

Mini Car Club of Auckland
Incorporated



Mini Car Club of Auckland



June 2002

There must be some potential somewhere in that Mini.

Mini Car Club of Auckland Inc.
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The Deadline for the next issue is: 15 July 2002

This magazine is the official Newsletter of the Mini Car Club of Auckland.
The opinions expressed in this magazine are not necessarily those of the
Mini Car Club of Auckland, the Executive or Editor.

PRESIDENTS REPORT

The Mini Fun Day at Taupo racetrack on 4th May turned out to be another good event. It was disappointing that so few of our members turned up. Just 4 Minis and 10 members although we did spot a couple more of our members during the day.

The day started off windy but by mid morning wind had dropped followed by fine weather.

Frits and Gordon shared Frits's car and Warwick and Wendy shared De Joux.

Both Frits and I found that once the young ones got into the car we could not get them out – they enjoyed it so much.

Saturday night saw 8 of us go the obligating Chinese Restaurant (20 dollar – no soup).

Sunday, out to Andrew and Lyn's for a tour of their property and morning tea together with Axcell's from Manawatu. Our thanks to Andrew and Lyn.

Altogether a great weekend.

All for now.

EI Presidento

Warwick Robinson

CARTREK EASTERWEEKEND 2002

Thursday - Silverdale to Taupo

We left about lunchtime, late, with a trip back to Silverdale for Allen's cell phone. We were going to meet up with a few fellow car trekkers at **BP Papakura** but we missed them by 5 minutes. We caught up with them at Cambridge, a **red Jag and four Stags**. We let them go ahead of us but the traffic was so heavy they never got far ahead. We registered for the Car trek at the Lakeland Hotel, the Trek Headquarters. They had a big marquee set up on the tennis courts. Allen and I stayed at the motel next door, which was mainly full of trekkers. Registration consisted of picking up a bag of goodies from the sponsors: Cadbury (yum), Wynns, and Kodak; with maps of the areas we would be traveling, trek route instructions and a sheet of cryptic questions for the following day. After a complimentary drink we moved down to the marquee for introductory speeches and dinner. Our MC for the weekend was Mike Baird, DG with the Classic Hits Radio in Rotorua, who kept us informed and entertained all weekend. We sat with the only other Mini owners on the trek, Tim Neal and Elisabeth Gibbs from Palmerston North with their Rover Mini Cooper S Works. We found the other trekkers very friendly from day one and we sat with different people every night and so we got to know quite a few. Dinner was a buffet with limited but tasteful choice. After dinner entertainment was Tequila, an excellent band, which was to accompany us and provide the daytime entertainment at our park ups during the trek.



At Rotorua. Spot the other Mini.

Good Friday Taupo to Rotorua

Check in at 8.30 at the marquee and then to the start point at De Bretts where I discovered my first challenge as navigator was all our clues were land marked by speedo references and we didn't have either a trip meter or an accurate speedometer or a calculator. I love a challenge.

Our trek today took just over two hours, north of Taupo towards Kinloch and the Whakamaru Dam through country roads and on to the main road just out of Rotorua. We discovered it wasn't a good idea to stop to look for clues as it tended to cause a lot of other trekkers to stop also and one in particular in a red Jag who had a tendency to stop any where, in the middle of the road, in the middle of an intersection and cause traffic jams. We found other trekkers to be considerate of the public and other trekkers. We ended up following some fellow trekkers who were on three wheeler bikes, Gold wings.

We finished on the grass at the Rotorua reserve down by the lake; the market was on with nearby stallholders. A few of the cars went for a drive around the main streets to announce our arrival and encourage people to come and have a look and donate. The LAPD police car with sirens, the Cadbury purple Pontiac with bubble machine and some of the other cars with Starbear on the back seat of a convertible. We had our first chance to check out all the cars, there was a big range of makes and ages of cars: from a 1939 Morris Series E to a 2000 Toyota Prado.

Tequila was set up entertaining the crowd, Starbear in his cuddly bear suit must have been hot it was a lovely sunny day. Starbear danced to the music and gave kids hugs and had photos taken with kids of all ages.



Main street of Napier. Guess who's Mini this is.

