

Mini Car Club of Auckland

Incorporated



Mini under the snow. Looks like winter to me...

IN THIS MONTHS ISSUE:

- The Automotive Emporium.
- London to Brighton.
- The Franklin Night trial.

And much more.



August 2003

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The Deadline for the next issue is: **15 September 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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PRESIDENTS REPORT

We had a great turnout at the 1st July Club night at Ecurie Lievre Bookshop. One of the owners Peter Murphy gave a quick speech on what was on sale, also what he could get or publish. It was good to have the time look at so many automotive books, magazines and models. Don't forget on producing of your Mini Car Club membership card a discount can be obtained.

The value of our Mini's is rising. I would probably get 10-20 phone calls per month on the value of Mini's. Generally people wanting to sell them and asking for a current value. Up until recently, I advised people roughly \$2000 to \$3000, depending on condition.

I recently have a phone call from a lady wanting to sell a low mileage 1997 Mini. I advised her between 3 - \$4000 dollars. She actually sold it for \$4000. But a few days later a phone call from Australia offered her \$5000 unsighted.

There are also a huge amount of Minis being exported and wrecked.

So if you are thinking of selling your Mini and it's in a good condition, it could be worth quite a lot more than you previously thought.

Please start planning for the Mini Nationals at Palmerston North Labour weekend. The event that was held there previously was an n absolutely fabulous event. Something for everyone, including track sprints at Mansfield.

Most people are planning to go down Friday of Labour weekend.

Entry forms can be obtained from your committee.

El Presidento

Warwick Robinson

to:
Auckland Inc

London to Brighton 2003-05-18

I awoke nice and early on Sunday to get myself and the other half ready for this year's L2B run. I presently have a Mini Cooper in NZ and so was not actually part of the run but decided to go anyway for the 3rd year in a row (by train!). We turned up at 9:45am to catch the train only to be told by the ticket office that they were doing works on the track and the train was not running! (Typical London stress!) On to Plan B, Tube to Victoria and the fast train to Brighton. We arrived just before 12pm and walked down West St towards the sea and then along the waterfront. There were air-horns and tooting to be heard in every direction as the Minis arrived in Brighton. Minis were everywhere! Certainly a great feeling and a pleasure to see.



From the entrance to Madeira Drive I could see there were masses of people everywhere - a very good turn out indeed! I would say there were even more than last year even though the weather was not the best. It was very windy and looked like it was going to rain. Thankfully this amounted only to a very light drizzle at one stage (I'm sure the Show 'n Shine people were much relieved!).

I thought the trade and club stands were very good this year. There were cer-

tainly a lot more than last year, with the usual Mini Spares/ Mini Mag/ Mini World stands as well. As always there was the fun and very amusing 'Time Trial' set up, where you have to drive your Mini around a few cones, spin it around (using the hand-brake), stop, run around the car, get back in, reverse, then back around the cones, stop (at the starting point) get out and hit the hooter. There is much encouragement (and hilarity) from the crowd at many of the attempts.



I walked through taking pictures with my digital camera and also talking to a few enthusiasts about their Minis. There were lots of cars with outrageous ICE setups. Also there were some V-Tec's.



Another thing which I thought was quite amusing, even if it really should not have happened, was that a group of people had stuck, "This is a forgery!" notes on all of the new BMW Minis! Following which there was an announcement over the PA system telling them in no uncertain terms 'to stop!!'

When we finally got to the other end of the beach at 3pm, there were still Minis coming into the parking area with a massive queue backed up the hill. Then we turned around and headed back just to make sure we hadn't missed anything in our first walk. A quick Fish 'n Chips and then to walk back to the train station.

We returned to London, having thoroughly enjoyed possibly our last L2B for a while, as we are planning to return home to New Zealand later this year. Sadly, no purchases were made despite the temptations, as I had wisely left my credit cards safely at home.

Aidan Hill



Mini Variants pt.3 ERA Turbo

The first two Mini variant installments dealt mostly with radical body mods. I thought that this time I would focus on the performance side, primarily the ERA Turbo.



ERA was a name synonymous with Grand Prix road racing in pre war times but had concentrated purely on research and development in the following years. In 1987 group director David Sankey came up with the idea of getting the ERA name back into the main stream motor industry. After much discussion the idea was formed to create a turbo charged

Mini. A small budget was allocated for development with which a stock red Mini City 1000cc was purchased from the local Rover dealer. The car was then taken to Richard Longman and fitted with one of his turbo engines as used in the MG Metro challenge that was being run at that time. Other than the chopping require to get it all to fit the Mini was otherwise standard.

