

Mini Car Club of Auckland

Incorporated



SUMMER MINI MOKE

FEBRUARY 2003

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The Deadline for the next issue is: **15 March 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

Hope you all had a good Christmas and New Year. We look forward to a great year at the MCCA. Our club is going from strength to strength and we have 90 fully paid up members.

Recent press and TV reports about the new BMW Mini and the Classic Mini being rebuilt in New Zealand and exported, means that our Minis will soon be in short supply and prices will go through the roof.

We are still looking for a sprint/gymkhana /track area, so if anybody knows of an area either sealed, chip or grass, please contact one of your committee members.

Les Gubb is organising a great convey/sightseeing trip up the Coromandel on weekend 22nd & 23rd February. This will be a fab event, so be there. More to come on this, re accommodation etc.

El Presidento

Warwick Robinson

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14x6.0 • 15x6.0 • 15x7.0 • 15x8.0 • 16x7.0

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THE ROVING REPORTER

There has been so much going on since I last wrote for the club magazine that it is difficult to decide what to report on and what has to be left out. I think that I will concentrate on two events that have been held recently, the first being the Formula 5000 Festival held at Pukekohe Park Raceway on September 22 and the second being the Dunlop Tyres Targa Rally held from October 27 till November 3 run from Auckland to Wellington.

FORMULA 5000 FESTIVAL

It was your usual spring day in Auckland, wind, rain, sun, but that was not enough to deter the many classic car enthusiasts from turning out to witness the spectacle of over 140 classic cars battle on Pukekohe Racetrack. There were 21 races on the program and the field for each class was full. Quite a lot of Targa competitors were on the track giving their cars a final shakedown before the race to Wellington. Some of the vehicles competing deserve special mention, Wallace McNair was competing in his 1924 Sunbeam, this car has a 12 litre V12 engine which produces about 600 horsepower and a truckload of torque which is sufficient to move the old girl along in top gear at 90mph while only pulling 1000rpm, talk about an unstressed engine. This vehicle was driven to and from the race course. Roger Williams was also at Pukekohe with his 1971 McRae GM1/002, this vehicle has had a very long, colourful and successful history and it was a thrill to see it in action. This vehicle was originally built for Evan Noyes. Evan raced this vehicle in the US in 1972, and in 1973 raced this vehicle in the Tasman Series and the US Formula A Championship. Jim Sechser and then Fred Schilpin owned the vehicle until 1996 when Roger Williams acquired the vehicle and restored it.



The vehicle has a 302 cubic inch Chev V8, which produces an excess of 500 bhp. The 30 year old car currently laps Pukekohe racetrack in 54.6 seconds, which is not bad considering that the current V8 Supercars lap Pukekohe at around 57 seconds.

Another vehicle of historic significance that was at Pukekohe was the 1969 McLaren M12, which is currently owned by Tony Roberts. Those of you that went to the McLaren Trust may remember this vehicle being talked of. Tony's M12 spent its whole life in Japan, originally bought by Toyota as an evaluation vehicle for chassis and the 5 litre quad cam V8 engine. Its one and only race was in 1969, driven by Fushida Hiroshi. For the following 28 years, the McLaren was surrounded by a glass case in a restaurant in Japan. The vehicle was finally released from its tomb and brought back to New Zealand to see the light of day again.

The McLaren M12 runs a 7.6 litre 465 cubic inch Chev V8 motor with a red line of 7200 rpm, has a power to weight ratio of approximately 1000 bhp per ton. Incredible figures considering the age of the vehicle. It is an absolute privilege not just to see, but to hear and feel these vehicles on the track.



Along with these vehicles there were numerous other Formula 5000 cars, various Formula Fords, and a very large amount of tin tops including Ford Mustangs, MGBGT, Escorts, Porsche of various descriptions, and the list goes on. Two Minis were competing on the day in the form of Don Bell and his 1965 1380 Morris Mini, and Bernie Hines with his 1966 1380 Broadspeed Mini.



The Bruce McLaren Trust were at the track promoting themselves and the important work that they do. Also with a display was the Commodore Car Club. Since when were Commodores a classic? But anyway this may be an opportunity for the Mini club to have a display, attract some new members and have a great day watching some very rare and interesting vehicles racing.



