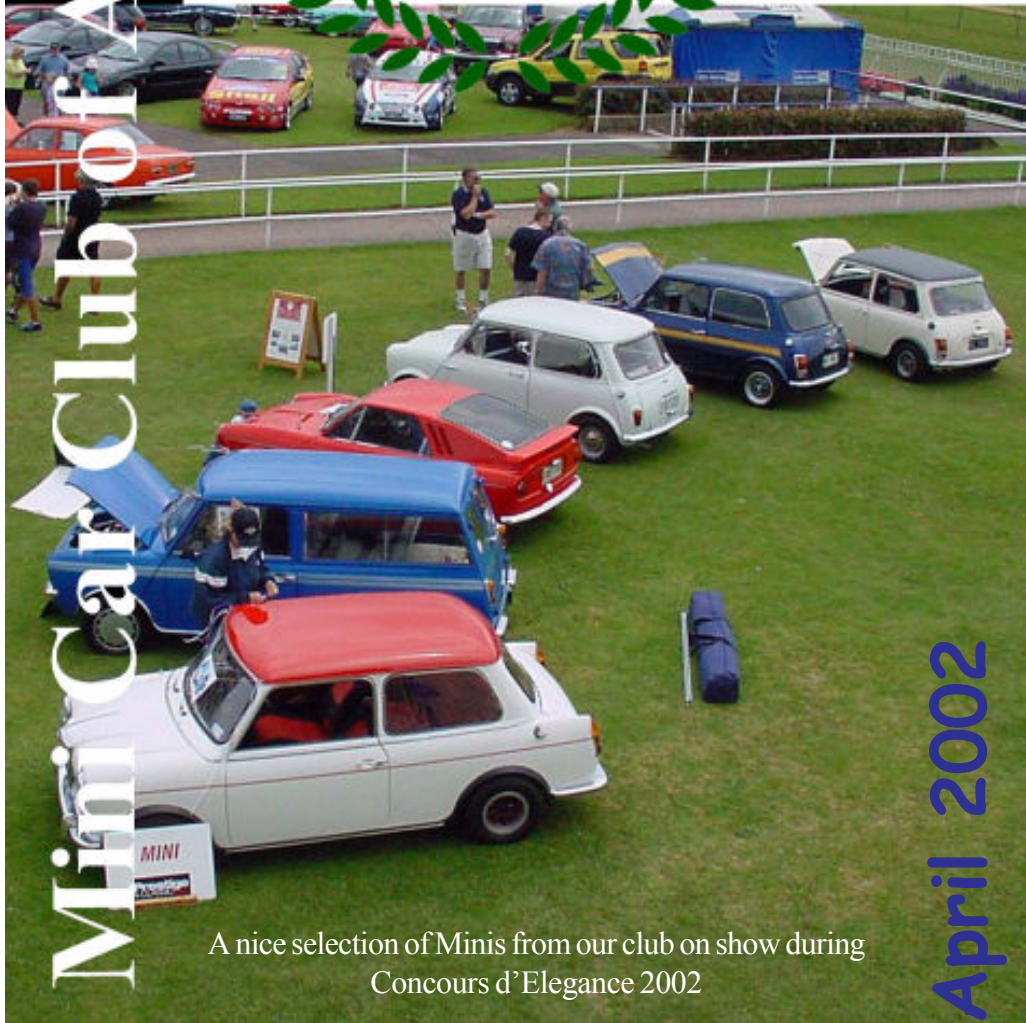


Mini Car Club of Auckland
Incorporated



A nice selection of Minis from our club on show during
Concours d'Elegance 2002

April 2002

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

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PRESIDENTS REPORT

Once again the Galaxy of Cars at Motat was a fabulous event. It was also our Club Show-n-Shine.

12 Cars turned up and the weather was really nice.

The top 3 results in the Show-n-Shine were: -

1 st	Allan Ritchie	Blue Roundnose
2 nd	Kevin Patrick	White Cooper S
3 rd	Warwick Robinson	De Joux

The following weekend we attended the Concours d'Elegance at Ellerslie racecourse. We decided on a combined club display with 6 beautiful prepared Minis.

The following members displayed their Minis: -

Allan Ritchie, Paul Leahy, Les Gubb, John & Susan Russell, Kevin Patrick and Warwick.

Again a great event, however the wind nearly blew us away and apparently a Porsche was struck by a falling branch.

The 5th March club night we had a Technical talk on rear radius arm and then went on a Fun Neon Trial.

