

Mini Car Club of Auckland Incorporated



August 2002

Goodbye John. Until we meet again.

Mini Car Club of Auckland Inc. Club Executive

President:

Warwick Robinson (09) 479-1825

Vice President:

Les Gubb (09) 298-5201

Club Captain:

Anita Cowan (09) 634-3272 /027 4415 475

Treasurer:

Arlene Hoyland (09) 268-4111

Secretary:

Chris McMurray (09) 279-3052

Committee:

Chris Manning (09) 833-9340

Micheal Wigmore (09) 483-8336

Tom Parker (09) 575-6255

David Hoyland (09) 268-4111

Nathan Murrell (09) 634-3272

Clubrooms

Northern Sports Car Club
Mt Richmond Domain
Great South Road
Otahuhu
Ph. 276-0880

Address correspondence to:

**Mini Car Club of Auckland
Inc
P.O. Box 72-970
Papakura
Auckland
New Zealand**

Contacting the Editor: Frits Schouten.

E-Mail: **fritss@ps.gen.nz.**

Web: <http://minicarclubauckland.isfun.net>

☎ (09) 235-7859, 📠 (09) 375-8999 ex5261, 📠 (021) 963-894.

Snail-Mail: 7 Carbine lane, Waiuku 1852

The Deadline for the next issue is: **15 September 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.**

Printing and copying curtesy



PRESIDENTS REPORT

On 7th June we lost one of our long time members. John Russell passed away after a battle with cancer. Our deepest condolences go to his wife Susan Russell, still an active member of our club. In respect to John, those members who were able to attend the funeral parked their Minis in a line out front of the funeral parlour.

On the 4th June club night our Club Captain Anita had a surprise for all of us. When we walked into the Northern Sports Car Club there was a brand new BMW Mini Cooper S. Peter Sharp from Team McMillan Mini spent about an hour talking about the new car – then we were let loose to explore! Of course some of us had already seen the Cooper S at Big Boys Toys, but for all the other members this was a good opportunity to view.

By the way, we have 2 new BMW Minis in our club, and 2 turned up for the Italian Job.

It is important that we support the Hamilton Mini Cooper Enthusiasts Club in their Minisport 2002. There is a Motor Kana and Trial to be held at Claudlands event centre on Sunday 18th August.

NOTE: The Sprints at Taupo on 18th August are cancelled.

All for now.

El Presidento

Warwick Robinson

EDITORS NOTE: Event change!!!!

28st July, Sunday: Follow the leader lunch run. Start 9AM from Waikaraka Park. Neilson street.

News briefs

WE have had 14 new members join the club in the last 6 months. To all of our new members, we say "Welcome aboard". We invite you to share your Mini experiences with us and also encourage you to get involved in the running of the club and taking part in the events. Hopefully, there is an event being run that will suit you and your car. Please remember that this is your club. You will get out of it what you put into it.

As our beloved Mini is now reaching the vintage era, many people are more conscious of its character and it's collectable value. Because of this, we are receiving a lot more enquiries about the club and about Mini's in general.

Spike Milligan, the famous British entertainer and writer, and lover of the Mini, died on February 27th at the age of 83. Spike was one of many high profile and famous British identifies who owned Minis' during the swinging 60's and helped to make the Mini an enduring legend.

Did you know that the new Mini is to be fitted with a diesel engine? BMW have announced that a 1.4 litre diesel Mini will be released in early 2003. The engine will come from Toyota, and is presently powering the new Toyota Yaris. Also, there is a Cabriolet version on the cards as well. There is talk of that being released in Germany. There is a photo of the car in the June issue of Miniworld.

Did you know that we now have two new Coopers in the club? Kevin has a Cooper and Andrew has just bought a new Cooper "5". Congratulations to you both. We look forward to seeing you driving these new cars in our club events. Actually, there were 2 new Minis taking part in our recent "Italian Job" See the full report.

We have managed to get the use of Waikaraka Park for Sprint events. This will give club members more scope for events. More on this at the AGM. Meanwhile, come to the Sprints on the 28th July and try the course out.

(ED note: Auckland Stock&Saloon Car Club have declined our request for the use of their grounds. A follow the leader lunch tour will be the event instead, starting from Waikaraka Park 9AM.)