Initial testing showed it to be lethally quick!! This was demonstrated when the shareholders were taken for a test drive on a rainy winter night. Four up they were driven along the A5 at over 100mph, the test driver overtaking trucks not but steering but by using the massive torque steer to fire the car to the other side of the road. Upon their return it was decided to continue with the project, provided it was tamed down a bit.

A second car was purchased to experiment with styling and fittings while the original car continued to be refined for running gear. By this stage Rover had started to show interest and a deal was struck to make it a joint venture. Rover would supply cars 10 a time off the production line. ERA would then remove the engines and return them to Rover in exchange for the Metro turbo units. The cars were then sent to Hawtal Whiting for re-trimming, then to Withal's for the body kits. The majority of the cars were either red or racing green with a handful done in white, silver or black.

The cars went on sale through Rover at a cost of £12,000 each. At the time

Japan was one of the largest markets for the Mini with 350 of the Turbo cars going there. Roughly 550 were built in total.

By the end of 1991 sales had dropped to less than 3 a week which meant ERA were only just breaking even. The decision was made to stop short of the planned 1000 units. Right up until the end of classic Mini production Rover still held stock and you could get one made on special order, if you had the money.

This really was the ultimate factory produced performance Mini with nothing to match it until the introduction of the new Mini.

Lee Norman



Our next club night on the 5th August is also our **AGM.**

Warriors front rower and Mini fan Mark Tookey will be joining us to hand the annual club awards and show us his Mini. This should be a great social event and is your chance to have a say on where the club should head over the next 12 months.

More details are on the web site.

www.minis-auckland.org.nz



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Night Trial, Sat. 29th June, Waiuku.

Six-30pm., Karaka layby, just off the motorway. Too early for the moon, so there's just the occasional street light. At least it's not raining. Everybody is just standing around, making idle chatter, but listening a bit harder, you realise it's all nervous chat to fill the nervous silence.. All crews realise the world championship hangs on tonight's results.

Gary gives us our route notes five minutes after the previous car took off. -Frits and Brenda, that was, and cracking the pace on too, so we'll have to push it along in the Riley.

Through Karaka at closer to 80 in a 70k zone, then get it up to 100 as we go over the bridge, and hold it there until we see the 1st corner coming. Tighter than it looks, but accelerate again, holding 3rd for the right angle corner. Boy, it's nice to have some decent lights. Next left, left again, right, left, second left right, right, second left, right, and so on, far into the night, Well, for a couple of hours anyway .

Here's a tricky bit. Reach for the map, shine my torch on it, and figure it out.....Don't slow down, I'll tell you when..... Got it, hang on, turn right....THERE!

Jink down through the twisty bit, ease back a bit for the intersection, no headlights in sight, go for it! Better hope there aren't any cops about.

Now we're out in the back-blocks, with our light on high, lighting up the next 500m.

Where's that corner? There! Slam on the brakes, use a touch of hand brake to bring the back end around! Engage 2nd, and we're off again.

The moon's up, but it's behind cloud, so it's dark again. 70 mph..... Hey, ease back! The map has a hairpin somewhere hereabouts. -Waooooo. That was it.

So now we're only doing 60mph over blind crests, followed immediately by sweeping bends.

You know, if someone came around these bends towards us, we'd be gonners, Yeah, but at least the lights tell us something's coming, comments brother.

We see some tail lights ahead, It's gotta be one of the others, and they're like a red rag to a bull. We go as fast as prudence and cowardice let us, and the lights come closer, Then we hit fog, and back off a bit, There's what looks like a major intersection, and the way I figure it, we go left. On a bit more, no fog, and no tail-lights. Oh well, too bad, I know where we have to be for this next piece of road.

A pair of headlights come up and overtake us. Hell, it's a Mini, chase the bastard into Pukekohe, watching for cops. Where did we come? -Last. Oh well whatever, Talk about a blast. This is what a car club is all about.

Chris McMurray

The results of the Waiuku night Trial

1st Les & Marion
2nd Keith & Graham
3rd Steve & Chris
DNF Frits & Brenda

Basic Maintenance

The S.U. Carburetor, as fitted to nearly all Minis from 1959 to 1994. After this Minis were fitted with fuel injection to October 2000, the end of production.