The fundraisers were out with their buckets selling star bears and pins raising money and awareness of the Children's Starship Hospital; which although in Auckland looks after children from all over the country. Cadbury were giving out free chocolate. The Gold wing bikes and the convertible cars were popular for rides around the block for a gold coin donation. Kodak had given Startrek 75 disposable cameras, one for each of the entrants, to take photos of the Cartrek, so I was busy out there trying to capture the spirit of the Starship Cartrek. At 3pm the display was over and we made our way back to Taupo with a side trip to Paradise valley so I could pat the lion cubs. Dinner at the marquee with Los Vegas night: dancing girls, a fire eater (I thought he was going to set the marquee alight), a comedian and a cabaret singer.

Saturday Taupo to Napier

Not much navigating today we just stuck to the main road but we didn't do very well with the questions. We have traveled this road so much we thought we would know the clues, but the questions got harder each day and so did the cryptic questions. We were realizing we should have bought a few books on famous cars and car races or a laptop with internet and a satellite link, maybe next time.

We parked up in the end of Napier's main street and Clive Square: with everything set up as yesterday: rides, fundraisers, the band and Starbear. Starbear must have been even hotter it was 28 degrees. Napier was the busiest we had ever seen it. At 2.30 some of the other trekkers paid a visit to the **Jaguar rebuilders** in Havelock North. Allen and I made a quick visit around the relies and got a few answers to the cryptic questions had dinner with Allen's mum and headed back to Taupo after sunset.

EASTER SUNDAY AROUND TAUPO

The weather was a complete contrast to yesterday, cold and drizzly. The days trek was around the back of the Taupo hill, Broadlands a pretty drive and because there were quite a few turns the clues were easier to find because we could calculate them from the last turn and the speedo reading didn't get so far out.

We finished on the grass reserve opposite Taupo's main street. We didn't stay long the weather wasn't the best still drizzly. Tim Neal the other Mini owner had organized for us all to go out to the raceway as lunchtime entertainment. We drove around the racetrack (I think out top speed was about 30km) a couple of times while the fundraisers went through the crowd. It was a very successful alternative on a day when the weather could have cancelled the trek.

Dinner was a 60s theme with prize giving afterwards. Some people dressed up for the 60s and many danced to the band.

Monday Taupo to Home

Breakfast and final speeches in the marquee. The photo's taken on the Kodak disposable camera was on display and when I was announced as the winner I was most surprised. I hadn't even recognized my own photo on the board. I won a little pocket camera with auto focus and built in flash.

Home again after a most enjoyable weekend: they kept us busy, thinking over those questions, well fed, entertained and we enjoyed the company of some very friendly people while raising funds and awareness of a great cause.

Allen & Kathryn Ritchie

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Garry Greer
MANAGING DIRECTOR
SUBARU & BMC

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SERIOUS CAR CARE



Line up just before the start of our Cooks Landing Run.
Cook's Landing Run, Sunday April 14th

Some of us can think of no better way to spend a Sunday than with our favourite small car, a tasty lunch with fine wine and cool jazz, so that's exactly what we planned for Sunday April 14th.

The day started well, nice weather ideal for a drive in the country. I hadn't planned a very interesting route as I don't know the area south of Auckland very well, but Gary Ashton kindly stepped in at the eleventh hour and volunteered to lead a convoy for us. As we know from his night Rallies, Gary certainly knows the roads around here, and he didn't disappoint us today either. We spent a couple of happy hours being led on a wild goose chase through some twisty roads that were certainly more challenging to those of us unfortunate enough to not be driving Minis. By the time we arrived at our destination, all involved were grinning madly.

We ended up at Cook's Landing Winery about 1pm, and about 15 club members stayed for lunch. The jazz band playing on the verandah kept us all entertained, although by now we were all more interested in food! Fortunately this was not only reasonably priced, but absolutely delicious as well. We ate and chatted and drank (wine for passengers, juice for drivers) for another couple of hours before reluctantly heading for home.



Outside Cooks Landing winery.

We will definitely have to repeat this trip, especially so that the designated drivers can have a turn at being passengers and thus experience the wonderful wine at Cook's Landing.

Anita Cowan



Table 1 at Cook's landing.

