



Mini Car Club of Auckland

Incorporated



and a happy New Year.

December 2002

Mini Car Club of Auckland Inc.
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The Deadline for the next issue is: 15 January 2003

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.

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9th, Sunday: Concourse d'Elegance, Ellerslie Racecourse.
A display of members' cars by invitation of the committee. Let us know if you would like your car to be considered.

22nd & 23rd, Saturday and Sunday: Club weekend away.
Les is organising us a fun trip, probably to the Coromandel. More details as they are arranged.

COMING EVENTS 2003

March 21-23: NZ National Motor Show, Mystery Creek

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!

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Our MINI contact here is Kevin Patrick.

PRESIDENTS REPORT

Once again Christmas is upon us and the year has flown.

Our Mini Club has had another great year.

We had a small team compete at the Mini Nationals at Kapiti Coast Minis. From all accounts a fabulous event, with members that went picking up many prizes. Even though the weather was not the best around the rest of New Zealand at Kapiti the weather was great.

Apparently we were very close to getting the Car Club Team prize.

Club Show-n-Shine event at Motat on Sunday 2nd February 2003.

Don't forget and come along. The committee has agreed that we will expand the classes for judging and 2 professional judges services has been retained. This is a fabulous event and of course entry is free.

There is a BBQ following this event at my place @

2a Falmouth Street, Mairangi Bay.

Bring togs, BYO and some meat.

On behalf of all the Committee,
We wish you all

A Safe and Merry Christmas to you and your families.

El Presidento

Warwick Robinson

The long low car slid to a stop beside me. This was a classic motorcar in the true sense; it was beautifully restored and immaculately presented. The chrome round the windscreen gleamed in the morning sun. I stepped up to the driver's window and bent over my time clock watching the seconds count down. I grinned at the driver "20 seconds". He nodded and wound up the window to half way. A glance inside showed that this was no ordinary classic car. The state of the arts seats, harness, roll cage and timing gear showed that this was a serious rally car. "15 seconds". The driver gave me the thumbs up and wound the window all the way up. The engine revved, once, twice. Better keep the revs up, a stall on the start line in not a good look. "10 seconds". I moved down to a position just behind the front wheel. I stretched my clenched fist out across the bonnet. I could feel the heat from the engine and judging by the rumble from the exhaust they had some very serious horsepower on board.

"5". My fingers flew out in a fan 4, 3, 2, as each second was called I withdrew a finger back into my fist. The revs reached a constant roar. "1". I felt my legs tense then in one movement I leapt back, spread my arms and shouted, "Go". He was gone in a flash; wheels spinning slightly until he gained purchase then he vanished round the first corner leaving the air vibrating with noise. Exhaust fumes and rubber smoke drifted off in the breeze, stones loosened from the tarmac scattered and bounced round my feet.

I turned to the next car. I've got 30 seconds to get you away guys so don't muck around.

The long low car slid to a stop beside me. I grinned at the driver "20 seconds". This is rallying. This is Targa. This is the best fun.

Susan Russell.

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CLUB EVENTS

NOVEMBER

17th, Sunday: Fish 'n' Chip run to a mystery Fish 'n' Chip Shop, Meet at 10:30am Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Bring your togs and a healthy appetite! This will be a fun, Follow-the-Leader type run to a mystery location. Les is organising this, so it's sure to include some interesting roads south of Auckland, and some yummy Fish 'n' Chips for lunch!

DECEMBER

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

Annual Christmas Family BBQ. Sausages and Bread will be on the club, please bring a salad or desert to share. A great way to wind up the Club year, and share some stories - both tall and true!

8th, Sunday: Annual Economy Run, Meet at 1pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Chris McMurray is preparing us another of his awesome back-country runs, this time to test our fuel efficiency. Even if your Mini is a gas guzzler (ha, ha!), this is sure to be a great drive. Helps to have a navigator, but don't be afraid to go solo either.

NO CLUBNIGHT JANUARY - SEE YOU ALL AGAIN IN FEBRUARY!

FEBRUARY

2nd, Sunday: Galaxy of Cars and Swapmeet, MOTAT, meet at 9am, Motions Road.

A fantastic annual event, incorporating our club Show 'n' Shine. Polish your Mini and bring your sunscreen for a fun day. BBQ after the show at our club president, Warwick's house from 5pm, bring your own meat and drinks.

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

Come along and find out what everyone got up to over the holidays, and who got a brand new Mini for Christmas!!