Sunday 17th March a group of 4 Minis convoyed to the national Motor Show at Hamilton. We joined up with the Hamilton Cooper Enthusiasts Club and had 12 Minis all in a row. It was great to catch up with all the Hamilton team.

The National Motor show is a fabulous event and most members believe it is better than Big Boys toys in Auckland.

All for now.

El Presidento

Warwick Robinson

The Genealogy of the Mini

1 The Beginnings

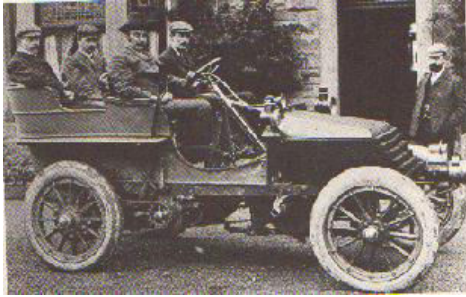
by Les Gubb

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 clip-pers 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 re-named 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 cars were historically very important as they were 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 race track right up into the early 20's.



Left: Herbert Austin at the wheel of a Horizontal engined 1904 Wolseley

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 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 Skinners Union 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 arch rivals.

Wolseley was a household name for many years. During the First World War, Wolseley-designed engines powered military aeroplanes 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 some 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.

Here are the results of last months NEON trail.

Start time	Team	Target time	Actual	Time diff.	Points
20:31	Anita&Nathan	21:10	21:13	0:03	12
20:32	Susan&John&Paul	21:11	21:24	0:13	52
20:33	Graham&Kevin	21:12	21:18	0:06	24
20:34	Luke&Yasthil	21:13	21:18	0:05	20
20:35	Frits&Lee	21:14	21:19	0:05	20
20:36	Kevin&Mike	21:15	21:18	0:03	12
20:37	Warwick&John	21:16	21:20	0:04	16
20:38	Steve&Aaron	21:17	21:35	0:18	32
20:39	Scott&Jim	21:18	21:23	0:05	20
20:40	Less&Tom	21:19	21:26	0:07	28

This was one of those out of the blue runs. Here we are minding our own business during club night and someone (Chris McM) throws in the spanner. Hey, Guys ‘n Galls, what about a bit of a night rally?

And before you know it, you’re out on the road doing a rally. Well, more spontaneous than this, you can’t get it. And was it fun? You bet it was. And if you think that any old excuse like “I don’t have a navigator” was accepted? No way. You just got lumped with a navigator who happens to be in the clubroom as well. Funny that.

Lee teamed up with me and off we went. Pretty hard to read the instructions in the dark, but that’s not an excuse to have a bit of fun on the road. O yea, talking about fun. We were given clear instructions that arriving early would mean severe penalty

points while arriving late would incur very mild penalty points. So racing was out, although very tempting to see if we could get the maximum score, we decided to keep our nose clean. There might be the old white&blue around the corner. Not funny being stopped by the cops when you go to fast AND doing a rally.

The only place I recognised was Auckland International because there was plenty of light. The rest of the run I left to Lee to guide me. Good that I had Lee with me because right at the end of the rally I was supposed to turn into Mt Richmond domain. Guess who went 100mph past the gate? ME. "Turn left, turn left here" yelled Lee. "That's where we have to be". That's how much I was aware where we were. The funny thing was that there was this bunch of Mini's that was following us and they must have thought I knew the way. They went past the gate with the same speed but managed to turn around before we did and they arrived ahead of us.

Anyway, next time you come to club night be prepared for the surprise of your life.

F.S.

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The Great Hunua Dam Tour
10 March '02

As planned, a squadron of Minis departed from the clubrooms at 1 p.m. sharpish. We were happily accompanied by a Mini-load of enthusiastic newbies. Once on the motorway and well grouped, the boring part ended at the Manukau City turnoff and we headed through the Clevedon and Ardmore districts towards Hunua. Not surprisingly, part of the journey just happened to include a long, steep, winding hill perfectly suited to Minis being driven by slightly crazy owners. John and Susan had had to leave the Elf at home for the day, and soon found just how inadequate oriental family saloons are at keeping up with the gang in “Mini country”.

First stop was at the Hunua Falls. Not a stop at all, really; nobody even left their cars. By mutual telepathy, all recognised that a waterfall is not a dam and we were keen to see the real thing. Exit one dusty carpark with loud accelerating noises and Minis cheekily chattering between themselves with air-horns. This did not go unnoticed by all the car park visitors.