Our Club AGM is being held at the next meeting. We do need input from all of you out there. After all, it is YOUR club, and we, as a committee, want to put on events that you would be happy to attend.

The entry forms have just arrived from Kapiti Coast Minis for the 8th Annual Mini Meet at Paraparaumu. The programme looks good. Let's get a large contingent going down. Believe me, these meets are worth going to. Also, as it is only three months away, you need to get onto reserving your accommodation very soon. Details and entry forms will be given out at the AGM to anyone wishing to go down.

FRANKLIN'S BATTERY SPECIALIST
AND AUTOMOTIVE ELECTRICIAN
GRAHAM CRISPE
AUTO ELECTRICAL LTD
3 STADIUM DR, PUKEKOHE
PH.09 238-9195, FAX 238-0727
YES! WE WORK ON MINIS!



AABLE
Part Connection
Garry Greer
MANAGING DIRECTOR
SUBARU & BMC
TYRES: A Large Range Available • Free Fitting Service
710 GT SOUTH ROAD,
PENROSE
AUCKLAND
PH: (09) 579-5222
FAX: (09) 571-0451

HERB WM
MORGAN
TYRES & WHEELS

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

Postcard from Brisbane NEWMINI FOR THE WEEKEND



By Jo-Anne & Patrick Williamson

Last year I was lucky enough to win the prize “New Mini for the Weekend” at the OZ 40 weekend held at Lakeside Raceway in June 2001. After the official launch was over we organised a suitable weekend to claim the prize.

The adventure began on the afternoon of 10 May 2002 when we picked up the new mini from the Brisbane Mini Garage in the valley. After a coffee & a signature the car was handed over. It was also generous of BMW to include a full tank of gas as part of the prize.

The first test was driving it home through rush hour traffic. Being a classic mini owner since age 17 it was “strange” & “scary” having never driven a \$40,000 “modern new car”. Once I was over the initial shock of that – Patrick and I did the usual “show the rellies the car thing” then ended up at Morgans on Redcliffe for Friday night fish & chips.

On Saturday we set off from Redcliffe up the Bruce Highway to Caloundra via the Blackall Ranges Tourist Route – 55km of pure fun. After a well deserved pit stop at Malcolms Restaurant for a mid morning snack – we carried on to Montville where we parked on the main drag & did a spot of window shopping.



The car drew a lot of attention including photos & the odd “hanging out the passenger window to try & read the front badge”.

We had a Cosmos black metallic Cooper with a leather interior, 5 speed manual, airbags, alloys & CD player with 6 speaker system.

After a quick visit to the Big Pineapple we ended our day by staying the night at Caloundra,

On Sunday we drove from Caloundra to Noose Heads where we cruised the main street (as you do) & then back home to Redcliffe.

We travelled approx 550km in 2 days.

But what you really want to know is what did we think of the new Mini!!



Positives

- Handles extremely well if not better than the classic with a nicely weighted steering. (Patrick adds “bar the race car”)
- Lumbar support in the seats was f a n t a s t I c
- Power only JUST adequate
- Dash set up was cool & the illumination was impressive (except speedo should be centrally mounted)
- Car was very easy to drive (eg cruise control etc)

Negatives

- Too high – needs to be lowered
- Rear seat leg room is non-existent
- Items in parcel shelf end up on floor (if entering roundabouts too quickly)
- More power please!
- Expensive – not for the masses as was the classic mini’s intended use
- Lack of lateral support in the seats for when car travels sideways
- Lack of induction roar & exhaust note – which caused Patrick to stall the engine – not to mention Jo-Anne!

The adventure ended on Monday 13th when we handed back the keys.



In conclusion, if we had a spare 40K we would consider purchasing an “S” – until then – the classic will suffice.

A huge thanks to Brisbane Mini Garage (Debra Gough & Lewis Stafford) for the experience & the Mini Owners Club of Queensland.

PS We are available anytime to test drive the Cooper “S” when it arrives!!

Hoo roo!