CLUB ADS



FS: Hydrolastic pump in good working order \$250. Phone Doug at 021 1689236

FS: 1977 Orange Morris Mini 1000. 67000 km , Registration No: IR5096, Engine No: 99H 7916-224878, Chassis No: XL 2SIN N 8010952N. 3 owners. At 91, my father finally had to accept that he could no longer drive the Mini. For the last 18 years he drove the Mini to and from the Bowling Green and has never driven out of Cambridge. The Mini has a current Registration and just had a warrant and service completed. Phone Rebecca Thorley on (09) 9201699 or e-mail her at thorlenger2@clear.net.nz

FS: Mini roll cage. Bolts to the floor and is in two sections. It goes to the wreckers if not sold this month. \$100 Phone Frits at (09) 2357859.

FS: Black and White 1977 Leyland Mini.

Owned from new by my mum who treated it like a baby I'm the second owner. Plastic still on the back seat – interior and boot like new. Has a chromed motor. Receipt for recent motor work. Runs amazinly. Brakes need work. Has a little rust. 136000 genuine km. \$2200 ono

Phone Patti on (09) 4835879
 FS: Mini 1000 for sale. Good condition, needs paint job if purple flowers on orange not your style! Spare front end as well. \$ 1,000 ono. Enquiries to peter hawkins, 025 819 731.

Wanted: post 1980 mini 850 or mini LE in reasonable running condition. Contact Louis Le Vaillant at llevaillant@akmuseum.org.nz

Mini Meet, 2002; Kapiti Coast Mini Club

The main thing I enjoy when attending the National Mini Meets is meeting up with the many people who own Minis and sharing that common interest. The fellowship one can enjoy is really hard to describe. The Meet this year at Paraparaumu was no exeption. There were eight members who travelled down with 5 cars. Unfortunately, not a big number given we have close to a hundred members with something like 160 Minis listed on our register.

When I left Papakura Friday lunchtime, the weather did not look too good. In fact as I drove over the Bombay hills, it got a darn sight worse. I thought, "This doesn't look good for the weekend."

As I drove through the central North Island, it seemed to improve apart from a really bad bout of squalls around the Ruapehu area. The next morning, I woke to a promising day. We all assembled at the Soutward Car Museum where we were allowed to wash and prep out cars for the 'Show 'n shine. The weather was now sunny, and the grounds ideal for the cars to show off at. We all gathered in a huge circle, all 86 cars. What a sight! Seemed to be every age of Mini from early sixties to a new Mini Cooper delivered from the dealer at 8:30 that morning....so new in fact that Glenis Cooper had to learn to drive it on the way to the meet. (At least, you have the right name, Glenis)



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The judges did well. I feel it is rather a thankless task judging cars of the quality of those at this meet. Each year, the standard of the cars in the show and shine gets better. Certainly, most of the cars this year were outstanding. Our members did well. Andrew and Lynn Carter getting 2nd in their class. Kevin Patrick a first prize in restored original, Alan Ritchie 2nd in modified, Paul Leahy a 3rd in the same class. Well done, guys.



By lunchtime, there were a few sunburned faces arms and legs as the sun really heated up. We then queued up for the Navvy trial. This took us up Paekakariki hill to the lookout, down the other side, coming out at Plimmerton, heading back down to Paekakariki, Queens park, Paraparaumu beach around a housing area and back for a BBQ meal. It was rather a long but enjoyable rally with a mid term break to visit Bill Pyne's museum of cars. Wow! is all I can say. All the cars were meticulous, from the Wolseley 6-110, the collection of XK Jags, handful of older Rovers, Triumphs and Minors to quite a few Minis, including a ute, woody wagon, Hornet, Elf, GT Clubman and so on.

The only unfortunate event of the day was that my Estate developed a noise in the tranny towards the end of the rally. Had to leave it down there and retrieve it the following weekend after Targa.



Clubmember suggestion.

Just a thought for the club to discuss, the club points system could be expanded in a couple of ways.

1. The organiser of an event will get a point for attending the event, but also get a bonus point for organising it.

2. Points to be given out for submitting articles for publication in the magazine.

Doing something like this may encourage others to get involved on a higher level, which will make the club a more stimulating place, and it will also take a bit of pressure from the old faithful, and it may create a bit of friendly competition with which there is nothing wrong.

common parts. The 800 series of 1987 was a joint venture with the Honda Legend, both sharing the same floor pan and the V-6 Honda engine. In 1991, Rover started putting their brand name on the back of the Mini. Also, in 1991, Rover was responsible for the revival of the Mini Cooper in a limited run to celebrate the 30th anniversary of the first Cooper. It was so successful that it was decided to continue production of the Cooper models right up to the end of production in October, 2000.

The most famous Rover Mini (and in my estimation, the most desirable model,) is the Rover Mini Cabriolet. This car was based on the German Lamm convertible of 1990. The car was produced from 1991 to 1995. I believe there were only 700 odd built. Even now a good second hand Cabriolet is still fetching between 6 to 8000 pounds (around \$25,000). After the BMW takeover in 1995, Rover were told to cease the practice of calling the Mini a Rover and call the Mini, just that! a Mini.