HERB MORGAN TYRES & WHEELS

84 ONEHUNGA MALL (Down by the bridge)
TELEPHONE 634-3169 or 636-6009; FAX 634-1805

DUNLOP TARGANZ

HISTORY

Alessandro Cagno driving an Itala won the original Targa Florio. The year was 1906 and the average speed of 29.06 m.p.h. was achieved over three 92.27 mile mountain circuits in Sicily.

With gaps in between for the wars, the Targa Florio ran until 1973. Four circuits were used, the Grande Circuito Mandonie, 92.27 miles mentioned above, the Piccolo Mandonie, 44.6 miles, the Media Mandonie 67 miles and finally a single 600 plus mile Circuit of Sicily.

In 1992, the first Targa Tasmania was run and has grown in popularity ever since. On Tuesday 24th October 1995, Targa New Zealand started prologue at Pukekohe Park Raceway. This was New Zealand's first taste of Targa. In 1996 an estimated 350,000 people watched the event enroute.

In 2001, a field of 160 cars lined up on the start line. Approximately 650 people were directly involved, this figure does not include officials, timing crews, marshals etc. For the 2002 main event starting on 28th October, the entries have been closed 8 months out from the event. 190 entries have been received for the 160 starting positions. This year prologue is on the Monday along with scrutineering. With touring and special stages, competitors will travel approximately 2000 kms from Auckland to Wellington, visiting the main North Island race tracks along the way, and at one point, forming into grids of 30 cars on one of the tracks.

INTERESTING FACTS ABOUT TARGA 2001

1. In Targa there are 5 competitions, Historic, Classic, Modern, Contemporary and Contemporary Rally.
2. Around 1500 volunteers are used.
3. 6500 beds are booked over 6 days.
4. 3000 lunches are pre-paid for, then produced by local groups.
5. 320 hand carved rimu plates are presented as trophies to competitors, Targa is the Italian word for plate.
6. The event brings about \$7.5 million to the local economy.
7. About 1000 tyres will be used.
8. \$250,000 worth of fuel will be used.
9. Approximate value of competing cars is \$5 million.
10. Targa is the largest competitive rally in New Zealand!

The Targa Bambina is a one-day rally used as a shakedown for the main event later in the year. The following is a brief story of our weekend at Targa Bambina 2002.

On Saturday ²³rd March, Catherine and I departed Auckland in the morning and arrived in Taumaranui at about 1.30pm in the afternoon. After watching some of the scrutineering and talking to some of the people we knew, we headed up to our accommodation. Chris left Auckland on Saturday afternoon and met us at our Accommodation at approximately 6.00pm. A relaxing evening was had, talking, eating, a couple of quiet ones and watching the highlights of the Rally of Spain on TV. We finally retired about midnight.



Checkpoint

On Sunday morning, we made our way to Ongarue for the start of 551. This stage is 12.95 kms long, which is mostly fast and flowing, but tightens towards the end. It is quite incredible to read the results and see that of the 92 starting cars, the fastest time on this stage of 7 mins 15 secs was achieved by 45 cars.

We then headed to Matiere, this is SS9 and the stage we were timing in the afternoon. We drove this stage so we could see first hand what the competitors were up against. At about the halfway point in this stage, we stopped and put the kettle on. It proved to be quite a suntrap where we had stopped, it was very peaceful, quiet and tranquil. It was hard to believe that in an hour's time, the peace would be abruptly broken.

We went back to the beginning of our stage, closed the road and set up our equipment. As other officials and timing crew came through, they brought stories of misfortune with them. 3km into SS2 the 2000 Audi RS4 had an argument with a tree. The tree won! A little further along the same stage, a Porsche 911 took out 30-foot offence, before hitting another tree. On SS4 Petra Bates in a 1959 Ford Thunderbird went into a bank, modifying the front panel work and the suspension. Just to prove it could happen to anyone, the Jaguar XJC 2 door coupe double zero Safety Car had an off on SS8.

78 cars started our stage. The stage is 19.99 kms long and quite demanding with many tightening corners, second gear hairpins and several single lane bridges. The fastest car on the stage was the MG Metro 6R4 with a time of 10 mins 22 seconds, and an average speed of 117 kms per hour.

Chris came back to Auckland on Sunday night so he could work on Monday. Catherine and I stayed down in Taumaranui for another night and went to the Sunday night function. Some of the stories doing the rounds were of disaster, some were very entertaining, others were bloody hilarious. All in all everyone had enjoyed themselves immensely.