Meguiar's® since 1901 **Meguiar's®** since 1901 **Meguiar's®** since 1901
SERIOUS CAR CARE

The Italian Job results

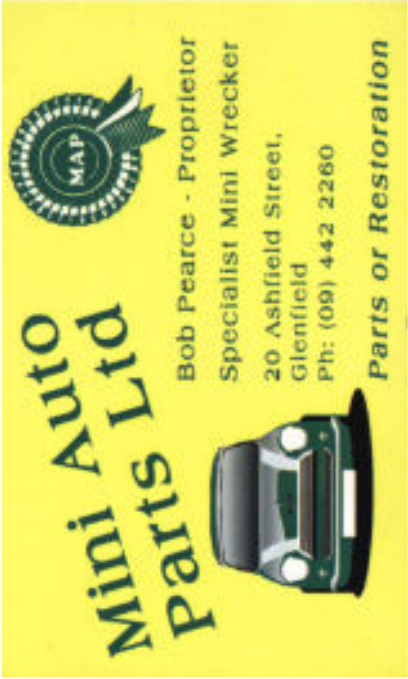
Starting order	Driver/Navigator	Start time	Target finish time	Actual finish time	Variance (sec)	Penalties	Winers
1	Tom & Nick	13:22	15:22	15:23:00	60	12	
2	Kevin & Viv	13:24	15:24	15:36:50	770	154	
3	Gary & Katryn	13:26	15:26	15:35:30	570	114	
4	Peter, Helen & kids	13:28	15:28	15:35:45	465	93	
5	Susan & Raewyn	13:30	15:30	15:46:10	970	194	
6	Graeme & Paul	13:32	15:32	15:36:35	275	55	
7	Robert & Frits	13:34	15:34	16:09:20	2180	436	
8	Paul (solo)	13:36	15:51	15:41:15	-585	585	
9	Allen & Catherine	13:38	15:38	15:40:10	130	26	
10	Les (solo)	13:44	15:59	16:09:45	705	141	

The penalty rule is:

1 point for every second too early.

1 point for every 5 second late.

Solo drivers have 15 minutes extra to complete the event.



ITALIAN JOB -16 JUNE 2002

One of the largest fields in recent times turned up on a sunny Sunday to partake in the annual Italian Job. There were two Japas, one Riley Elf, one Clubman Estate, one Moke, one Clubman, two Round Nose minis and two BMW Mini Coopers giving a total of ten competing vehicles.

For those of you who have not participated in the Italian Job, you are missing out on 60 kilometres of inner city driving starting on the waterfront, along the city's many narrow, twisting, hilly, backstreets which some people don't even know exist.

Living in the country and doing most of our driving on country roads you forget how much traffic and congestion there is in the city. An Asian lady doing a u-turn in a city street that is one and a half cars wide slowed us down for five minutes while she executed the ten point turn, the taxi that blocked another road for two minutes while his passengers got out of the car and paid the fare or the person going the wrong way down a one way street while two mini club cars are approaching.

I had heard that the new BMW Coopers were a little under powered, and this may be the case, as one of them didn't make it to the top of Mt Eden. While we are talking of Mt Eden, what do you think about putting passing lanes on this road?

When everybody finally gets to the finish on the Strand, there are smiles all round. If you haven't done the Italian Job and want to participate in one of the most entertaining city drives give next year's job a go, you will not be disappointed. Well done Chris.

GARY ASHTON



The drivers briefing.

The IJ.



MotorSport
New Zealand

TM

**Bay Prestige Classic and Sports car Day, Compass Village, Tauranga,
Sunday, June 2nd.**

It was a dark and stormy night. I was woken up at 3am with really heavy rain on the roof, and I thought; “Am I supposed to go out in this kind of weather at 5:45am and meet up with the others at the BP Service centre on the Motorway?” At 5:15, I got up and boiled the kettle to fill the thermos for the day and fix breakfast. At least the rain had stopped.

At 5:45, I started out for the BP Service centre, arriving just before six.. Hmmm! no Minis’ in sight. I filled the tank and paid Rochelle at the counter. “Any Minis pass through?” I enquired. “No!” she said. (Rochelle happens to be daughter of club member Ross Kilgour). I drove round to the air hose and topped the tyres up for the journey. Still no Minis!!! To heck with it. I’d waited 20 minutes. I jumped into the car and took off. As I drove through Maramarua, the sky lightened up and by the time I got to Paeroa, it was pretty much daylight and the weather looked promising. At Waihi, I stopped to wait for another Mini. After 10 minutes, I got sick of waiting and carried on.