Talking of rare and interesting vehicles, on Saturday 26 October, Catherine and I got married but we did not use Minis as wedding cars. Our wedding cars were a little

larger than your average Mini, they took the form of a 1964 Cadillac that was 18 foot long and a 1966 Buick Electra 255 which is the only example in New Zealand.



DUNLOP TYRES TARGA 2002

What an absolutely brilliant week we had being involved in this classic event. On Monday 28 October, Catherine and I picked up our camper from Adventure Camper Rentals, took it back to the farm where Sue Russell met us and we proceeded to load all the necessary equipment for our adventure. On Monday afternoon we were required at Pukekohe Park Raceway to help with Prologue 2. The excitement of the event was too hot for some to handle though, the Holden Cheeta, an Aussie kit car based on HQ running gear did a wonderful impression of the traditional Aussie barbie. On their final lap the old girl holed a piston, this caused the sump to fill with water, and blew the whole lot back into the oil catch bottle. Unfortunately the catch bottle was never designed to cope with this volume of liquid, so the excess was sprayed all over the Cheeta's hot extractors resulting with the barbie. The car's fire extinguisher was enough to cope with half of the fire but a bottle of drinking water had to be used to quench the remainder of the fire which was starting to envelop the fibreglass bonnet. A late night for the boys with the spanners saw the yellow Aussie special on the start line for Day 1.

On Day 1 we were starting Special Stage 5, Anderson Road just out of Pirongia and had to close the road at 10 A.M. so we left the farm at 7 A.M. This was the first time Targa had used Anderson Road, which starts off narrow and bumpy with a couple of off camber corners then goes into Bell Road and becomes more flowing, with spectacular views of Mount Pirongia towards the end, that is if you have time to take your eyes from the road! This is the shortest Special Stage of the day at only 7.86 km. By day's end the rally had worked its way to Taupo, had competed on 12 Special Stages, which covered 140.92 km with another 324.47 km of Touring Stages in between. Peter Brock was awarded a 3 minute time penalty because his service crew had got snapped doing 119 kph between services by the boys in blue.

Robbie Francevic was sidelined with a broken half shaft. Jude Dobson had a go at restyling the interior of the BMW Mini, this little exercise earned the team the nickname of The Chucket Bucket. The Holden Cheeta was back on the road again, but only just, they blew a head gasket on Special Stage 1, still they made it to Taupo with the aid of 150 litres of water. The boys have got another late night to get the Cheeta ready for Day 2.

Day 2 we were starting Special Stage 15, a 16.77 km stage starting on Wainui

Road on the eastern outskirts of Taihape. The first 2.5km is wide and smooth winding its way uphill. At the first intersection, you turn right into Pungatawa Road, which heads inland into rugged sheep country on roads that are not used very often. 11.79km into the stage, a single lane bridge is the first of many FOUR CAUTIONS. The cautions are for sheer drops that may not be apparent from the drivers seat. If you go over, you may not survive to explain what happened, and a crane will be required to try and recover the remains. The stage opens out towards the end. Day 2 contained 146.86km of Special Stages and 284.82km of Touring Stages.

Robbie Francevic had the mighty Pontiac GTO back on the track today. Tony Herbert of Turners Car Auctions had a slide in his Lotus Elan just outside Taihape, the slide itself would have been okay if it was not for John Sampsons Ford Capri coming to grief moments before on the same corner. The force of the impact effectively put both cars out of the event and put Tony Herberts co-driver into Palmie hospital with broken ribs. Of the 208 cars that left Auckland only 168 managed to get to the overnight stop in Palmerston North.

Day 3 contained 9 Special Stages, starting and finishing in Palmerston North. We were starting Special Stage 22, a 29.56km stage, the longest of the day and the third longest of the event. A total of 153.94km of Special Stages and 318.01km of Touring Stages. Special Stage 22 starts on Manganhoe Road through very rugged and remote farmland, with a short sharp climb, runs along numerous valleys, then becomes very narrow and winding. At about 23km the road opens out running along well maintained farmland until the end of the stage.

Greg Winkley driving a Peugeot 504 went for an off road excursion on Day 2 on Special Stage 5 which saw the team precariously balanced on the edge of a cliff for 15 minutes waiting for help to arrive. Well things are not much better on Day 3, with a gearbox giving up the ghost. I did hear that by the end of the event, Greg had chewed his way through 3 gearboxes.