Targa racing Mini.

--> NOTE THE VENUE CHANGE FOR THE JULY CLUBNIGHT. <---

TARGA Bambina RESULTS

Historic	1:	Lotus Elan S2
	2:	Austin Healey 100/6
	3:	Ford Anglia

Modern	1:	MG Metro 6R4
	2:	Porsche 911
	3:	Toyota Levin

Contemporary Rally	1:	Lancer EV03
	2:	Lancer EV01
	3:	Impreza WRX

Classic	1:	Mazda RX7
	2:	Torana XU1
	3:	BMW 2002TI

It was great to see all these cars on the road, being used and enjoyed by the owners and entertaining the public.

GARY ASHTON



Bonnet off.

From: "Richard Feibusch" <rfeibusch1@earthlink.net>
Club Truths

The Tater Club

- Some people never seem motivated to participate, but are just content to watch while others do the work.

They are called Speck Taters.

- Some people never do anything to help, but are gifted at finding fault with the way others do the work.

They are called Comment Taters.

- Some people are very bossy and like to tell others what to do but don't want to soil their own hands.

They are called Dick Taters.

- Some people are always looking to cause problems. It is too hot or too cold, too sour or too sweet.

They are called Agie Taters.

- There are those who say they will help, but just never get around to actually doing the promised help.

They are called Hezzi Taters.

- Some people can put up a front and pretend to be someone they are not.

They are called Emma Taters.

- Then there are those who love others and are always prepared to stop, lend a helping hand. They bring real sunshine into the lives of others.

They are called Sweet Taters - They make a great club or organization





Kapiti Coast Mini's

8a Tararua Street
Paraparaumu

April 2002

To: Mini Car Clubs of New Zealand

We are into April now and planning is well under way for the Mini Nationals 2002, here on the Kapiti Coast.

Mini Nationals will be at Labour Weekend 2002, from 4 pm on Friday 25th through to the evening of Sunday 27th.

We want to advise all clubs that Kapiti Coast Minis will be affiliated to Motorsport New Zealand, probably through the Kapiti Car Club, and that all events will be run to Motorsport rules.

Please find attached a draft copy of how we imagine the weekend will run.

We have reserved some accommodation at three local budget motels. For those wanting to get in early, see attached for motel names and details.

These rooms will need to be confirmed and deposits made before the end of August, or the Moteliers will assume the rooms are not required, and will resell them.

We invite everyone, individuals, couples and families to join us at Labour Weekend, and trust we have something to offer each and every one of you.

Registration forms will be in the post in approximately six weeks time. Any inquiries in the meantime please don't hesitate to ring Graham on 04 298 2501 or 021 527 089.

Lisa Strang
Secretary

Kapiti Coast Minis

Hosting

Mini Nationals 2002

Programme

Friday 25 October: Registration & Sausage Sizzle
Waikanae

Saturday 26 October: Show and Shine
Southwards Car Museum

Navigation Trial

BBQ Dinner

Sunday 27 October: Motorkhana/Precision Driving/
Guided Tour

Lunch Break

Economy Run

Prizegiving Dinner
Southwards Car Museum

Accommodation for Mini Nationals 2002, Kapiti Coast

Golf View Motels – 16 Golf Road, Paraparaumu Beach, Ph 04 902 6085

Units 1 & 2	1 Double and 1 single
3	4 singles (2 singles separate b'room)
4 & 5	1 Double
6	1 Double and 2 singles
7 & 8	1 Double and 3 singles (2 singles separate b'room)

Paraparaumu Motel – 65 Main Road North, Paraparaumu, Ph 04 298 4476

Unit 1	2 B'room with kitchen, dble, 2 singles, and 2 divan beds in lounge (5-6 guests)
2	2 b'room with kitchen, dble & single in one room, 2 singles in other room, 2 divan beds in lounge (6-7 guests)
3	1 b'room with kitchen, 2 singles in b'room, 2 divans in lounge (4 guests)
4	1 b'room with kitchen, double in b'room, 2 divans in lounge (4 guests)
5	1 b'room with kitchen, double and single in b'room, 2 divans in lounge (4-5 guests)
8 – 11	Studio units with double and single in same room, separate kitchenette (2 – 3 guests)
12	Small studio unit with double bed (1-2 guests)