In Tauranga, I was a little unsure of where to go until I saw this beautifully restored MGA, so I pulled in behind and followed. Presently, the Compass Village came in sight with cars of all makes and years milling around the entrance including a handful of Minis. (None of



ours though.) I picked up my entry form, and drove in. I passed by all the assembled Minis as I had been allotted a space elsewhere!!!@#*** Damn!, it was with the Ford contingent. I told them I was a little unhappy at being put amongst them. They retaliated that they didn’t really want me to be with them either. So, I let the Marshal know of my feelings, turned around and headed back to where the Minis were assembled. By this time, a couple of Morris Minors, Sunbeams and an Austin A30 pickup were parked there as well. I told the Marshal in charge of that area my predicament, asked the other Mini owners ever so nicely if I could join them, and so there we were. One of the Minis was a new Mini Cooper dressed up in Driving School signs. Looked real cool.

The Tauranga Mini people were a really friendly lot. I had our club banner, but I was so embarrassed at being the only entrant from Auckland, that I hid it under the Estate. The day turned out to be beautiful and sunny and I am glad that I plucked up the courage to get out in the wet and go. Competition was pretty tough and there were some neat cars there. I would say that half the cars were Holdens from the old FC and FE models right up to the latest Monaro and HSV Commodore. There was an ex NZ Govt. Cadillac limo that was soooooo long that they couldn't angle park it. There were lots of Jags, Fords, MGs, an immaculate AC Cobra, Mustangs and so on. The village atmosphere really made the day.



Back to the Minis, we had a large crowd pretty much all day looking at the cars, especially the new Cooper. There were seven Minis on display, and congratulations must go to Donn White of Tauranga, for winning best car in the Competition Car section, with his beautifully prepared Aussie "Bathurst Homologated" Clubman GT. Well done.

John Turner showed up mid morning. He got to the BP Service centre about ten minutes after I left. Also, Kevin Taylor came along as well. Thanks guys for the support. I would like to thank the Tauranga group for allowing me to be a part of the team. They are trying to form a club of their own, either for the Tauranga area, or further afield taking in the Bay of Plenty. They certainly are enthusiastic and deserve support from our end. They do take part in some events with the Hamilton Cooper Enthusiasts and I have offered support from our club if needed.

Les Gubb

Genealogy of the Mini

Part 3

William Morris and the Nuffield Organisation

by Les Gubb

William Richard Morris was born on 10th October 1877 in Oxford, 6 years before Gottlieb Daimler produced the first successful petrol driven engine, and 8 years before Carl Benz produced his first car. At 16 years old, Morris started his own business repairing bicycles at his parents home in James St, Cowley, Oxford. His total capital was four pounds for tools and the use of his parents home as a workshop and display centre. He began to make his own bicycles soon after.

In 1900, he moved his business into central Oxford, establishing in a shop at 48 High St. and dabbled in building motorcycles from purchased castings. In 1903, after being burned with a partnership deal that went wrong, Morris, advertised himself as a "Practical Motor and Cycle Engineer. Sole maker of the celebrated Morris cycles and motor cycles. Motor repairs a specialty." And so it was a natural progression for William Morris to move from cycles to cars.

After another failed partnership, Morris spent the next 6 years building up his own business again in both High St and Holywell St as a motor car agent and cycle maker. Between 1907 and 1910, he went into the garage business by expanding the works at Holywell St. and calling it the Morris Garage, and by 1910 he had aban-



The "Bullnose" Morris Oxford and Cowley models were often quoted as the British equivalent of the Ford Model 'T'. This car is a 1924 'Oxford'. In the 1920's the Oxford out-sold any other British or European car.

doned the cycles and motor cycles and registered himself as “Morris; motor car engineer and garage”. He rented out, sold, displayed, and became an agent for many of the popular cars of the time and opened up new show rooms in Queen St, Oxford. In 1913, the business was consolidated and renamed “The Morris Garages; W.R. Morris, Proprietor.”

