM I was in a borrowed garage to finish off some painting and tarding up. That is one job that can really grow on you - the more you fix up the paintwork, the more you notice the little blemishes that need taking care of. Because of this I decided to leave for Silverstone on Saturday morning. Up at 5am to be ready for 6am departure to avoid the crowds. No problem - arrived Silverstone 6:30 as planned - no traffic, no crowds.

When we got to The Set display we had about 30 minutes to wait for someone to come



Mini 40

along to work out where each car was planned to be parked. I then proceeded to T-Cut and polish the whole car to get it to look its best. The result was pleasing, not least because quite a number of people that checked out the display area took a real interest in the car, with even a few compliments thrown in about the fact the car looked so well! :)

[p.s. although if I catch the b@st@rd that keyed the passenger door on Saturday night/Sunday morning...]

On Saturday we went looking around the various displays and I did a bit of shopping for a small list of parts I wanted. The only thing I wanted that apparently no-one was stocking was 'standard' shock absorbers. They all had the bloody expensive adjustables etc. but no standard shocks. In the end I did get a set of front ones from Mini Mine (who have some *great* lines of hard to get parts).

So I ended up not spending too much. Biggest expense was a 1yr subscription to MW :) We watched a little racing, but missed most of the Mini racing, unfortunately. I didn't catch a whole Russ Swift display, but did see some bits, including the Mini-on-two-wheels display for the camera. Much more interesting was that during this display a man ended up standing next to me and started to make conversation. I was sure I recognised him (and that I knew who it was) but not sure enough so, as the conversation tailed off I mentioned to him that he looked familiar and he told me he was Alex Moulton! So I quickly arranged a photograph with him and then had a pleasant conversation. He is

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a thoroughly nice man and clearly *still* interested in the Mini. He also introduced me to his nephew who was with him. The different Mini-List meetings at the MW stand were brilliant! It was great to see so many Listers gathered from all over the world!

Then, highlight of *my* weekend, during the 16:00 Saturday MLM I noticed none other than Dave Vizard at the MW stand doing autographs! I dashed over to see him immediately - photo opportunity and a chance to talk to the great man himself. Another thoroughly nice bloke - I would have loved to have had more time to chat. It was a near religious experience for me (as those present will tell you) - I guess I was pretty enthusiastic about it afterwards :)

Saturday PM we made our way over to the campsite and pitched in with Ade/Helene, Spag/Helen and Tracii - thanks to them for making room for us. It was nice to share the time with them. It was getting very cold and Helene and me hogged the BBQ for heat. She also supplied me with some Ibuprofen to deal with the severe back-ache I'd developed. Thanks again - without that I doubt I'd have managed to sleep. After one beer I proved to be the ultra light-weight and passed out around 22:30 (I think) - in any case, when I woke up a bit later around midnight only Tracii and Paul (?) Tucker were left still awake.

It would have been a good night's sleep if some silly pillock hadn't been running around at 4:30 in the morning shouting 'arse' at the top of his voice. He was wandering all over the campsite waking people up. If I'd had a baseball bat with me... Around 8:00 we were up, cooking breakfast. Luckily the sun was out, so the tents were drying nicely - I was



The Rileys colour tuned on the road. Looks really nice, Red White and Blue.

dreading having to pack a wet tent to take home. Minor incident on the campsite - there were some kids (aged 12-15, maybe) driving around the site in a Vauxhall Frontera (big-ish 4x4 vehicle). At one point they came across some Mini's trying to leave the site, plus some parked ones - and it looked like one or more of them were going to get damaged as the kid clearly had no idea what to do under the circumstances.

Someone from A-s Herts (good on you) took the keys from the car and went to fetch one of the plod stood at the campsite entrance. Then the owner of the Frontera and the kids mother (I assume) turned up, but rather than give the kid a good telling off they started arguing with the people that had stopped the kid from driving any further! It was unbelievable that they didn't seem to appreciate that they were in the wrong! Anyway, when plod turned up she gave the kid and the adults a good talking to. It was a good cabaret!