Kitchen units with separate b'rooms to sleep 1-6 \$80 double, \$68 single

Serviced units \$75 double, \$63 single

\$12 each extra adult, \$8 each extra child

\$40 deposit required by August 2002 for confirmation

Golden Coast Motel – 42 Raumati Road, Raumati Beach, Ph 04 902 6131

Two chalets, will sleep 3 or 4 \$95 double, plus \$15 extra adult

Double in b'room, Spa bath, shower & toilet, full kitchen,

Separate lounge with double bedsetee

Five family units, will sleep 4 or 5 \$80 double, plus \$15 extra adult,

1 double b'room, 1 twin d'room, separate lounge, full kitchen

Shower & toilet

2 Studios, will sleep 2 \$70 double

1 studio has double, other has twin beds

full kitchen, shower & toilet

Please ring the motels direct to make any bookings.

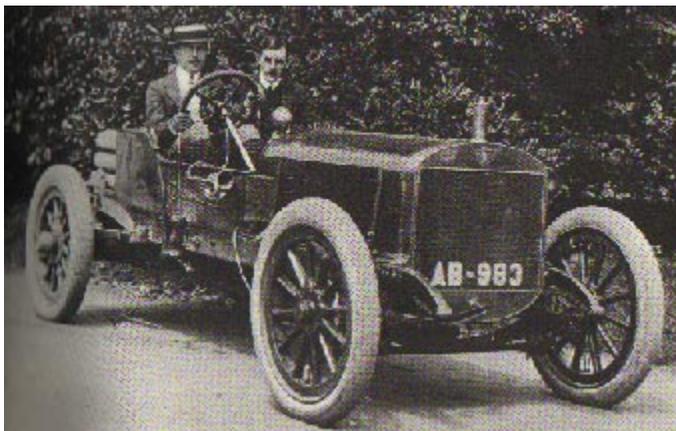
The Genealogy of the Mini

Part 2; Herbert Austin

by Les Gubb

Herbert Austin was born 8th November, 1866, in Little Missenden, Buckinghamshire, and died 23rd May, 1941. When he was 18, he migrated to Australia, settling in Melbourne where he found work in a factory as a foundryman. He also attended a technical institute and learned engineering, and then started building a number of experimental prototype cars, almost single-handedly. Four years later, in 1887, he was offered a job with the then new Wolseley Sheep Shearing Company in Sydney. In 1889, the company was set up in England, and Herbert Austin, now the chief engineer, still had this desire to build a car. In 1895 he entered a prototype lightweight three-wheeler car as an exhibit at the Crystal Palace.

In 1899, after Fred Wolseley's death, Austin was made general manager of Wolseley.



A 1908 Austin 100 hp car boasting six cylinders just under 10 litres. That could be Herbert Austin at the wheel.

That year, he brought out the first four-wheeled Wolseley car and this single cylinder machine was a prize winner in the 1000 mile Trial of the Automobile Club. This event went a long way towards establishing motoring in Britain, especially as King Edward VII, (then Prince of Wales) followed it enthusiastically and soon took to motoring himself.

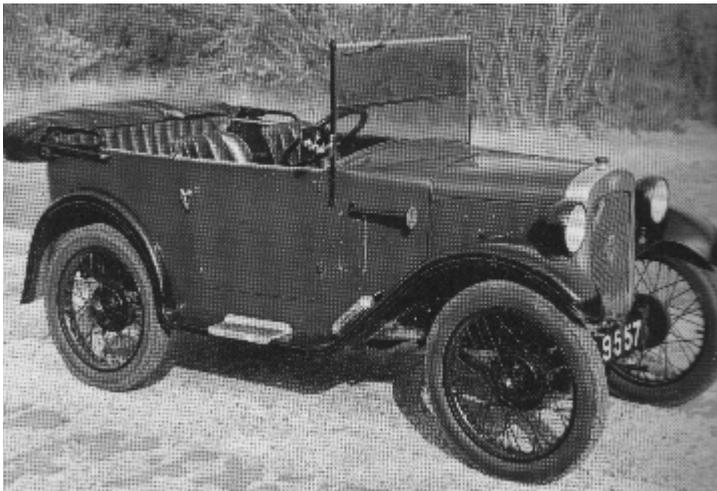
In 1906, after a row with the Wolseley Board, Austin went out on his own, and

produced the first car to bear his name, a four cylinder 25-30 hp model. At the same time, he built the nucleus of the Longbridge factory that is still there today, and is now the headquarters of MG-Rover Cars. It is also the site where the Mini as we know it, remained in production until October, 2000. The first Austin was soon followed by other models, a wide range being offered in 1908, the largest being a 60 HP six cylinder car.