Then we hit the unsealed road. Great billowing clouds of dust (lucky leading car!) that took seconds to penetrate the cars and occupants' eyes, ears, nose and other unmentionable places. With no detectable wind, the dust hung impressively in the air so that even if there was a huge gap between cars, nobody could escape it. The

road builders should be congratulated. The road had corrugations of world class, the best I've ever seen, perfectly fitting Mini wheels for the maximum effect. You could call it a shakedown cruise. Once the suffering was over, all agreed that it was a memorable experience anyway. The cars were generously coated with dust and as Dave found out, it is not a good decision to silicone the tyres before such a trip.

Not all dams were accessible, as some access roads were closed, but nobody stressed about it. For some strange and inexplicable reason, Wairoa Dam was bypassed twice by the entourage. Maybe it had a bad horoscope for the day.



Where are we?

Heading for the coast at Kaiarau was excellent fun, with the Minis eating up miles of Targa Rally roads, covering river valleys and rolling hills with a good mix of deceptive and flowing corners. A group of cars peeled off from the pack and took a side trip to the Lower dam, only to be defeated by a closed access road.

Arriving at the legendary Kaiarau fish shop, alongside the Bay View Hotel, clubbies (who greeted each other with "G'day, Dusty!") had no problem finding ways of enjoying themselves and relaxing with the essential gastric rewards. All present confirmed that the hotel in particular provided a superb, delectable 'baskets' of fish and chips, with a wide variety of freshly caught fish. I'd pay well for the recipe of their delicate, crispy batter. The fish shop may have the edge in potato chips. What a dilemma.



The return journey options were many, but most chose to drive the coast road north. Those who know it will realise why; it is Mini width, with corners that bring out the best of the Mini handling, and a ton of fun for the drivers.

Thanks, fellas, for another great Mini day. Pity any poor sods that couldn't take part.

GALAXY of Cars at MOTAT
Our own show&shine results

Car	Owner	Interior	Engine bay	boot	body	glass	total
ME4RE	Allen	18	19	18	18	17	90
KC3961	Paul	17	18	18	19	17	89
UC123	Kevin	17	16	18	18	18	87
ON5708	Warwick	18	17	16	18	16	85
AU3065	Harry	15	15	15	17	16	78
CANTOP	Tony	16	12	13	19	16	76
TM1938	Eric	13	14	14	16	12	69
SN1310	Ross	13	11	15	16	12	67
CB6549	John&Susan	11	12	11	18	13	65
1300 CC	Frits	12	14	10	15	12	63
HM5660	Michael	9	5	12	14	10	50

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Club ads.

FS: 13" x 5.5" DTM "Hockenheim" style mags.

Mini offset and stud pattern (4 x 4") Unused, imported from England, very likely the only set in NZ.
\$1,400 mags only or \$2000 inc new 175/50R13
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Contact Richard on 021-606 703

FS: Side draft Dellorto K&N Filter, manifold included \$150

Contact Kelly or Stacy on 410 4245 or 021 1812299

FS: '82 Mini 1000, 40,000 original kms. CD player, 12" mini lites, white roof, Bonnett stripes, internal bonnet release. \$5400

Contact Kelly or Stacy on 410 4245 or 021 1812299

FS: 1977 Mini Leyland Clubman 1100. mint condition, orange, Honda Prelude seats, original seats are included, interior immac, 120,000kms, stereo, regular servicing, W.O.F., reg, 1 seatbelt in the back plus baby bolt. \$2000+.

Contact Talia on 4460849

National Motor Show in Hamilton

Here I was, waiting on the overbridge at Bombay hills, ready to take some photo's of the convoy that was going to go the National Motor Show. I was anticipating quite a few car going by the show of hands during the previous club night.

I could as well left the camera at home. A convoy of TWO cars zoomed under the bridge. I was a bit disappointed to say the least. No photo's taken as you can understand.

But then we arrived in Hamilton and away faded the sadness. We teamed up with the Hamilton Mini Cooper Enthusiasts Club to give the whole Mini group a bit of body (see the back page)

What a car show this is. I reckon it's much better than BigBoys Toys. This show is much more focussed on car enthusiasts, car clubs and car care. The crowd is much more friendlier, and so are the stall holders and the promoters. There was very little none car stuff. But one none car related stand got a bit more than it's fair share of interest. The Schick girls were trailing the Schick Protector 3D on willing spectators. I found out to late though. It was at the truck show and I'd missed that altogether. Never mind. As you would expect, the show was about all sorts of cars and it was very nice to see that the Holden and Ford boys were side by side and actually talking and exchanging complements about each others cars. We did the same with the Hamilton boys. Again, nice crowd those Hamilton people.(F.S.)