The petrol engine is rather a complex piece of machinery and forms the powerhouse of most cars and a myriad form of other uses. The two most important pieces of equipment in the engine are the ignition system for the combustion of the fuel, and the carburation or fuel system, whose duty it is to ensure that the fuel is there in such quantities and qualities as may be required according to the engine needs of the moment.

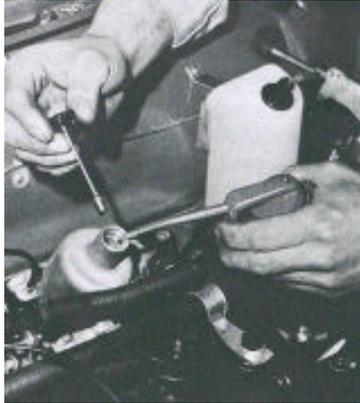
The quantity of fuel is largely controlled by how heavy your right foot is. The design aspects of the carburettor and the way it is jetted to suit the engine needs of your car largely control the quality. Many carburettors are complicated things with many jets, accelerator pumps and the like.

The S.U. carburettor fitted to nearly all Minis and many other British built cars since 1910 when the Skinner brothers set up their invention, is a simple device using a floating piston controlled by the vacuum intake of the engine. On the bottom end of the piston is a tapered needle, which controls the fuel flow. The piston itself is dampened by a spring and a small quantity of oil in the dashpot, which prevents the piston from rising too fast when accelerating.

The intake of the air/fuel mix is controlled by your right foot, which controls a butterfly (or throttle disc) on the engine side of the piston. When you depress the accelerator, the butterfly opens up, letting in more air/fuel mixture, which, in turn creates more vacuum, lifting the piston and increasing the fuel intake because of the taper on the needle. Hopefully, your car increases speed.

Although the S.U. is largely maintenance free, there are certain maintenance requirements. Firstly, always make sure that there is oil in the piston. On the top of the dashpot is a black cap. Unscrew this and check the oil level, which

should be level to the top of the piston. For normal road use, use the same oil as the engine. Normally, a teaspoon full is all that is needed. I usually check this every 5000-km.



A common 'tuning' problem with SU carbs is a flat spot when the accelerator is depressed. This is inevitably due to the fact that the carb hasn't been serviced regularly and the dashpot level is low.

Make sure that all hose connections are tight. There is usually a black hose on the driver's side of the carb that sucks the engine fumes back through the intake. If this comes off, the engine runs rough. Also check the fuel lines coming from the fuel pump behind the engine for leaks. If you have a fuel filter, replace every 50,000 km.

Another tiny hose that needs checking, is the vacuum hose that runs from the front of the carb. to the distributor. The rubber connectors on both the carb. end and the distributor end have a bad habit of perishing, causing air leaks.

Don't forget the air filter. In normal conditions, you should get 20,000/30,000 km. In dusty conditions, renew more often. The filter is a neglected part of the engine. If you can afford one, replace with a K&N filter. They are guaranteed for 1 million miles, which will outlast your Mini and probably you as well.

This just covers basic maintenance. If you need to remove the dashpot to clean the inside, I would refer you to the Haynes manual. Most Repco stores can get you one. We are hoping to run a club workshop on carburettor rebuilds in the near future.

Les Gubb





Just under 100 cars made it to the start at Counties Inn for the Dunlop Targa Dash on Sunday.

A 1959 Ford Thunderbird, the same width as Franklin roads, and a Mazda Rx7 which were the lead safety cars, started in inclement weather to lead the cars away at 30 second intervals to the first of 10 stages at Maioro Rd. It soon became apparent that some of the older cars were rather exuberantly driven, with living legend Robbie Francevic hurling the big 1968 Pontiac GTO around as though it was a mini. Not to be outdone and as equally impressive was Mark Pidduck in his similar age Ford Thunderbird, sliding the big car through the corners and gaining a lot of admirers along the route to eventually come second in the Classic Category.