Within this period, Morris knew that there was a market for a popular priced car, so he undertook to plan and produce a car of his own. The parts were bought out of profits from the business to that point of time. The new car took 2 years to develop and was sold on the strength of blueprints shown at the Motor Show of 1912. By 1913, the first Morris Oxfords were being sold at a basic price of 175 pounds and within a year he was selling more than a 1000 cars. The “Bullnose” Oxford as it became known, was hugely successful and turned out to be a most reliable car, surpassing the reliability of cars three times as expensive. This number moved him into the select band of British car makers building a 1000 cars a year. The others being, Singer, Wolseley, Austin, Humber and Ford.



The first Morris Minor appeared in 1928. William Morris, later Lord Nuffield is at the wheel. Initially the range consisted of a fabric-bodied saloon shown here, and an open 4-seater. The car boasted an overhead cam engine. Production ended in 1934, by which time Hydraulic brakes and a four speed synchromesh box had been fitted.

It is worth mentioning here, that success in the car making business was never automatic. By 1913, there were 198 makes of cars on the market and of those, by the end of that year, 103 of them had failed. Of the remaining 95 makes still in production in 1920, 81 of them had disappeared by 1928.

Morris continued to sell thousands of ‘Oxfords’ and was still in the select group in the 1920’s which also included Ford, Wolseley, Rover, Austin and Singer. Morris aimed his success at the low end of the market and the secret of that success was to design a car, then buy in all of the parts to build it. Being an agent for other makes in the earlier years taught Morris what weaknesses to watch out for and he always

bought parts that had been proven in other makes as well as in quantities that gave him a bargaining edge in costs. By 1923, over 200 firms were supplying parts for both the Oxford and the Cowley models. By 1924, Morris led the field in British cars, and by 1926 was by far the largest manufacturer of cars in all of Europe. He was still the largest British manufacturer of cars right up to the 2nd World War.

By this time, many of his outside suppliers were now part of his organisation. If he found difficulty in supply, he would buy that company out and reorganise it to increase supply. These firms included Hollick and Pratt, body shell suppliers, (1923) and the Osberton Radiator Co. He also bought out the Birmingham branch of the French firm of Hotchkiss, (who supplied Morris with his engines) after they refused to supply more engines for his cars. Morris renamed it “Morris Engines Ltd.”

In 1926, he bought Wolseley Motors when they were forced into liquidation. He had 3 reasons for this,

- 1) It blocked an American challenge, (thought to be General Motors, who had already bought Vauxhall)
- 2) It stopped arch-rival Herbert Austin, the other bidder, from getting too big.
- 3) It gave Morris a chance to sell cars on the Prestige market.

Another roll-on effect, was the Wolseley engine. Cecil Kimber, who was managing director of Morris Garages, used this engine in a lowered Morris chassis, a different body and the letters of the business (MG). It was so successful, that Morris Garages was the largest sports car manufacturer in the world by 1928.

Also, in 1926, Morris bought out the SU Carburettor company, who had been supplying Wolseley with carburettors, putting it into the Morris Industries part of the business. Up to this point, Morris had used mostly Smith 5-jet carburettors on both the Cowley and the Oxford models. In the mid 1930's, the whole organisation came under a name change to “The Nuffield Organisation”.

In 1938, Morris bought out Riley Cars, and added that brand to the prestige market, placing it just above the Wolseley brand.

The huge orders to two of his outside suppliers, helped them to grow large in their own right: Joseph Lucas, and Smiths Instruments.

However, all was not rosy, as in the 30's, Morris started to stagnate somewhat. By 1933, his share of the market dropped from a high of 40% in 1928, to only 20%. His designs were getting stale, and Austin had come out with the top selling Seven (or Baby Austin) and Ford were also building a winner (the Ford model 'Y') from their Dagenham factory.

At this point it would be right to mention two names. In 1932, Hillman cars, recently acquired by Reggie and Billy Rootes, together with Humber, Sunbeam and Talbot, had a young junior draughtsman by the name of Alex Issigonis. He worked with William Heynes, who later was to join William Lyons as chief engineer for Lyons new firm of Jaguar. Issigonis was offered a job at Morris Motors by Robert Boyle, at the time the chief engineer at Morris.