Strong one.

We went back to the circuit at about 9:30 - loadsa cars arriving (mostly non-mini). Having done most of my shopping on Saturday, we went exploring some more looking for something for my sons to do. The

The giant bungee/catapult ride was ridiculously expensive at gbp 12.50 for a ride, so that was out. There was a massive queue for the go-karts (plus it turned out my younger son was too short anyway) so we skipped that too. The stalls selling car models were stupidly expensive, so we decided to watch some racing.

Having bought some tickets for the Mini7, we ended up by watching the draw - unfortunately they didn't manage to start the car while we were there - I guess they probably did eventually get it going. Waiting with high hope, disappointment soon followed when the winner was drawn - it wasn't me! And I was so looking forward to meeting Vicky Butler-Henderson ;)

Enough was enough, so we set off home. Seems like lots of other people had decided the same, because there were serious traffic queues out of Silverstone. Bloomin' also developed a fuel leak from the fuel bowl - something to check out I suppose - so I ended up switching off the engine every time I had to stop and wait. Once on the A43 it was good going and I got home without incident.



The new MINI

All in all I had a great weekend - although I can see that many people will have gone away badly disappointed. I got as much out of it as I had expected - met DV as I'd hoped and had good fun out of being in The Set. I look forward to reading any other reports - I expect a fair few will be written this week :)

Paul

Report & Results

Miranda Hot Springs Rally Set 18th September

Starter Steve McMurray flagged away Susan & John Russell in their Riley Elf precisely at 10.00am just as two more competitors arrived at the Northern Sport Car Clubrooms in Otahuhu.

Having just had his watch checked against the event's time-keeping, he quickly latched on to the importance of timing in this rally with the dry remark, "Check your ammunition, men."

As one of the organizers, I left 1 minute ahead of Car 1 to shoot along the motorway to give Les Gubb his paperwork at Checkpoint 1, up above the motorway in Razorback Rd, on the Bombay Hills.

Problem #1. One. of the signs, 1 km short of the checkpoint, needed to answer a navigator's question had been removed, to be replaced by an "artistic" lump of rock. More significantly, its absence from an intersection risked the cars' missing the intended side road. Instant * executive decision. Move the checkpoint to the corner.

No sooner had we sorted out the paperwork than 3 Minis arrived within the space of 1 minute. Evidently I had not been the only-one shooting down the motorway, or racing in between the market gardens at Bombay. Clearly, these cars were giving serious effort to meet their respectively tough deadlines at each checkpoint. And there was lo yakking to Les, & not even manning Checkpoint 2 yet !

Leaving Les to write their times on the Route Notes, end with a rapid "See ya" over my shoulder, I threw everything on to the front seat, & took off, only fastening my seatbelt in 4th gear. Boy, I would have to motor. The navigators' questions weren't slowing them down as much as we thought they might. Slalom down Razorback Rd, over the Waikato at Tuakau, & hairpin right, llp the hill, & through some tight esses into Onewhero, for Checkpoint 2. Phew, beat them.

Except for Graham & Paul Crispe in the yellow Moke (home ground), I thought, while writing their times down, that I detected a bit more concentration in the cars as they headed out into unknown territory.

Problem #2. Drifting backwards to a more advantageous position, I grounded the bottom of the car on the shoulder of the road. Not too serious but if I didn't watch it, I could finish up in the ditch. As usual, there's never a pick-axe around when you need one, so out with the wheelbrace, down into the ditch & start hacking the clay shoulder out from under the car, dropping the left-hand wheels back on to mother earth. Car 5 stopped to help, so .5 minutes off their time. Presumably everyone was too polite to remark on my grimy appearance at the finish

Meantime, back at the rally, Les was rapidly moving himself down to Checkpoint 3 at Mercer railway crossing. No time for pee, pie, or petrol, this was international rallying. Screaming down to the Mercer bridge, right left right, over the tracks. pause for a time check, & off, engines snarling up the hill

Problem #2. We were 1 car short. Needing a comfort stop myself. I dutifully purchased some petrol, only to find Car 5 had followed me into the Mobil forecourt. "Tom's on the roadside back up there, just before the 'hard bump'", said Neil Coulan. quoting the Route Notes, & indicating beyond Highway 22. Oh w91 1, at least this wasn't winter, if snows up there.