Stage 1 saw 87 cars start and 87 cars finish. Chris Alexander's Escort hit a tree, backed out, broke a rocker touring to Stage 2 after over



revving away from the tree. In Stage 9 he spun, clipped a bank but carried on to finish

Hamilton's Nelson Marshall eventually won the Classics in his very familiar Ford Capri V6 after also having to work hard showing that good driving skills shine in such atrocious conditions. The toll started in Stage 2 with David Walker and Anne Tallot alongside quietly rolling onto their side but after a bracing lunch carried on. Rob Douglas retired the V8 Morgan with oil pressure trouble. Two stages later Cohn Meadow's Toyota MR2 lost it's clutch and Chris Lane's Audi retired with obscure mechanical gremlins.

Rodney Atchinson in his W/ Beetle with a Corvair engine won the Historic Category and the Index of Performance trophy minus his windows. Rodney suffered stone damage to his windscreen thrown up by a passing motorist on a touring section and had to remove both front and rear screens for safety reasons. Rodney also had quite a few lurid slides on his way to his win.

Special Stage 6 was a Peugeot horror story. Don Webster's 106 crashed, Don Howarth followed this advice, crashing going wide into a corner. He was towed out to the service crew but retired.

The next stage saw most of the day's action. The Peugeot 504 of Greg Winkley rolled, Tony Herbert's Lotus Elan clipped a bank, Allan Homer spun the Escort Mexico and hit a bank, Ray Reid's Legacy clubbed a fence but carried on, Kevin Honiss lost the Evo's clutch and retired, Chris Alexander spun the Escort and Steve Cox fixed an overheating F40.

Modern B for the smaller engined cars was taken out by Richard Burgess in a

Toyota MR2 followed by the fighting pack of Peugeot 106's leaving Alex Grant

to come in second and Trevor Cox in 3rd

Modern A saw Dunlop Targa veterans Rex Alder and Mal Clark come in 3rd with their Toyota Corolla, Neil MacDonald in 2nd and the flighty but fast BMW 2002 Turbo of Mike Delmont take out a much deserved 1st place.

In the Contemporary 2wd category the eventual winner, Will Selles in his

near new Porsche GTS, was initially apprehensive about running the new car. He had called up ex- pat Kiwi Jim Richards, who is a Targa Tasmania veteran and runs the same type of Porsche for suspension setting advice. Obviously the advice was cored.

Contemporary 4WD was hotly contested by many traditional rallie drivers doing battle with Targansts. The difference? Targa is more laid back and enjoyable in the way it operates and is only run on tarmac roads. There was quite a battle and eventual winner Stumpy Holmes being kept on his toes by initially the rapid Peugeot 205 T16 of Peter Johnston (PJ) until PJ was sidelined with gearbox problems.

The Pug kept picking up 2 gears at once and PJ retired without starting Stage 5. Kevin Honnis in his Mitsubishi EVO kept the pressure on until his clutch gave up. Ray Reid then took up the battle in his Subaru Legacy using all his skills, all the road and some fences to get close to Stumpy but settling for a well-deserved 2~ place.

Into third place came the first of the traditional Targa 4wd competitors Craig Suester in his Mitsubishi EVO, who didn't get overawed by the Rally competitors and drove a tidy conservative event He even drove home in the Mitsubishi, unlike several who left their cars parked in the scenery waiting for a tow.

Special mention needs to be made for young Glen Inkster low on budget running on old tyres in his self prepared well turned out older Mitsubishi Galant. He proved to be a promoter's delight, great with his quips to the camera and put on an excellent show for the spectators and always smiling. All the way from Nelson, Ross Hurley in his Honda Civic showed what a well set up well-driven front wheel drive car can do in the wet conditions. He excelled, showing many of the more fancied cars a clean pair of heels

Most competitors commented at the finish that they loved the event and learnt some new skills on how to handle their car in the wet. Isn't that something everyone could benefit from?

MIKE JOHN



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MiniMeet '03
hosted by
Mini Manawatu
P O Box 4388
Palmerston North

Shane Blackburn (Information)
(06)353-2229 or 021.2402999
Lynne Phillips (Registrations)
(06)357-0111 (hm), (06)351-8899 (wk)
email: minispecialist@vira.co.nz



PALMERSTON NORTH
Labour Week-end
24th - 27th October
2003

PROGRAMME

(subject to change - please confirm times and venues at registration)