Day 4 saw the rally leave Palmerston North and move south again to end in Wellington by days end. 131.71km of Special Stages and 305.01km of Touring Stages make up today's travelling, our stage was the 17.73km Stage 34 over Route 52. This was the old State Highway 52 until the rural sector fell on hard times in the 80s and 90s. The stage starts open and flowing, but soon begins to tighten and wind through undulating sheep country, finally opening out again for the last 3 or 4 km.

Targa HQ can be a busy and stressful place, but all that changed on Friday when two young ladies paid a visit promoting Red Bull. It may have been the product they were passing around, but all of a sudden the lads at HQ were falling all over themselves to get a ride in the Red Bull Mini. Come on we are talking about the car, not the skirt! Two chicks in a Mini or working at HQ, not a difficult choice is it?

The final day of competition included 7 Special Stages in and around Wellington which totalled 56.53km. Our stage was the 11km Akatarawa Special Stage 38. The touring to get to this stage is very, very tight and winding. In the camper, at best we were using 75% of the road, at worst we were using the whole road. And if you thought this was bad, the stage itself was even tighter and more winding and even narrower. In places the drops to the side of the road looked like giant chasms, the Ambulance Officers were concerned enough that they were ready and waiting already suited up in harnesses with ropes at the ready.

On the Sunday we attended the prize giving breakfast at the Michael Fowler Centre. The main results are on the following results page, but other prizes were also awarded including an award for the best timing crew which was given to Sue, Catherine and myself. Dunlop Targa highlights are going to be televised on TV1 on Sunday December 15 at 5 PM.

Editors note: Since this could not be fitted in the December Issue of our Club Magazine, some dates might now be in the past.

**HERB  MORGAN
TYRES & WHEELS**

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Well here we go again, writing another article for the magazine. As there is nothing to report on Targa this month, I decided to write something different. I wrote an article a couple of years ago about ourselves and our cars hoping that others would follow, but this didn't happen. So, I am going to try again, and hopefully things will be different this time.

For those who don't know us my name is Gary and my wife's name is Catherine, I was involved in motor cars and motor sport long before I was born. When my parents got married in England, Dad was restoring a 1939 MGTB, the advent of World War Two cut short this models life, and only about 800 were built and I am led to believe that there is only a couple in New Zealand. As with many houses in England, Mum and Dad didn't have a garage, so parts were stored anywhere that they would fit. This included under Mum and Dads bed. Dad would take motor parts to the machine shop on his bicycle and bring them back home the same way. The motor was finally reassembled in the lounge on the floor.

Dad sometimes talks of the times he spent working on assembly lines at Ford and at Vauxhall, as well as telling story's of drivers such as Sterling Moss, Jack Brabham, John Cooper, Paddy Hopkirck, Pat Moss, and many, many others that he used to watch at some of the great racetracks and rally events all over England.

We moved to New Zealand in 1973 when I was 5 years old. The first memory that I have of being involved in a vehicle project was at the age of about 7. Dad had purchased an old Bedford school bus, probably late 50's or early 60's, I think they were called a boneshaker or something, if not they should have been! Anyway, this vehicle was completely gutted and rebuilt as a mobile home. After the Bedford there were a variety of other vehicles that included a 1954 Citroen, 1930 Ford Model A, Chevron sports, Holden Kingswood, JO Bedford and so on. Not only did we have the cars, but we all worked on them and got heavily involved in the various car club.

When I met Catherine, she wasn't much into cars, and this was a bit of a mystery to my. So the projects came to an end for ten years or so, but trips to Pukekohe racetrack, Maramarua Forrest and Woodhill Forrest were still high on the agenda. We moved out to a lifestyle block out the back of Kingseat. As far as I was concerned this was ideal. More room for more projects and closer to Pukekohe and Maramarua, as well as being away from suburbia. It was not that long before another vehicle came along just waiting for a little T.L.C.