When Morris bought out engine manufacturer, Hotchkiss, he also inherited a brilliant young design engineer, named Leonard Lord. He worked at Wolseley for a while and, when the Morris cars started their decline, Lord was brought to the Cowley plant to design a new car. That car was the Morris 8, using a new unburstable side valve engine of 918 cc. (More on this engine in a future article.) The car was an immediate success. It was cheap for it's class and in terms of quality and reliability, nothing in England could match it, and together with the bigger sisters, the Ten and Twelve, plus the Wolseley variants and the MG sports versions, it put Morris back on top. In 1939, the Morris Eight series 'E' took the car right up through the War to 1948 when the most famous Morris of all was released— the Morris Minor

During and after the War, Austin took over as no 1. (Herbert Austin had died in 1941). The Morris 8 Series 'E' was really the only car that was selling in numbers. When the Minor came out in 1949, William Morris himself did not like the car, and was reluctant to be a part of any publicity for it, even though the Minor took the world by storm. The engine in the first Minors was still the trusty 918cc side valve unit, although there was another unit being tried; but more of that in a future article on 'engines'.

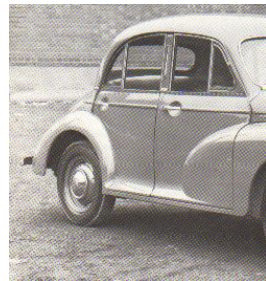
In 1948, Austin (under Leonard Lord) and Morris jointly agreed to a standardisation of parts, mainly to try and stem the rapid growth of American giants, Ford and General Motors, (Vauxhall) both of which had extensive resources, deeper pockets and an aggressive marketing policy.



The most famous Morris's of all time were the Alec Issigonis designed Morris Minor and it's smaller sibling, the Mini Minor, (or in this case, a Morris Cooper) The Morris Minor was the first British car to reach 1 million in sales. The Mini went on to sell over 5.5 million and stayed in production for 41 years

By 1950, both Nuffield and Austin, under Lord, started discussions on a possible merger, and in December, 1951, agreement was reached and in Jan, 1952, the British Motor Corporation was born. Lord Nuffield was persuaded to assume the title of President of the board, but in 1954, at 74 years of age, he'd had enough and retired to his Nuffield Estate. He died in 1963.

William Morris, Lord Nuffield, was a self-made multi-millionaire. Although married, he never had children. And so, with his benevolence and charitable trusts set up through the Nuffield Organisation, he gave away over 30 million pounds (NZ\$95,000,000) during his lifetime. In every area of public life and throughout the business world, he won great respect for his commercial acumen and his philanthropy. Because of this, William Morris had more influence on the British motor industry in terms of quality, assembly methods, pioneering mechanical advances as well as management practices than any other British car maker.



Although the Morris name disappeared somewhere in the late 1970's, some Mini's were registered under the Morris name. In fact, the very name, 'Mini' owes it's origin to Morris. When the Mini first appeared in 1959, the Morris version had to be differentiated from it's bigger sister, the Morris Minor. So, the smaller car was called the "Morris Mini Minor". The last known Morris' were the Marina cars and vans. However, the name still lives on under the "MG" (Morris Garage) brand, which is now part of the Rover Group. It is also interesting to note that the new BMW owned Mini is now being assembled in the old Cowley works in Oxford.

Next edition, Riley Cars.

TARGA 2002 UPDATE

Having received some positive reaction to our Targa Bambina report in the last magazine, I have decided to add to this one off report and make a four part series. In this article I will cover some of the entrants and a brief outline of the route. In the next article I hope to give you a more in depth look at the Targa route, and the final article will be a report of Catherine and my trip to Wellington and results of Targa 2002.

Last year saw 160 vehicles line up on the start line, which was an increase of 50% over the 2000 event and double the 1999 event. This year shows another dramatic increase with 216 vehicles entered. The oldest vehicle entered in this year's event is a 1954 Triumph TR2 driven by Rob Goldsbury of Wanganui. The newest vehicles were both manufactured in 2002. The first is a Ford Falcon AU2 driven by circuit racer Paul Pederson from Taupo; Michael Fitzpatrick is driving the other 2002 vehicle, which is a Mini Cooper S.

There are two other Minis in this year's event, Alistair Baker from Porirua is driving a 1979 Clubman and Joe Calkin of Morrinsville is driving a 1972 Mini. There are also two Metro 6R4 rally cars in this year's event. Robbie Francevic is back again this year in the 1969 Pontiac GTO, Racing Ray Williams is co-driving for Paul Forsyth in a 1971 MGBGT V8, rally driver Joe McAndrew is driving a 1978 Mazda RX7 and ex pat kiwi Steve Millen makes another return from the USA.