There was even an Austin Seven in 1909, but this single cylinder utility car only theoretically anticipated the historic best seller of 1922, the famous 'Chummy' which stayed in production right up to the Second World War.

Herbert Austin ran for parliament and was an MP from 1919 to 1924.

However, not everything was rosy, for in 1921, the Austin Motor Company was in serious financial trouble. As a last resort Herbert Austin decided to design a baby car to compete against the motorcycle and sidecar combinations then popular in England. However, the receivers refused to entertain the idea or to authorise the expense of such a project, so Austin, aided by a young draughtsman by the name of Stanley Edge, designed the proposed new car on the billiard table at home



The little Austin Seven was born in 1922 and changed the fortunes of the Austin company.. It was simple, rugged, versatile, light and rugged, and a very easy car to drive. 250,000 were sold.

In early 1922, the prototype tourer, with a four cylinder 747 cc engine and an all-up weight of only six hundredweight (330 kg) created great amusement and scorn amongst the English car trade, who dismissed it as a cheeky piece of entrepreneurship. But the car performed so well that the scorn soon changed to admiration, and the Austin Seven 'Chummy' as it became known, made a huge impact on the fortunes of the Austin company.

Herbert Austin was so sure of his design that he decided to immediately enter the car into motor sports. It won its first race in August, 1922 at the Shepsley Welsh hill climb, and went from strength to strength, collecting many trophies on the way. In 1923, Arthur Waite, Austin's son-in-law, won the small handicap race at Brooklands at an average speed of 94 kph. and the next race at an average speed of 112 kph. In 1925, a supercharged Seven won the 90 kilometre handicap race at the amazing average speed of 144 kph. In 1930, a supercharged Seven covered 10 miles (16 Ks) on the Montlhery track in France at a speed of 109.06 MPH (174 kph), a world record for the 750 cc class. The Austin Seven proved itself to be a world beater, for not only did it put the Austin company back in the black financially, but it also made the world take notice of the British car industry in general.

It seems ironic that in 1924, Herbert Austin approached William Morris and requested that they merge. William Morris turned him down flat!

The Seven chassis was used by William Lyons to build his "Swallow" bodies when the company was known as "SS Cars", before he went out and built his own car, and then changed the name of the company to Jaguar. The Seven was also built under licence in Germany by a new group called Bavarian Motor Werken (BMW) and marketed as the BMW Dixi, and in the USA, it was built and sold as the Bantam. In France a new company formed by Lucien Rosengart, an ex colleague of Andre Citroen and former manager of Peugeot, started building Austin Sevens under licence and sold as a Rosengart 5 CV. They proved to be a huge success throughout France. In Japan, DAT (Datsun, now Nissan) illegally copied the car, using their own name. (How else would the Japanese have got started!!!) The Seven ceased production in 1939 and the name reappeared in August 1959 with the Austin Seven Mini

The Austin Seven "Chummy" is really classed as the first 'true' baby car, in that it was a big car in miniature, even down to four-wheeled brakes—of sorts—. It had a 747 cc four cylinder engine mated to what is now a conventional three speed gear-box and dry plate clutch. It boasted full electric's and could carry two adults and two children at 45 to 50 mph (70 - 90 kph)

In 1938, Austin secured the services of one Leonard Lord, who had had a big row with his previous boss, William Morris. The influence that Lord had over both companies from then on was immense. Lord and Morris never got on after that row, although the personal feelings had mellowed enough by 1950 for Lord to approach

Nuffield for a merger. It nearly happened except that Reginald Hanks, the then Nuffield chief executive objected. Lord put pressure on the Nuffield board for the take-over of 1952. Even after the BMC merger, Leonard Lord remained very cool towards anything to do with the Morris name. It created many problems for Morris staff, but more of that in a later article.