Even though I had driven various Mini's before this was the first that I had actually owned. It was manufactured in 1969, and was first registered in 1970 in Christchurch. The first thing that we decided on getting this vehicle was that it is a part time project, and we would only work on it when we felt like it, this way it would not distract from our other obligations and we could enjoy completing the project without the pressure of having to complete it in a certain time frame. The first job on the agenda was a complete strip down of the main components to leave a bear shell.

Doors, bonnet and windows were removed along with the interior components, front and rear sub frames were removed as complete units with all running gear and suspension still attached. We then took all the paint off the shell so we could ascertain what work had to be carried out, the parts that were required, and in what order the work would be done. As we removed the paint it was discovered that we were removing the vans original paint, this pleased me as it meant that we had a fairly original unmolested vehicle.



Once the van was back to clean metal, we painted all of the areas that didn't need any repairs with a two pack epoxy zinc primer. The main areas that needed repair was the sills on both sides, the bottoms of the side panels on both sides between the rear wheel arch and the front doors,

and the rear valance, side valances on both sides, the rear closing panel and part of the load floor. A new pair of sills was sourced from England, I replaced the bottoms of the side panels with new metal that I had at home, but as for the rear end, I ended up getting the rear half of a station wagon that had been involved in a front end crash, and performing a cut and shut in our garage.

After this work had been completed, these areas were also primed, then the whole vehicle was rubbed back and a coat of two pack hi build epoxy undercoat was applied. This is how the bodywork is at the moment, as I have turned my attention to the mechanical components. Both sub frames have been stripped, and the motor and gearbox have also been stripped. The original block, pistons and crank were measured, and as a result we now have a 998 short block that has had a 40thou

overbore which will result in approximately 1030cc. The head is waiting to be reworked, and the gearbox has been stripped and is waiting for new bearings and syncros. This is where we are with this current project, as I said earlier it is a part



time project, but there is nothing more rewarding than doing something yourself. It would be interesting to hear of other club members projects, and I would encourage others to help fill the pages of the magazine, instead of leaving it to the same people all the time.

GARY ASHTON.

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185/70x13	\$85	185/60x14	\$95
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WE MEET UP WITH THE MINI COOPER ENTHUSIASTS. (approx 11am)
WE THEN HEAD UP THE COAST TO COROMANDEL FOR LUNCH, BE-
FORE HEADING TO WHITIANGA.

THERE WILL BE A DISPLAY OF OUR MINIS TO THE PUBLIC AT THE
LEE ST. PARKING LOT (JUST OFF ALBERT ST) AROUND 4 PM. THE
REST OF THE TIME IN WHITIANGA IS YOURS TO ENJOY

ACCOMMODATION HAS BEEN ARRANGED AT THE MERCURY BAY
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Overseas Mini ad.

Genealogy of the Mini

Part 6

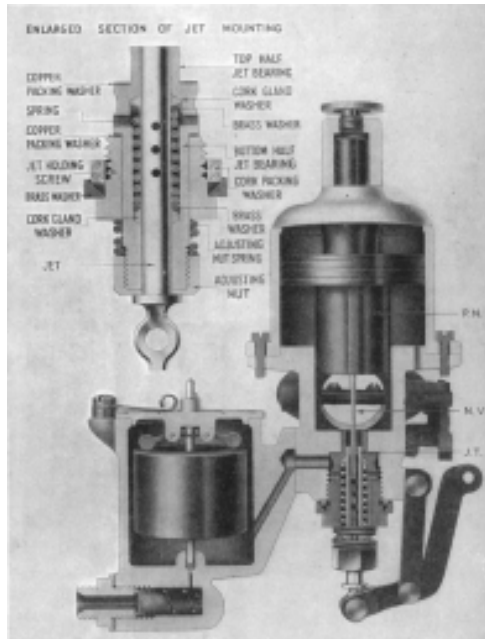
S.U. Carburettor Company

by Les Gubb

I guess there wouldn't be very many of us who would not be familiar with that funny looking carb. bolted onto the inlet manifold of the Mini; (that is, Minis from 1959 right through to 1994, when fuel injection took over) or indeed bolted onto the manifold of the Jag, the Rover, the MG, or even the Rolls-Royce, Bentley, and countless other British cars of any consequence. So next time you and the "Good Old Boys (or girls!)" are doing some bench racing while knocking down a pint or two, pop this trivia question to them. What do the letters "S.U". stand for on their carburettors? If they come back with 'Strictly Unbalanceable', then it is time to fill them in with a few facts.