In March, 2000, BMW sold off Land Rover to Ford, and dumped the Rover part of the business. It was a huge shock to many people and BMW suffered bad publicity because of it. The company is now part of a private investment group called Phoenix. They have reformed the company, calling it "MG-Rover Group". They are presently lining up a host of new and revamped models of Rover and MG cars. The MG's especially are set to give the competition a run for their money. I believe there are up to seven new models coming out as well as four models of Rovers, including an Estate based on the Rover 75.

We really do not know how long MG-Rover can last as an independent company. I hope they make it for Rover cars were, and still are, classed as middle class executive cars of quality. Looking at the offering for the new MG's also gives the Group a fresh approach and hope for the future.

Next issue: S.U. Carburettors

I don't have a story that goes with the Fish&Chips run photo's on the next page, so the best thing I can do is to shut up or to dream up a story. The only thing I know was that the rain was pelting down here in Waiuku and that I had to attend a few broken Minis. NOT mine though. The racer still needs a lot of attention and the youngest one blew the bottom end out of my wife's Mini. The cool sound, he mentioned, coming from the engine turned out to be a completely run out idler gear bearing and the first motion gear with a loose nut. Sounded like straight cut alright. Anyway, Less told my I'd missed out on a gorgeously and so did all the other club members that didn't go. In the end quite a few Minis showed up....



Sunday, we met at the Paraparaumu airport for the grasskhana. Only mishap was when one car got carried away and rolled after hitting a rutted area on a handbrake turn. The driver had to have stitches, but returned later to enter his hastily repaired car in the economy run. Interesting run that! Because my car was a little noisy in tranny, I took Tony Gawthorne's invite to travel with him in his Elf. (He navigated for me the day before) Somehow, during the run, Tony's car did a number with his left wheel. The front stabiliser bar lost its nut and washer, letting the front wheel go hard up against the wheel arch. We got out, walked back with other drivers who had stopped to help. We found the



nut, the washer and the rubber bush, jacked up the car, put it all back together and carried on. The joys of owning a Mini! The banquet on Sunday evening was outstanding. It was held

in the restaurant at Southwards Museum. We had the awards first. The Kapiti club must be congratulated for an excellent effort. A lot of work goes in to organise a meet like this, and for the Kapiti people, it really paid off. Many thanks to Lisa and Graham Strang, Bill Pyne and their dedicated team for a fine effort. Also, to the Hawkes Bay club for taking out the Club Points trophy. You guys, also, are great to be with. Lastly, thanks to the Auckland team who attended. You all did well, especially Andrew and Lynn Carter, who seemed to spend half their time up front collecting all manner of prizes. Thanks, guys.

Les Gubb

Here is the short form of the results of our clubmembers who participated in the 8th Mini Nationals organised by the Kapiti Coast Mini Club.

Total points for the meet:

Andrew and Lynn Carter. 1st with 70 points.

Navigational trial:

Andrew and Lynn Carter. 10th.

Economy run:

Andrew and Lynn Carter. 1st.

Motorkhana:

Andrew and Lynn Carter. 1st.

Show & Shine:

Restored: Kevin Patrick. 1st

Variant: Allan Ritchie. 2nd

Les Gubb. 4th =

MkIV: Paul Leahy. 3rd

Mk V:

Andrew Carter. 2nd

Congrats to all who took part and spacial congrats to Andrew&Lynn for such an outstanding performance. They had to use a station wagon to take all their prizes home. (their car was a 1991 Rover Cooper)



Rover 1963

Turbine engine. It was used at Le Mans with great success. It was driven in a non competitive demonstration, (the authorities running Le Mans didn't know how to classify it!) averaging 107.84 mph for 24 hours. In 1965, it entered Le Mans again, this time in full competition, and averaged 98.2 mph to take tenth place.

Other manufacturers followed suit, but it was a costly exercise, and in 1965, after Rover built the racecar using the Jet engine, it abandoned all turbine units for car use. Today, most of the Rover Turbine cars are on display at the Gaydon Heritage Museum.

Another development was Britain's first 4 wheel drive, the Land Rover, and although it was based on the US Jeep, it soon earned it's own reputation, and even today, the Land Rover and Range Rover have a huge following right throughout the World.

During the 1970's, Rover, like many other British cars of the time, were lumped into the "British Leyland" conglomerate and the quality of a great car began to deteriorate. However, when the splits started to happen in the early 1980's, Rover, (or Austin Rover as they were known by then) partnered with Honda to produce joint cars. It is at this stage that Rover cars began their road to recovery, as Honda introduced a more stringent quality control during assembly. The early 200 series cars were jointly built at Longbridge with Civics using some

In 1907, a Rover 20HP model was entered in, and won the TT race. After this, Rover continued to build cars of quality, right through the depression years and to the beginning of the 2nd World War. (If you remember watching the TV series, "All Creatures Great and Small" you will remember Siegfried Farnon driving around in his beloved Rover.)