Friday 24th

from Registration & scrutineering
2pm **Panorama Autos, 19 Matipo Street, PN**

Saturday 25th

8am Show 'n' Shine
Railway Land, Main Street West, Palmerston North
1pm Depart Railway land on touring stage to
Manawatu Car Club, Manfeild, Feilding (Kawakawa Road entrance) for start of Fun Navigational Trial
2pm Fun Navigational Trial start from
Manawatu Car Club, Manfeild, Feilding
6pm BBQ dinner
Manawatu Car Club, Manfeild, Feilding

Sunday 26th

8am Motorkhana events at
Manfeild, Feilding (back extension track - entrance Kawakawa Road)
pm Bent sprint events (limited to 60 entries)
Manfeild, Feilding
6pm Prizegiving Dinner & Mystery Auction
The Cloverlea Function Centre, Tremaine Avenue, PN.

Monday 27th

from Farewell Breakfast/Brunch
10am **Loaded Hog, George Street, Palmerston North**

REGISTRATION FORM

<p>Name: _____</p> <p>Address: _____</p> <p>Phone (hm): () _____</p> <p>Phone (bus): () _____</p> <p>Mobile: () _____</p> <p>Email: _____</p> <p>Name of Additional Driver: _____</p> <p>Cat's entered: (make, model & rego please): _____</p> <p>Club Name: _____</p>	<table border="1"> <thead> <tr> <th>ITEM</th> <th>COST</th> <th>x QTY</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Entry for full week-end.....</td> <td>\$45.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td colspan="4"><small>(includes: 1 person show'n'shine, motorkhana & sprints, 2 people road trial, 2 people BBQ Sat.)</small></td> </tr> <tr> <td>Entry for Saturday only.....</td> <td>\$25.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td colspan="4"><small>(includes: 1 person show'n'shine, 2 people road trial, 2 people BBQ Sat.)</small></td> </tr> <tr> <td>Entry for Sunday only.....</td> <td>\$35.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td colspan="4"><small>(includes: 1 person motorkhana & sprints)</small></td> </tr> <tr> <td>Saturday night BBQ - extra adult.....</td> <td>\$5.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td colspan="4"><small>(if not registered as above)</small></td> </tr> <tr> <td>Saturday night BBQ-extra child to 10yrs.....</td> <td>\$3.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td>Sunday night Prizegiving - adult.....</td> <td>\$25.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td>Sunday night Prizegiving - child.....</td> <td>\$12.50</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td colspan="4"><small>(3 - 5yrs free, 6yrs - 10yrs child half price)</small></td> </tr> <tr> <td colspan="4">Minimeet 2003 Apparel (please indicate sizes)</td> </tr> <tr> <td>Cap.....</td> <td>\$15.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td>T-shirt.....S - M - L - XL - XXL - XXXL.....</td> <td>\$25.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td>Polo-shirt.....S - M - L - XL - XXL - XXXL.....</td> <td>\$30.00</td> <td><input type="checkbox"/></td> <td>_____</td> </tr> <tr> <td>TOTAL PAYABLE.....</td> <td></td> <td></td> <td>\$_____00</td> </tr> </tbody> </table> <p><i>Please make cheques payable to Mini Manawatu Inc. Post to: P O Box 4388, Palmerston North.</i></p>	ITEM	COST	x QTY	TOTAL	Entry for full week-end.....	\$45.00	<input type="checkbox"/>	_____	<small>(includes: 1 person show'n'shine, motorkhana & sprints, 2 people road trial, 2 people BBQ Sat.)</small>				Entry for Saturday only.....	\$25.00	<input type="checkbox"/>	_____	<small>(includes: 1 person show'n'shine, 2 people road trial, 2 people BBQ Sat.)</small>				Entry for Sunday only.....	\$35.00	<input type="checkbox"/>	_____	<small>(includes: 1 person motorkhana & sprints)</small>				Saturday night BBQ - extra adult.....	\$5.00	<input type="checkbox"/>	_____	<small>(if not registered as above)</small>				Saturday night BBQ-extra child to 10yrs.....	\$3.00	<input type="checkbox"/>	_____	Sunday night Prizegiving - adult.....	\$25.00	<input type="checkbox"/>	_____	Sunday night Prizegiving - child.....	\$12.50	<input type="checkbox"/>	_____	<small>(3 - 5yrs free, 6yrs - 10yrs child half price)</small>				Minimeet 2003 Apparel (please indicate sizes)				Cap.....	\$15.00	<input type="checkbox"/>	_____	T-shirt.....S - M - L - XL - XXL - XXXL.....	\$25.00	<input type="checkbox"/>	_____	Polo-shirt.....S - M - L - XL - XXL - XXXL.....	\$30.00	<input type="checkbox"/>	_____	TOTAL PAYABLE			\$_____00
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Polo-shirt.....S - M - L - XL - XXL - XXXL.....	\$30.00	<input type="checkbox"/>	_____																																																																						
TOTAL PAYABLE			\$_____00																																																																						

NB: Sunday registrations made on the day will incur a \$35 surcharge and will be at the discretion of the event controller.