S.U. stands for Skinner Union. The name came from it's inventors and original manufacturer, the Skinner brothers, with the Union being the partnership between Thomas Carlyle (Carl) and his brother George Herbert Skinner. George was a

shoe maker for the family shoe firm of Skinner and Lilley, a company that was still active in making shoes through the 1980,s. George was also intrigued by the new apparatus known as the motor car, and soon became an avid enthusiast.



Of course in the year of 1904, cars were not entirely reliable machines and so needed many improvements in the way they were built and driven. George set about to improve upon one specific area, the carburettor. All of the carburettors of the period required the driver to constantly adjust the fuel mixture to match the engine speed. This made it a fairly complicated procedure for the novice just to

keep the primitive motor running, let alone trying to get the vehicle to move.

George set out to devise a carburettor that would automatically adjust the fuel mixture to suit the engine's demands. His first working design was along the same lines

as the carbs we see today on our Mini's, with a tapered metering needle that is carried by a piston. The tapered needle then moved through the main jet by the engine vacuum acting against the piston. To allow free and leakproof movement, the piston was sealed by a flexible bellows made of, what else? shoe leather. In 1905, the brothers were able to obtain a patent on their carburettor design and put it into very limited production.

In 1910, the SU Company was formed, with its location in Kentish Town, North London. This new company gave Carl the chance to show his abilities as a manager and one of his first decisions was to find someone to take on the task of manufacturing the S.U. carburettor, until the company could accumulate enough capital to take on the task of manufacturing for themselves.. The company chosen was George Walies & Co, of London, NW.

By the time the First World War broke out, things were going fairly well for George and Carl, as they were selling all the carburettors that they could build. Like most companies during wartime, regular production made way for contribution to the war effort. In the case of S.U., it was manufacturing parts for the Vickers machine gun.

The vacuum in all industry created by the end of the war left no market for S.U.'s carburettors, and the company had to stay in business by making such things as water cocks, windscreens, and radio and plumbing parts. However, during this lean period, carburettor development went on, with S.U. introducing an improved unit in 1925. It featured an aluminium piston and cylinder that replaced the original leather bellows. Its appearance was very similar to the unit as we know it today.

After the new carburettor was completed, George left the company, leaving Carl to handle the rough times of the 1920's alone. In 1926, the Skinner Union Company changed ownership, but Carl stayed on as management. The new owner was William Morris of Morris Cars. This extra capital brought about a new factory in Adderley Park, Birmingham, and boasted new modern production equipment.

Morris had been using S.U. carburettors on his cars, including also MG sports cars and Wolseleys. If you remember in the first article, I mentioned that Wolseley started using S.U.'s on its then new Siddeley designed engine in 1913.

S.U. began to diversify, expanding its production capabilities to more than just carburettors. In 1925, S.U. introduced the audible electric fuel pump. How can we ever forget the most accurate fuel gauge in the world! For those of us with early

Minis' have you ever timed how long your car can run after the electric fuel pump goes into full song as you run out of petrol? S.U. pumps can be heard over the loudest tappet noise produced by any English engine. One guy had a Morris Minor 1000 that would go exactly three blocks on the fuel in the line and float bowl, after the pump went into full song. That's a very accurate fuel gauge don't you think?

I know too, of the problems when those infernal pumps quit working, always when you were a long way from home. I remember as a lad, having to kick the firewall of my Morris Eight Series 'E' to get the blasted pump ticking again so I could get home in time to milk the cows. (er, what hour was it?) And the pumps on the early Mini Minors were worse because they were bolted underneath the rear sub-frame and were exposed to the elements and damned hard to reach when they quit! And, they always seemed to quit on a cold, wet, miserable night when you had your girl with you on the way to the Saturday night dance up at Bombay or Pukekohe East halls. Anyway, we digress.

War time arrived again, and England fought this one in the air. For the war, S.U. designed and supplied carburettors for Rolls-Royce aircraft engines, not quite the same type that we see on the Mini though. These aircraft units were used on the V12 Merlin engines used to power the Hurricanes, Spitfires, Tempests and Typhoon fighters. Also, the Lancaster and Halifax bombers carried those S.U. units as well. S.U. was also responsible for the development of the fuel injection pumps used on the Rolls-Royce Merlin engines.

