

Mini Car Club of Auckland

Incorporated



Club Magazine



Who's this, and what has he got to do with the Mini Club?

See inside for details...

April / May 1999

Mini Car Club of Auckland Inc.

Club Executive

President:	Warwick Robinson	479-1825
Vice President:	Elizabeth Schou	530-8384
Treasurer:	Andrew Carter	415-9117
Secretary:	Chris McMurray	279-3052
Club Captain:	Lynn Scott	415-9117
Committee:	Chris Manning	833-9340
	Frits Schouten	235-7859
	Jim Dixon	833-8188
	Les Gubb	298-5201
	Nicky Phillips-Wyatt	832-2422
	Patrick Williamson	298-9115

Address correspondence to: **Mini Car Club of Auckland Inc**
P.O. Box 970
Papakura
Auckland
New Zealand

Clubrooms

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

Contacting the Editor, Frits Schouten.

Phone: (09) 235-7859 Home
Fax:
E-Mail: fritss@ps.gen.nz
Snail-Mail: 7 Carbine Lane
Waiuku
Auckland 1852

I prefer files on disk if possible or good quality originals. Thanks.
The Deadline for the next issue is: **17th May 1999**

PRESIDENTS REPORT

Firstly I am sorry there was no Presidents report in last months magazine. It was lost enroute to the Editor.

A summary of recent events as follows:-

Galaxy of Cars at Motat, Sunday 7th February.

18 Minis turned up for our club Show-n-Shine. All cars were beautifully presented, with our club coming 3rd for the Club display, winning \$100 prize money and a trophy.

Paul Leahy won our club Show-n-Shine.

Concourse de Elegance @ Ellerslie, Sunday 14th February.

We had a fantastic turn out of 20 Minis, virtually one of every type. Patrick and Joanne are to be congratulated on setting up a really impressive 'Birthday' display with balloons and streamers. We weren't placed in the Club display, but received an 'Honourable' mention.

Wheels @ Whenuapai, Sunday 28th February.

Was a little disappointing as only 12 Minis showed up for a great days racing. We were allowed 5 display laps at lunch-time, for the 40th Birthday, following the Holdens.

Club Night March 2nd.

Following a talk from Roger Bailey, from Pro Drive, we convoyed to McDonalds @ Mission Bay via Great South Road, Newmarket & Parnell – 16 Minis all in a row, the sound and look being awesome.

DON'T FORGET

Mini Fun Day Saturday 15th May @ Taupo.

All you need is a crash helmet and overalls. If last year was anything to go by, it's really worth the weekend away.

EL PRESIDENTA

WARWICK

HOT GOSSIP

Fritz has his clubman mini in for a respray, a deep maroon colour with polished alloys to come.

Congratulations to Jim & Angela on their newborn child.
However, we are sorry to see that Jim has resigned as editor of this newsletter due to other commitments.....what could they be??
Thanks for all your hard work Jim!!

Wheels at Whenuapai saw eight club members take to the track at lunchtime, to recognise 40 years of the mini.

Go-Karts attracted a good number of members & what a shame Andrew Carter didn't win.

Liz Schou had a close encounter of the "median barrier" kind while driving her Audi up the Mangere Motorway.

Liz Schou still has a Cooper, "believe it or not"
(No one has seen her drive it for two years)

Murray Lockie of Mini Services fame has expandedinto his new hay barn – it looks really good....opening BBQ to follow??

Patrick's green hybrid is nearly complete. Taupo fun day will be the first test...hopefully.

Chris & Andrew Manning have their Mini 7 racer looking good, to go along with the newly installed 1000 motor.



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The Genealogy of the Mini

1 The Beginnings

By Les Gubb

I thought it would be interesting to delve into the history of the motor industry, especially that area which ultimately led up to and included the Mini. In this series of articles, I will endeavour to explore the various branches of the motor industry as well as the men who created and/or influenced the production of the various makes and models of cars and their mechanicals.

For this month, I have chosen to start in a very unlikely area, which surprised me while researching material for the series. We start in Australia in the early 1860's, where a young English migrant settled in Victoria and was given the job of managing a Sheep station for a man named Caldwell. This young Englishman's name was Frederick York Wolseley, who was the son of Field Marshal Viscount Wolseley.

Frederick, being mechanically minded, could see the potential of mechanical clippers to speed up the shearing of thousands of sheep, so he spent the next 20 years experimenting with various methods of shearing wool. In 1887, Fred Wolseley quit his sheep station job and moved to Sydney to form his own company, the Wolseley Sheep Shearing Machine Co. Ltd. His early shearing machines gave a lot of trouble, so he hired a young engineer to help solve the problems. This young engineer was also an Englishman on a working holiday in Australia. His name was Herbert Austin. The shearing machines were beginning to sell with many of the teething problems solved.

In 1889, Fred Wolseley took his entire business back to England, and the 23 year old Herbert Austin went back with him as chief engineer. The company was renamed the Wolseley Tool and Motor company. Because sheep shearing is seasonal, the company looked around for other work.