Word certainly has got out, fifteen Australians are crossing the ditch and twenty-five are coming from the South Island. A fine array of vehicles are being brought with them, from Australia they include a 2001 Porsche Turbo, a 2001 Porsche GT2 Clubsport, there are 17 Porsches competing this year, a 1968 Lotus Elan that is currently being prepared at Bob Homewoods in Pukekohe, and a 1965 Fastback Ford Mustang that is running a 6 speed Holenger gearbox and a motor spec. similar to a V8 Supercar. South Island competitors include Andrew Robertson from Christchurch running a 1972 Jaguar XJ6 fitted with a 454 cubic inch Chev V8, and Cromwells Ian Begg competing in a 1979 VW Golf that was originally campaigned by Denny Hulme.

Dennis Green and Mike John spent the Christmas holidays plotting the course. It was a huge effort totalling eight 12-hour days, not counting prologue or day one that were plotted from the Papakura Base. Most stages will be slower this year, due to the varying terrain in fabulous remote countryside, along valley floors,

up the side of mountainous country and sweeping along foothills, several of the stages totalling 30 plus kilometres. Some of these roads have been likened to the WRC Monte Carlo Rally, I think it sounds like the roads in my night trial, don't you?

Documentation and motor show is being held at Turners Auctions in Penrose on Sunday 27th October and the morning of Monday 28th October. On Monday afternoon 2 prologue stages will be held. On Tuesday 29th October, Targa will tour to the first of the days 10 closed stages at Te Kauwhata, lunch at Otorohanga before finishing at Centennial Park Raceway in Taupo for the final stage of the day. Wednesday 30th October sees 8 stages starting at Turangi, lunching at Taihape, then on to Feilding via Kimbolton for the final stage of the day at Manfield Race Circuit. Thursday 31st October starts in Palmerston North back to Kimbolton, then to Wanganui, via Hunterville and back to Palmerston North to complete another 10 stages. Friday 1st November leaves Palmerston North with 11 stages going through Ashurst, Dannevirke, Eketahuna, Masterton and Martinborough before the finish at Dunlop in Upper Huff. Saturday and November starts at Upper Huff for a publicity stage then to Otaki, and back to Paraparaumu for lunch at Southward Museum. After lunch 2 slow but verrrry tricky stages before the publicity stage in Wellington to finish at Queens Wharf for a street party. All up around 50 closed stages covering 600 kilometres and around 1300 kilometres of touring.

Well, I think that's enough for this month. As I mentioned earlier, I hope to have more precise details of the route next time with the thought that some of you may like to catch some of the action whether you are in Auckland, or on your way home from the Nationals in Kapiti.

GARY ASHTON



*Special cars corner at
Bruce McLaren Trust.*

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))."

FS: 1967 COOPER 'S', 1275cc motor, Australian Assembled

FS: CLUBMAN Race car body shell with full cage.

Call Tony on (06) 3579111 or at work on (06) 3564643

FS: Mini Seven No#69, 1000cc Engine, 3 Syncro Straight cut gearbox, Quickshift Remote gearchange, 2 sets Ward 5 1/2" Mags, 4 Slicks and 4 Wet tyres, Autometer Rev Counter with Changelight, Some extras, No Trailer. \$6000

Call Don McVeigh on (09) 5265016, (027) 4071464.

Lots for sale from Peter Amies.

new 130 M.P.H. speedo, new Twin carb manifold, weber s/d manifold, new mk1 tail light lenses, new 1100, 1300 bumper overriders, mk1 doors, Mini K doors, 'S' grilles, Morris Mini Cooper Drivers handbook, 4 pressed steel rims, Speedwell Rev counter coupling, L/H floor patch. Service parts list: Riley 4-68, Wolseley 18/85, motorparts 998-1098-1275, mini 1275 clubman clubman estate. Old mags: Classic cars, Wheels, Practical Classic, Cars & Car conversions Automobile year books No 31, 34 and 41. Call Peter on (09) 4240816 or at work on (09)4249000

As a result of a clean up and rationalisation of my video collection I have the following Original and Unique Mini videos for sale at \$20 each plus postage & packing. This is an opportunity to obtain videos featuring some rare footage and reminiscences with famous Mini Racers, Drivers and Navigators.