The factory was moved to Shirley in 1940 because of bomb damage, and then to a new and final location at Erdington, Birmingham, in 1947. The company continued under the ownership of Morris and the Nuffield organisation until the formation of BMC in 1952, when S.U. became a division of that corporate collection.

During the 1970's Stromberg came out with a vacuum controlled fuel metering carburettor similar to the S.U. which suited USA anti-pollution standards, however, they were always down on power and were a lot harder to maintain. I know, for I had a Jaguar XJ6 in the USA, fitted with the Stromberg CD's, and I couldn't wait to dump them in favour of the English HS6's. It gave me much more power, much better idling and easier maintenance.

Also, the design is prevalent in many Japanese motorcycle carburettors. In fact, Japan's Hitachi Company built S.U.s under licence for Toyota, Datsun, (Nissan)

and Isuzu. Many sporting Datsuns of the 70's have variations of the S.U. carb., and before you sound off about Japanese having copied the carb design, rest assured that they have paid royalties for the privilege.

The last production S.U.'s were made in 1994 for the last of the Minis and small Rover 100 series. By this time, fuel injection had advanced enough to be more economical, fuel efficient and environmentally friendly than carburetors. I believe that SU still remanufacture carbs for restorations and older vehicle replacements.

So, next time you are putting that last bit of aluminium polish onto the dashpot for that ultimate shine, or listening to the strange but entertaining noise made by the hiss of air and the oil in the piston dampers as you play with them, think back to the roots of that old carburetor you faithfully adjust every weekend, back to the time when the men who originally built the S.U.'s put a little bit of "sole" into every carburetor.

(Acknowledgement and thanks go to Rick Mammel of EJAG magazine, USA Dec. 1983 issue, for most of the information)

Spot the Mini (back page)

Not that there are any prizes to win with this one but I thought it is a nice story anyway. My youngest son drives a mini which has gone from family member to family member and being the last one to use it after many years of abuse (blown diffs, head gaskets, broken wheels, etc, etc) it finally lost the bottom end. No oil pressure what so ever and a bit of klank klank noises were the dead giveaway signals. Out came the engine (he did that himself) and in came dad's skills to fix Mini engines. But there was a small problem. Robert earns a bit of pocket money by working at Bazza's Steakout for a few nights a week in Pukekohe and we live in Waiuku. Initially Mum dropped him off and picked him up but then at one night he didn't ring to be picked up. Instead Bazza dropped Robert off at home. Whow, that's a boss who cares for his staff. I got quite used to the sound of the V8 coming up the driveway and I liked it too. But one night it was different. The V8 came up the driveway and the engine was turned off. I thought, "That's Bazza to say hello or something". But no, Robert came in the house with a smile from ear to ear and the keys of the V8 around his middle finger. Now that's seriously nice. A boss that gives you the keys of his brand new SS ute to take home. I think this is worth a plug, hence this story and an ad elsewhere in the magazine.

So, if you're after a nice meal and a very good steak, visit Bazza's Steakout. It's fully licensed and well worth a D-tour to Pukekohe.

Attendance = 1 pt.
Interclub = 2 pts.
First place = 10pts.
Second pl. = 8 pts.
Third place = 5 pts.
Fourth pic. = 2 pts.