Austin, four years previously (1885), had designed and built a prototype 3-wheeler vehicle, and Wolseley had considered manufacturing it in 1889, but it did not perform well. Austin designed two more cars and in 1899, that last effort proved such a success that it won numerous awards and set the Wolseley company up as the first British firm to make cars in reasonable numbers. Unfortunately, Fred Wolseley died in 1899 so did not get to see the great success of his cars.

Wolseley cars were historically the first 'Fully British' car to be built in quantity. Daimler was the first British-built car but were only copies of the German Benz. Also, Lanchesters were British, but were hand-built in small numbers. Wolseleys enjoyed successes both on the road and on the racetrack right up into the early 20's.

In 1905, Herbert Austin quit the company to form his own company. It is said that Austin quit because the directors wanted to adopt the new vertical engine layout, and Austin wanted to stick to the horizontal type and refused point blank to design the new engine. So, he started out on his own and then turned right around and introduced a series of *vertical* engines!!

J.D.Siddeley (who later joined the Armstrong-Whitworth company, which in turn became Armstrong-Siddeley, and even later the aircraft group of Hawker-Siddeley!) then joined Wolseley as chief engineer and introduced many improvements to the cars as well as a new engine with vertical cylinders. In 1910, Siddeley designed a new 2.2 litre 4-cylinder engine with pressure lubrication, which became the basis of a series of very successful cars. It is interesting to note here that in 1913, this engine boasted a taper-needle SU carburettor. Also, at this time, Wolseley

designed engines were very advanced for their time and had a far reaching influence on later engine types within the Nuffield organisation. But more on engines in another chapter.

At the Olympic Motor Show in 1913, there were 65 makes of British-made cars with a total output of just over 26,000, that's an average of 400 cars each. Wolseley's share was 3000 cars. However, the company went into decline in the 1920's and by 1927 the writing was on the wall, and the company was put into receivership. Herbert Austin put in a bid for the company, partly because of his previous connections and partly because of the high prestige of Wolseley cars. But Austin was also struggling and he was outgunned by William Morris.

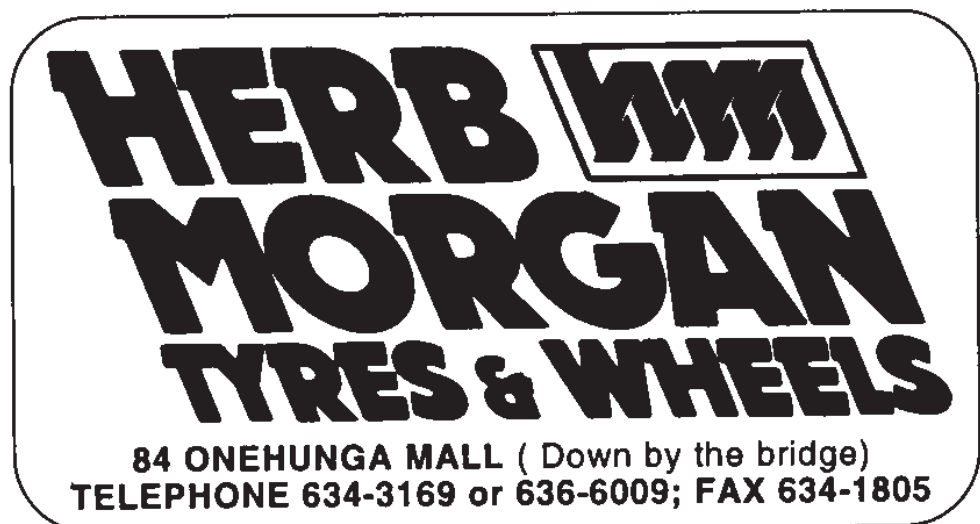
It is said that Morris bought Wolseley not only for the prestige but more for the fact that if the Wolseley factory was put into the Austin camp, then Austin would be bigger than Morris. To William Morris that would not do! It is this take-over that turned both Herbert Austin and William Morris into bitter archrivals.

Wolseley was a household name for many years. During the First World War, Wolseley-designed engines powered military airplanes and boats. The company also designed and built tanks and other army machinery. But it was the Wolseley car that made the most impact for the company, both before and after the Morris take-over.

It was the car that had that 'funny little oval badge in the grille that lit up at night' and also, for those of us who are a little long in the tooth, remember well the many movies and TV shows of the fifty's and sixty's when nearly all of the British Police cars were black Wolseley 4/44s 6/90s and the like. The last Wolseleys came off the assembly line in 1969 with the rationalisation of the Leyland merger. Many of these are still on the road as Hornets, 1300's and 1800's. The luxury car was of course, the 6/110, and there are still plenty of 6/110's out there. Those were magnificent cars as they were a luxury version of the Austin Westminster, and had a similar 6-cylinder engine to the Austin Healy 3000.

Finally, those of us with farming backgrounds will still find Wolseley single or multiple stand shearing plants in the nations woolsheds. Occasionally, you will find in the back of someone's barn the odd Wolseley electric fence unit, which were quite popular in their day.

Next month; Herbert Austin.



Who's this, and what has he got to do with the Mini Club?