From the Internet

From: <CARockwell@aol.com>

To: <mini-list@autox.team.net>

Subject: Colourtune

I am writing this because a private response to an earlier posting requested that I explain Colourtunes to the Mini list. The Colourtune (spelling?) is a quartz window spark plug that lets you see into the combustion chamber when the car is idling. If the combustion mixture is too rich, then the flame appears yellow. If the combustion mixture is too lean, then the flame appears blue. You peer into the window whilst the engine is idling. After several years of dyno tuning British cars with a four gas exhaust analyzer , I still found the Colourtune to be an invaluable tuning aid. On an A series engine the inner cylinders run different air fuel mixtures than the outer cylinders, so your air fuel mixture is a compromise. I found that the engines usually ran best when the leanest cylinders were on the verge of running blue and the richer cylinders were very yellow with the engine fully warm. It is easy to spot a misfiring cylinder because it shows no combustion flame. If you keep richening the mixture and the cylinders still runs blue, then you may have a vacuum leak. You can diagnose many problems that occur at idle, or high speed idle at say, 3000 rpm.

The Colourtunes do not work to diagnose problems that occur while the engine is under load, most notably because you have to be running alongside the car peering into the little window, but also because there is considerable risk that the quartz window material could blow out into your face because of the high combustion pressures. That safety note being said, I did run several cars on my dyno with the Colourtune installed, and I am still alive to talk about it. I also inhaled carbon monoxide fumes for eight years while tuning cars so my judgement may be suspect....

If you are thinking ahead of the game you may realize that you could save time buying four Colourtunes as you could adjust the mixture whilst looking at all four cylinders at the same time. Naturally I also tried this because I could write all four off my taxes. The engine will not run right with so many Colourtunes installed. Some engines ran okay with two installed at the same time, but four was too many, even for an eight cylinder Aston Martin. Save your money and just buy one for your Mini :)

MINISPORT 2002

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PROGRAMME**

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- **Trial**
- **Dinner**

SUNDAY

Taupo Raceway

- **Dual Sprint Challenge Teams/Individuals**
- **Single Sprinting**

Interested?

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Mini Cooper Enthusiasts Club

We need to hear your thoughts to enable track bookings to be confirmed

CLUB EVENTS

APRIL

2nd, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu.

Guest Speaker. Topic to be confirmed, but we're sure you'll enjoy it!

14th, Sunday: Lunch run to Cook's Landing Winery, Meet at 11:00am Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu.

Join us for a leisurely drive in the country, a bite to eat and some Jazz.

MAY

4th, Saturday: MINI FUN DAY, Centennial Race Track, Taupo.

A real highlight of the Mini year! An opportunity for everyone to have a go on a race track. All you need is a helmet & overalls. Even if you don't want to drive on the race track, this is a fun day to watch or have a ride with a Mini Racing driver. We will organise convoys & dinner in Taupo at the April club night.

7th, Tuesday: Clubnight 7pm. Site visit to Team Kiwi. 79 Mays Road, Penrose.

A not to be mist visit. Warwick has spoken with Angus Fogg and it looks like he's going to have a sale of his Mini bits during our visit too. * * * * * NOTE THE TIME AND LOCATION!!!! * * * * *

25th, Saturday: Night Rally, meet at 6pm, outside Karaka Yearling Centre, Hingaia Road. (Take the Papakura exit and turn right accross the motorway)

This is real fun in the dark Mini style!! Last years run was awesome, and this promises to be just as good.

JUNE

2nd, Sunday: Bay Prestige Classic&Sports Car Day, Compass Village, 17th Avenue, Tauranga.

A great car show and another chance to venture out of the big smoke for a day and show off your Mini. See your committee if you would like to join in.

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

Join us for a great NEON Trail. If you don't know what that is, don't worry: it's fun in the Mini and we promise not to keep you up past bedtime.

16th, Sunday: THE ITALIAN JOB. Start is 1pm Outside Mikano Restaurant Quay Street.

A not to be missed Annual Extreme Fun Trail: 60km of non stop city thrills. And never more than about 8km from the CPO. Don't miss out on the fun! \$5 entry per car. WINNER TAKES IT ALL. This is not a speed event, but a test of driver & navigator skills!!!

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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Lineup at the National Motor Show in Hamilton.