In 1941, Herbert Austin died and the company remained in operation until the merger with Morris in 1953. It is interesting to note that both Austin and Morris had agreed in 1948 to standardise some of their parts to effect greater economies for their suppliers. This was brought about because of the impact that both Ford and General Motors Vauxhall were having on the decreasing sales of both Austin, Morris and Rootes Group cars. (Hillman, Humber, Singer and Sunbeam) The latter company was taken over by Chrysler Corp. and later sold to Peugeot.

Another interesting note, At the beginning of the 2nd World War, most car manufacturers were pressed into building war machines. Austin was no exception, and one of the lines they made under licence was the Seagull outboard that was used so successfully in the evacuation of Dunkirk. Because of the shortage of raw materials, the pistons in these little engines were made of hardwood. After all, they only had to last a couple of crossings of the Channel. Also, the Bantam company in the US had made the old Austin Seven under licence and when the war looked like it may affect the US, they made up a general purpose vehicle based on the simplicity of the little Austin. This vehicle eventually was made by both Willys and Ford and called the GP vehicle, which was then nicknamed the "Jeep".

Austin cars were still popular enough. The range was quite extensive, from the A30 and later A35, up through the range to the luxurious Austin Princess and Sheerline models. In the 60's, the Princess came out with a Rolls Royce 6 cylinder engine. There are still some of these about. In the USA, the Nash company designed a car around the Austin A30, and called it the Nash Metropolitan. When the Mini started selling in the US, 85% were Austins, mostly Cooper 'S's.

On the 8th February, 1968, BMC merged yet again to form the British Leyland Motor Corp., now taking in Austin, Morris, Wolseley, Riley, MG, Nuffield tractors, Triumph, Rover, Jaguar, Daimler, Lanchester, and Leyland truck and bus. In 1969, Nuffield tractors became Leyland, the Lanchester name had already been dropped when Jaguar had previously taken over the Daimler company. The Wolseley, and Riley names were dropped. In 1971, the famous Mini Cooper ceased production,

to be replaced by the Clubman-fronted GT. The 1970's were the really dark days of not only BL but the British motor industry in general as the workers unions almost crippled the whole of the manufacturing of cars in England.

Then the splits began to happen. In 1985, most makes had either been sold off or dropped altogether. The British Leyland company had already divested of the dead-wood names of Wolseley, Riley and MG. The Morris name was relegated to commercial vehicles. Jaguar/Daimler, together with the Lanchester name was sold off. There was talk of reviving the MG name.. Then the company reorganised and became to be known as Austin-Rover. Some Austin models were re-badged as MG's, (Montego, Maestro and Metro) The last Austin came off the assembly line in the form of the Metro, in 1989. By this time there was the joint venture with Honda, and the Triumph name finished up on the rear end of re-badged Honda Accord and called Triumph Acclaim.

In 1994, BMW bought the Rover group, and announced that it was thinking of bringing the Austin name alive again as a sports car to be manufactured at its Spartanburg factory in South Carolina, USA and using the floor pan of the BMW "Z" roadster!

Then in 1997, the BMW board dumped Bernd Pischetsrieder, as manager of BMW, and in 2000, BMW had had enough and sold off Land Rover to Ford, dumped Rover and MG into the laps of private enthusiasts, but kept the Mini and Riley names for themselves. .

I doubt, now, that the Austin name will ever come back, but you never can tell. Austin's influence on the British and the World car industry in it's early years has permanently stamped the company name into the motoring history books.

Next issue, William Morris and the Nuffield organisation.



Results of the Karaka night run held on the 25th of May.

- 1st: Les Gubb and all on his own. He had no navigator!! Well done.
- 2nd: Frits and Brenda. And all without causing a divorce.
- 3th: Steve and Chris in the first NONE Mini to finish. Actually, the Glider has some relations with the Mini.
- 4th: Nathan and Anita in a truly none Mini.
- 5th: Gavin and Ben in a super Clubman and fresh from the UK. Welcome to the MCCoA.
- 6th: Dave and Ian performing very well considering the very tired 1100 under the bonnet.
- 7th: Alan and Ashley. Actually, they got a bit lost in the dark. They earned themselves a pair of L plates.