This is Benjamin James Dixon.

He was born six weeks premature on 2 December 1998.

He is one of the main reasons why I am stepping down as Editor of the magazine.

Angela and I have found our little bundle of joy to be quite demanding time-wise, so we haven't been to many Club events (or any other events...).

For those of you who are interested he was 4lb 1.5oz. delivered by emergency cesarian because Angela developed a rare (and dangerous) complication called HELLP syndrome. Angela recovered quickly and fully and Benjamin had to stay in SCBU for nearly 3 weeks because he was so early. As you can see he is now just the cutest bouncing baby boy you can imagine.

The real question is; Will our Mini still be around in 15 years time so Benjamin can drive it?



Cheers

Jim



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Tech Talk on the Internet

Down to earth.

At 18:03 15/02/99 +0000, Nik wrote:

I have been trying to sort out a car at Spags girlfriends which never charged well or started well. So far I have repaired the earth strap in the boot and tightened the fan belt. The engine earth strap is broken I assume this is fairly critical, the problem is the end near the master cylinder will not come undone at all is it reasonable to bolt another strap in a different place from the front mounting as before to where ?, earlier minis seem to have them in different places or not at all mine certainly doesn't have one across the engine steady but starts fine. Where is it, it's dark here and I can't see..

One of the replies was:

If you don't have an earth strap, then your spark plugs won't work!

That of course is not true.

The difficult starting is true and it is vital to have a good earth connection between the engine and the body of the car.

Lets follow the current from the battery to the starter motor and back to the battery.

Thick fat lead going from the battery to the starter solenoid. No obstacles here. And if the solenoid is in good nick it should be no obstacle either, once you turn the key. Similar thick fat lead going from the solenoid to the starter motor, again no problems expected here.

Still, the starter motor is having great difficulty turning....

Lets check the return path for the current that supposed to feed the starter motor.

The body of the starter motor is in fact the beginning of the return path because internally it wired like that. The starter motor is bolted to the engine and should be fine to conduct the current to the engine. But now we have a problem. The engine is hanging in rubber mountings and as we all know, rubber doesn't conduct very well. Somehow the current has found a return path however, the starter motor is turning but with great difficulty. Only a few items on the engine can make contact with the body.

One of them is the accelerator cable. I've seen them glowing, no kiddin...

Another one is the choke cable. Ditto glowing.

One not so well known is the steel braided hoses to the oil cooler which, by exception, can give a good return path for the current.

Well all in all there is only one right connection for this whole problem. and that's the **earth strip**.

The two most common used locations are the bottom of the flywheel housing to the body and one across the tiebar on the side of the engine to the bulk head. The last bit to make circuit is the earth strip from the body to the battery. The circuit is made and we should have no problems turning over the engine.

If your starter motor is turning over with some difficulty it is well worth checking the earth straps on the engine. The problem could just that.

FS.

Advertisements

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IHI RHB5 Turbo	\$250.00
1300 Standard Flywheel	\$ 20.00
1300 Standard Rockers	\$ 20.00
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Deadline for For Sale adverts in the next issue is: **17 May 1999**



Mini Car Club of Auckland

Events

April

Tuesday 6th

7:30 PM Clubnight Technical Night

Northern Sports Car Club, Mt. Richmond Domain, Otahuhu.

Do you have any questions about your car? Do you have any mechanical problems you can't solve? If so, come to clubnight tonight to have them answered by experts!

Saturday 17th

10:00 AM Fun Trial!

Start at Northern Sports Car Club, Mt. Richmond Domain, Otahuhu.

Here's a Fun Trial with a difference - come and see how well you can do! You will need both your car and your brain! A navigator is only necessary for extra brainpower, but you can bring as many navigators as you can fit in your car. We will finish around 1:00 pm. Bring some money for lunch at McDonald's. (N.B. To all you folks who can't come to events on Sunday, this event is a Saturday! So, Les and Peter - we'll see you there!)

May

Tuesday 4th

7:30 PM Clubnight Scrutineering Night.

Northern Sports Car Club, Mt. Richmond Domain, Otahuhu.

Tonight we will learn how to make sure our cars comply with regulations for Motorsport events that many of us like to take part in. (Especially the Super Mini Challenge Fun Day on May 15!)

Saturday 15th

Super Mini Challenge Fun Day.

Taupo Race Circuit.

The Super Mini Challenge Racing Drivers reserve the Taupo race track for the whole day and put on this really fun event! You can take your own Mini out on the race track and zoom around, or go out as a passenger with the racing drivers in their race cars, or do both! It's a really great day, and lot's of fun - hence the name Fun Day!

The day runs from 9:00am to 4:00pm. The cost is \$30 per car/driver to take your car out, or \$5 to be a passenger with the racing drivers. If you take your car on the track, it will have to be scrutineered first. (If you have questions about Scrutineering requirements, make sure you attend clubnight on the 4th.) In the evening, the Mini club will go out to dinner in Taupo, and then join up with the race drivers.

Contact Lynn Scott 415-9117 or 025-964-606 if you would like to go, so convoys down can be arranged.