In 1940, during the 2nd World War when all British manufacturing plants were involved in the war effort, Rover was asked to help in developing with Sir Frank Whittle, the Gas Turbine engine for military use. The Whittle engine was used in Britain's first jet powered fighter plane, the Glouster Meteor. This plane first flew in 1941. (I well remember after the war, going to Ardmore airfield and watching the Glouster Meteor fighter jet flying and landing at that airfield.)



Rover 1950

As a result of the liasion with jet engines, another first for Rover was the production of the World's first Gas turbined car, the 'Jet 1' in 1950. This project evolved from Rover's experiments after the War when a team was set up in 1945 to develop a commercially viable gas turbine engine for private cars and for commercial use. Rover experimented for 20 years and sold many units for marine and aviation applications. When the "Jet 1" came out, it took the world by storm. The engine produced maximum power of 110hp at 52,000 rpm. There was no clutch and no multi ratio gearbox. The power was transferred by way of a three stage reduction gearing (28.92 to 1) The car was a Rover 75 model, converted to a sportscar body, and adapted to take the turbine. It was front mounted. In spite of it's shape, it achieved a top speed of 243kph (150mph)

The T3 model was a new radical car. It boasted de Dion rear suspension, 4 wheel drive, and new front suspension. The T4 was also new and incorporated most of the features of the T3. The turbine was front mounted and was front wheel drive. This car appeared in 1961, and is now the car we know as the Rover 2000 TC (or 3500 V8 versions) Hard to realise that this car was originally designed for the Turbine engine.

In 1963, Rover combined with BRM to build a racing sports car using the



LETTER TO THE EDITOR

I noticed in the Club Events section of the October magazine there was a heading that read IMPORTANT NOTICE. On reading this notice, I thought that this is all b——t!! How can this be correct?

Point 1

Club funds are being depleted due to photocopying, buying of prizes etc.

In the three years that I have been involved with the club, I have organized numerous events for the club and not one single event has cost the club any money at all, and I very much doubt that the few other people that regularly organise events charge the club for doing so.

Point 2

The committee has reluctantly decided an entry fee for each event be charged. This will be only \$5 for a club event

Is this \$5 per car, or is it \$5 per person?

If club funds are not being used to do photocopying and buying of prizes, where is this \$5 going? How about giving some of it to the organiser to cover the costs that he/she has generously donated to the club?

How can the club charge for every event when some events do not involve the club organising anything, so there is no cost to the club, such as the Galaxy of Cars at MOTAT?

How can you charge the same amount for a follow the leader run as you do for a trial, a follow the leader run has one set of instructions and no prizes, a trial has numerous sets of instructions and the possibility of prizes?

It appears that the people who do most of the organising for the club are the ones who most regularly support other peoples events, so now, on top of the cost of organising events, they will have to pay again to participate?

The club has difficulty attracting people to events, how is this going to encourage them?

The club also has difficulty getting different people to organise events, how is this going to encourage them?

To a point I can see where the committee is coming from, but I don't think enough thought has gone into this before it was implemented.

If the committee could clarify these points it would be appreciated.

Name withheld.

Geneology of the Mini

Part 5

Rover

Les Gubb

Rover's beginnings, like so many other car manufacturers, began in the pedal cycle trade. After pioneering the B.S.A. safety cycle (the modern bicycle as we now know it) the company grew to be a large and prosperous cycle maker. In 1902, an experimental motorcycle was built and in 1904, a 4 wheel light car followed. Known as the 8HP model, it was a quality machine designed by Edmund Lewis, and constructed with an aluminium backbone frame, enclosing the clutch, gearbox and propeller shaft. The single cylinder watercooled engine had a robust crankshaft mounted in ball bearings.

The 8HP was replaced 2 years later by the 6HP model which boasted such modern ideas as rack and pinion steering and a column change gear lever.

Both cars proved solid and reliable

In 1906, Mr. R. L. Jefferson joined

other figures who endeavoured to

drive around the World in cars of

the period. He chose a Rover 8HP

and drove from Coventry, England,

through Western Europe and

headed for Turkey (then part of the

Ottoman Empire). In 1906, one

must realise that there were only 2

cars in the whole of Serbia, none

in Bulgaria, while in Turkey they

were banned for reasons which

were partly religious and partly

political. He did meet some

obstacles on the way, mostly at border controls, but eventually made it to

Constantinople. It created quite a stir amongst the population as the little Rover

was the first car ever to drive into and through Turkey. Unfortunately, as he

was driving within sight of Constantinople, a valve broke, but the conquest of

the Balkans had been achieved.



Rover 1906 6HP