CLUB CAPTAINS REPORT

It doesn't seem like two month's have gone by since the last magazine came out. The club has kept itself busy during the cold and wet couple of months. The Bay Prestige Classic Car Show in Tauranga was attended and prizes were gained by some of our Club members, well done guys! The night trial was another successful event held in the Franklin District followed by dinner. Two weeks later members of the Mini Car Club were officiating on the Targa Dash on the same roads. We also had two Gymkhanas run by the Holden Street and Performance Club. Our club's attendance was disappointing, but the events were well run and good fun.

Club nights included an informative talk by Just Brakes. Unfortunately it was a little long. The next Club night was held at Ecurie Lievrie. Catherine and I didn't attend this as we both had the flu, but it sounds like it was a good night.

The Mini Nationals are coming up. They are being held in Palmerston North on Labour weekend. It sounds like it's going to be a great weekend with lots of fun activities. Check out the ad elsewhere in the mag.

The August Club night is our AGM. After the general business and election of officers, Mark Tookey from the Vodafone Warriors will be presenting awards and then telling us about his Mini.

Don't forget to keep an eye on the Club's website. This is updated regularly to try and keep you informed. If you have an e-mail address, let us know and we can advise you of changes as they happen. A recent addition to the site is the Mini Mart. If you have something to buy or sell, check it out.

I think that's all from me for now, so we will see you at the Italian Job run.

GARY ASHTON





Mini Car Club of Auckland

Events

SUNDAY 27 JULY - Italian Job. Annual madness in the city. Total chaos, awesome fun! Join the madness at Mikano restaurant, Solent Street, 12.30PM.

TUESDAY 5 AUGUST - AGM. Northern Sportscar Clubrooms at 7.30pm. Be there and have your say. Mark Tookey will be coming along to show us his Mini and present the awards.

AUGUST -Italian Job Movie. Contact Michael Wigmore for full details.

TUESDAY 2 SEPTEMBER - Club Night. Guest speaker from Wynns Oils. 7.30pm at the Northern Sports Car Club.

SUNDAY 14 SEPTEMBER - Garage Bash. Meet at clubrooms at 10.00AM. Bring your own lunch, BBQ at the completion of the run mid to late afternoon. Cover charge may apply. Please contact Gary or Catherine if you intend to attend so food for the BBQ can be arranged.

TUESDAY 7 OCTOBER - Club Night Swap Meet at Northern Sports Car Club 7.30pm.

SATURDAY 11 OCTOBER -Vehicle Maintenance afternoon. Learn more about basic maintenance at Landscape Cars, 919 Dominion Road, Mt Roskill. Starts at 2.00pm and will be followed by a BBQ.

SUNDAY 12 OCTOBER - Bathurst 1000

LABOUR WEEKEND, 25, 26, 27 OCTOBER - Mini Nationals in Palmerston North

27 OCTOBER - 1 NOVEMBER- Dunlop Tyres Targa, Auckland to Wellington

TUESDAY 4 NOVEMBER - Club Night. Guest speaker from Meguiars Car Care Products. Northern Sports Car Club from 7.30pm

7 - 9 NOVEMBER - V8 Supercars, Pukekohe Park Raceway.

SUNDAY 23 NOVEMBER -Glenbrook Vintage Railway. Details to follow.

TUESDAY 2 DECEMBER - Club Night. Christmas BBQ and social night. Northern Sports Car Club 7.30pm.

SUNDAY 7 DECEMBER - Economy run.

SATURDAY/SUNDAY 17-18 JANUARY- Kumeu Classic Car Show.

SUNDAY 1 FEBRUARY-Galaxy of Cars and Swapmeet. MOTAT.

MINI SERVICES

A U C K L A N D

COOPER & S - RILEY ELF - CLUBMAN GT



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