Titles: Monte 96 or 30 years After(30mins), Italian Job(98mins), Fulfilling a Dream(60mins), The Racers View(120mins), The Drivers View(120mins), A View from the Other Side(120mins), Mini /Sprite Challenge(58mins).

Alan Nicholson

Phone 09-480-7745 (Home) 09-307-2836 (Work)

FS:1981 Leyland Mini City, Red with gold 'City' stripe. Owned by mum since 5000km (yes really!). Done 149794km. As it's been driven by mum for so long it has a juddery clutch. Few minor body blemishes, typical of age (car not mum).

Excellent inside, never had passengers or pets. Car always garaged. Lives in Hastings. \$1750 or reasonable offer. Phone Ira Strapp on (06) 8796505

CLUB EVENTS

NOTE: Event change!!!!

JULY 28th, Sunday: Follow the leader lunch run. Start 9AM from Waikaraka Park. Neilson street.

AUGUST

6th, Tuesday: Clubnight 7:30pm Northern Sports Car Club-rooms, 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

A contingent from our club are intending to attend these events. This is a well organised club who always host great events, so come along and support their efforts.

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

SEPTEMBER

3rd, Tuesday: Clubnight 7:30pm Northern Sports Car Club-rooms, Mt. Richmond Domain, Otahuhu

SWAPMEET!! The last one didn't exactly work out (I think everyone was a little distracted by the New Mini Cooper S in the clubroom), so lets try that again. Clean out all those corners where bits of Mini are hiding and bring them along. A great opportunity to make the most of your spring cleaning!

22nd, Sunday: Annual Club Go-Kart Challenge.

Promises Thrills, Spills and a shiny trophy for the winner. Time and track to be confirmed, but cost will be about \$30. Accurate numbers are needed in order to book the track, so please see Anita if

you would like to participate. You're always talking about what a great driver you are - here's your chance to prove it!!

OCTOBER

1st, Tuesday: Clubnight 7:30pm Northern Sports Car Club-rooms, Mt. Richmond Domain, Otahuhu

Preparation for the nationals - held this year on the Kapiti Coast. We will be organising convoys, socialising etc. for Labour Weekend. Don't get left out of the fun, come along to clubnight and get organised!!

25th - 27th, Friday - Sunday: Mini Nationals 2002, Hosted by Kapiti Coast Minis.

The Highlight of the Mini Year!! This is what we've all been looking forward to since we got home from Hawkes Bay last year. Kapiti Coast Minis have an awesome weekend organised for us, with a Show 'n' Shine, Navigation Trial, Motorkhana, Guided Tour, Economy Run and lots more Mini fun! See our last magazine for more details - you don't want to miss out on this!

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!

Agent for MINI SPARES CENTRE Ltd	
MINI SERVICES A U C K L A N D COOPER & S - RILEY ELF - CLUBMAN GT	
	IMPORTED PERFORMANCE & RESTORATION PARTS
	MURREY LOCKIE PHONE OR FAX 09-412 7854
Comprehensive stock of Mini panels	
Seam covers	Flare kits Badges
Bonnets	Trim + rubbers (doors - windscreens)
Front panels	Lamp assemblies - Lenses etc
Guards	Halogen conversion kits
Floor pans	Wiper arms and blades
'A' panels	Anything in the Mini Spares Centre Ltd range not in stock, airfreight every 2 weeks, seafreight every two months.
Door skins	UK parts find service - new & used
Battery boxes	
Sills	
Rear valances	
Bumpers	
Grills	
Clips	
Mirrors	



Am I looking pretty or what.

STOP PRESS

Could all members who won a trophy last year and have not yet returned it please make sure it gets to Anita at the AGM.

STOP PRESS

The MCCA needs an accountant to check our financial records - do we have a member with this expertise who can help? We are able to pay for this service.

STOP PRESS

RIP BYGGLS!! Chris has packed away his paintbrush for a while as his faithful friend was rear-ended and written off. Now I guess we'll never see BYGGLS' full potential!