POINTS TABLE

2002-2003

No	Name	FName	CHite	Events	Rallys	Shows	Visits	Econ	Duties	Total
274	Amies	Peter	1							1
236	Ashton	Gary/Catherine	4	1				8	2	15
306	Banks	Jim	1							1
298	Biffen	Lynda/Alan	2	1			2			5
231	Brown	George	3				2			5
270	Cameron-Harker	Reuben	1							1
88	Carter	Andrew/Lynn		20	1	8	2+	10		41
316	Cobbett	Laura	1							1
118	Cowan	Anita	4	9					1	14
189	Crispe	Graham	4	1						5
263	Ferguson	Ian	2				2			4
59	Gubb	Les	4	2	1	2	4		2	15
308	Handyside	David	3							4
307	Hargraves	Keith	3							3
300	Hartshorne	Peter	1					1		2
214	Keith	Aaron	1							1
37	Leahy	Paul	3	2		6	4	1		16
311	Madden	Scott	1							1
173	Manning	Chris	1						1	2
243	Marks	Tony	2							2
27	Maulder	Tony	1							1
197	McCulloch	Scott	1							1
106	McMurray	Steve	2							2
97	McMurray	Chris	3	1				1	2	7
312	Milne	Jeff	1							1
219	Murrell	Nathan	4	11					1	16
127	Norman	Lee	2							2
180	Parker	Tom	1	1			2	1		5
281	Patrick	Kevin	4	2		10	2		1	19
144	Ritchie	Allen	3	1	1	8	2	1		16
12	Robinson	Warwick	4							4
293	Roper	Chris		11						11
203	Russell	Susan	4	1						5
121	Schoulen	Fritz	2	1			2	8	3	16
313	Spittal	Andy	1							1
271	Stephenson	Julian	1							1
146	Taylor	Kevin	2	1			2	10		15
259	Turner	John	2	1						3
143	Venczeffiac	Frank	2							2
153	Wigmore	Michael	4				2			6

If your name has been missed out, please let us know. Not everyone has signed the attendance register. Points will accumulate through to 30th July, 2003.



The Vintage Car Club of New Zealand
North Otago Branch

ALL BRITISH DAY

OAMARU 2003

This year's All British Day, takes place over the weekend of 5th and 6th April 2003.

The 'Special Feature' car for this year will be the MINI, and once again we are expecting a good turnout of all makes of British cars and motorcycles. Let's hope the weather is a lot kinder to us than last year, when despite the weather, we had over 150 entries.

As in past years, we will have a **Saturday run**, for those that like to make a weekend of it. Leaving the Harbour and Tyne Historic Precinct at 11 am, we will travel through local countryside, stopping for a pub lunch en route before continuing on to a local venue for prize-giving and afternoon-tea. **The Saturday run is \$5 a car, and the afternoon-tea stop, \$5 a head.** Lunch is each individual's separate expense.

Sunday, is ALL BRITISH DAY - a static display in the Historic Precinct, from 10.00am to 3.30pm. All entries to be in position well before 10.00am please. The **registration fee, as last year, is \$10.00 per vehicle.** (\$15.00 for two or more entered and registered by the same owner) The Precinct is an interesting area. Once again the Steam Train will be running to and from the harbour so there is plenty to see and do after you have admired the line-up of cars. Prize-giving will be at 3pm., and the prize list will include Best Car Overall, Best Mini, Best Motorcycle and Most Original Vehicle.

We did appreciate the great attendance last year, and look forward to seeing you again this April. Please spread the word amongst your friends - the more British cars and motorcycles attending this very popular event the better. **Mark your calendars!**

An expression of interest would be appreciated.

Gerald Lynch-Blosse

Gerald Lynch-Blosse

Organiser

11 Stour St, Oamaru. Ph. (03) 434 9628

10th January 2003





CLUB ADS



Parts wanted. the parts i need r for mark 1,mini it is a aussie ,mini,k back seat(black) carpet, (black) passenger side short shaft drive shaft,with stub axle and cv if possible would like to hear from anyone with mk 1 parts (09)2670992 or e-mail me at jmnz2@hotmail.com thanks.

For the best Monster Rump (0.9kg!!!)

FS: Mk2 doors, bootlid, tail lights, 10" wide wheels, etc. Newly rebuild engine(998) only done +/-500km.

Call Frits on 021-963894

FS: Genuine UK made 10" MiniLite mag wheels. Tyres okay condition. \$1500ono.

Call Robert on 021-2330221

FS: crashed mini 1977. All but roof&rear window okay. Doors \$80. The lot \$200. Call Robert on 021-2330221

FS: Project Morris Mini 1972. Rego on hold. Suit parts or restoration. \$350 ono. Call Robert on 021-2330221

CLUB EVENTS

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. The club will provide free sausages for lunch. 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 might have got a brand new Mini for Christmas!!

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. Also a great show to come along at look through, so why not bring the family and support this event?

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.

MARCH

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

NZ nationl Motor Show, Mystery Creek, Hamilton

Stay posted for a new date on this fantatic event, now being held at a better venue.

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!