Working out the start by night is not an easy task.

Your Help Needed!

The Mini Car Club of Auckland will hold its Annual General Meeting on Tuesday August 6th. We desperately need new faces on the club committee, especially as a couple of current committee members will be leaving this year. Please consider running for committee if you can offer the following:

- ▣ Time to attend one extra meeting per month (3rd Tuesday)
- ▣ Help with organising and running events
- ▣ Enthusiasm, energy and fresh ideas

No experience necessary!!!

Please ask a committee member if you would like more details or are keen to take on this new challenge!



CLUB ADS.

FS: CLUBMAN front end. Basically from the front seats onward.
Give Tony Marks a ring if you're interested on (025) 2871216.

For Sale: Blue 1977 Mini 1000 Reg and new WOF runs well. \$950
Ph 634 3272 or email nat.ant@clear.net.nz

"Hi I'm a 1963, 850cc Mini and I desperately need a new home. I have lived in the same home for 39 years, however its time to move on and spread my wings. I am unregistered and unwarranted. Please phone Alison, and make an offer for me. Thanks. (ph (09)834-3700(home) or (09)634-4801(work)."



New Racing Festival 2002

motorsportvortex

photo: PJ Catteeuw, MV staff



New Racing Festival 2002

motorsportvortex

photo: PJ Catteeuw, MV staff

Whats this? As you can see they are already out there racing.

CLUB EVENTS

JUNE

2nd, Sunday: Bay Prestige Classic and Sports Car Day, Compass Village, Tauranga.

Meet 6am at BP Truckstop Drury for convoy

If you have entered your cars this year, we will be convoying down from BP Drury very early in the morning. This is to ensure that all cars are in place by 9 am. This is another great car show, so feel free to join us just for a look if you like.

OR...

also on Sunday the 2nd: The Cooper Car Club have invited us to their annual Economy run. Start at 9:30am behind BMW Head Office in Mt. Wellington. (Pacific Rise off Silvia Park Road).

Finishes at Waiwera Service Station. Entry fee \$10. Please fill up at Shell before arriving at start - tape placed on fuel cap to seal until finish. Bring a pen and clipboard. A good few hours of navigation skills and driving technique.

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

SWAPMEET!! Clean out that garage/shed/cupboard and bring along all those Mini bits you no longer want. You know what they say about one man's trash! We are hoping to have a special mystery guest along tonight also - someone I'm sure you would all like to meet (come along and find out who and why!!).

16th, Sunday: The Italian Job Trial, 1pm, Meet at Mikano Restaurant, Quay Street, Auckland.

This legendary run challenges car (brakes especially), navigator and driver. 60km of non-stop inner city thrills. Always lots of fun and produces many interesting stories. A good way to see parts of Auckland that you may not have known about before. \$5 entry fee and THE WINNER TAKES ALL (then it might just have to be the winner's shout!).

JULY

2nd, Tuesday: Clubnight 7:30pm McLaren Trust, McLaren Service Station Corner of Remuera and Upland Roads, Remuera Shops.

NOTE VENUE CHANGE

An interesting evening of memorabilia and videos on location with the McLaren Trust. A must for all motorsport fans.

21st, Sunday: GYMKHANA!! Time and venue to be confirmed. See Chris McMurray for more details closer to the event.

AUGUST

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

ANNUAL GENERAL MEETING

Please come along and have a say on how your club is run. If you have some good ideas and enthusiasm, Please consider running for committee as we are losing a few members this year and urgently need new faces and new ideas.

17th & 18th, Saturday & Sunday: Minisport 2002, hosted by the Mini Cooper Enthusiasts Club,

Saturday: Hamilton: Motokana, Trial, Dinner

Sunday: Taupo: Dual Sprint Challenge (Teams/Individual), Single Sprints

Interested? Contact: Glen Archer, Mini Cooper Enthusiasts Club 0274 785 022

If there are any events that you would like us to run, please let your club committee know. This club is for you - let us know what you want!

--> NOTE THE VENUE CHANGE FOR THE JULY CLUBNIGHT. <---

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Clips	Mirrors	Centre Ltd range not in
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		weeks, seafreight every two
		months. UK parts find
		service - new & used

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SUNDAY 24th MARCH 2002