Leaving the rally to look after itself, I retraced my way to Hunt. Rd. to find. Tom Parker mulling over his engine, and his navigator Nathan Taylor peacefully dozing. Now, unlike the rest of us, Tom is one of life's organised people. If he gets himself into troubles at least he can get out of trouble. On this occasion, the cell phone paid for being excess travel weight. Not long after I turned up, so did Les Gubb, then an AA mechanic.

This guy borrowed a spanner from Tom (see what I mean), asked him to start the engine, then turn it off, fiddled with something, and then said, "Hmmm". Then he fiddled with it a bit more, whistled in that worried fashion and said "See that". Tom fainted, Les had to lean on a fence post., and I only stayed upright because technical ignorance is bliss. Nathan slept on.

With his innumerable contacts, Les prevailed on the farmer adjacent to allot 6 square meters of pasture to 1 Mini, to be collected ASAP.

Meantime, back at the rally, Les had phoned his wife, patiently staffing Checkpoint 4 at the Finish, to let her know that. the eruption had swept away the bridge, caused slips on the road, and flooding in low-lying areas, but that we would get there somehow before sunset. She stoutly replied that she was sure we would, that the rest had finished hours ago, and that in fact the first Mini had come flying in the gate while she was still in the shower.

The cars had been set 27 minutes from Mercer to the springs and indeed one Mini had done just that ! Wonder what they could have done on closed roads. So well done everyone for entering the spirit of car club rallying. -Oh, yeah, the results.....

| | |
|--|-----------|
| 1 st Kevin & Viv Taylor | Mini |
| 1275 | 195 |
| points | |
| 2 nd Graham & Paul Crispe | Moke |
| 194 | |
| 3 rd Neil Coulan & Debbie McKeown | Mini |
| 1000 | 171 |
| 4 th Susan & John Russell | Riley Elf |
| 1000 | 150 |
| The Main Bunch | |
| DNF Tom Parker & Nat.han Taylor | |

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FS: 1979 Mini 1000. Colour: Bracken. Needs some work on it, but is going.
Currently held at Lake Engines Taupo.
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Can we all line up please.



Heavy one.



Long one.



Short one



Fast one.



Mini Car Club of Auckland

Events

October 5th: Clubnight. Technical night. Guest speaker (subject to be confirmed but will be of interest to all Mini owners)

October 23-24: National Mini Meet '99. Hosted by Minis of Wellington Owner's Group. Saturday there is a display of all the Minis & the Show & Shine at Te Papa. Show & Shine categories include Concours D'elegance & Concours D'dungheap - something for every Mini! Sunday is a mystery run ending at Kapiti where the Motorkana will be held, followed by afternoon tea at Southwards Car Museum. Last year's Mini Meet was a fantastic weekend, and we would love to have as many Auckland Minis as possible in Wellington this year.

October 31: All British Car Day. Always a good opportunity to show people which is the ONLY British car to own! Meet at 9am opposite the Zoo

November 7th: Clubnight. Mystery run to an undisclosed destination. These runs are always plenty of fun.

November 12-13-14: Big Boys Toys. Last year our club stand attracted a lot of interest. We are hoping to have a stand at this year's event and out-do ourselves.

December 5th Economy Run. This is always a good trip. This year let's try for a different winner!

December 7th: Clubnight. Family Christmas BBQ. Come along for a drink and a chat and wind up the year in true Mini style.

Why don't the British make fridges or Washing Machines? They can't figure out how to get them to leak oil!!