

Latest Dinky Toys Achievement

AUSTIN 7 COUNTRYMAN

THE fine new Dinky Toys model of the Austin Seven Countryman released by Meccano Limited in April is pouring off the production lines at the rate of thousands a week. Neatly packed in the striking red and yellow boxes which are the hallmark of Dinky Toys, the new model is being distributed to dealers not only in this country, but also in many countries abroad.

Its appearance is the culmination of many months of effort and close co-operation between the Austin Motor Company and Meccano Limited.

The actual Austin Seven Countryman is the half-tonner's brother to the sensational Austin Seven Saloon. By comparison with the saloon, which became world-famous overnight, the Countryman has an extended wheelbase and a longer tail. The Dinky Toys model, beautifully finished in Austin Speedwell blue, has four-wheel suspension, transparent windows and "finger-up" steering.

Just what is involved in the making of a Dinky Toy when it is decided to produce a sparkling, up-to-the-minute model such as the Austin Seven Countryman?

The most important thing in these days, when toy cars have got to be exact replicas of their grown-up brothers, is complete liaison between the makers of the actual car and the makers of the toy itself. This very essential part of the job was carried out to the full between the Austin Motor Company and Meccano Limited in the production of this fascinating new model.

It called for the interchange of precise information, much of which was of a confidential nature, and it meant that long before the actual model was put on the market some of the secrets of that car had to be known by keymen at Meccano Limited, where the thousands of replicas were ultimately to come off the production lines.

Production planning, begun, of course, long before the model was announced. The all-important initial step was to approach the Austin Motor Company for photographs of the vehicle and general arrangement drawings. From these, new drawings were prepared for the Dinky Toys model itself at Meccano Headquarters in Birns Road, Liverpool, where design draughtsmen are continuously at work preparing drawings for a wide variety of new models. The miniature cars themselves are turned out both at Birns Road and at another large factory at Speke, on the fringe of Liverpool. With these two factories to draw upon Meccano Limited are able to put millions of models on to the market every year.

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What lies behind the planning and the making of a new Dinky Toys model? In this article *The Editor* takes the reader through the detailed steps which are necessary before a new Dinky Toys miniature can find its way into countless thousands of homes throughout the world.



A discussion on the Austin Seven Countryman in the Drawing Office at the Birns Road Factory of Meccano Limited (top picture). Below: The draughtsman at Birns Road prepares a master model of the new vehicle.



IN THIS MONTHS ISSUE:

An article from Meccano Magazine May 1961 starting on the front page.

Club awards presented during August club night.

Trip reports.

New MINI gossip.

Upcoming EVENTS

and lots, lots more.

*** See the last page about Treasury issues ***

October 2004

Mini Car Club of Auckland

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October/November 2004

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The Mini Car Club of Auckland is an affiliate member of MotorSport New Zealand

Don't forget to touch base with:
<http://www.minis-auckland.org.nz>
Lots of goodies, the Club's points list,
and the mag in full colour!!

Deadline for the next issue:
15 November 2004

President's Report

Warwick Robinson

The September club night saw Kevin Patrick's beautiful white Cooper S have its front brake discs machined in-situ.

Dave Parton from 'Ace Brake Disc Machining' has purchased a special adapter so that the small Cooper S Disc (compared with modern cars) can be machined on the car. For this to be carried out you just have to jack front of the car up, remove front wheels, remove calliper assys and swing away. The advantage of having the Disc machined on the hub are that any small run out of your wheel bearings or machining tolerances during manufacture are cancelled out. It must be pointed out that your wheel bearings must be in good condition.

Dave Parton gave a quick introduction and then the job was carried out on Kevin's car.

I also took along completely refurbished front sub-frame suspension unit and Metro twin Pot Calliper and disc brake assys. Gave a quick speech and then over to the members to pick up the parts and carry out full discussion.

Also we pasted the hat around for a collection to sponsor Dan McVie tyres for his Mini Championship Drive, again next year. More next Club night.

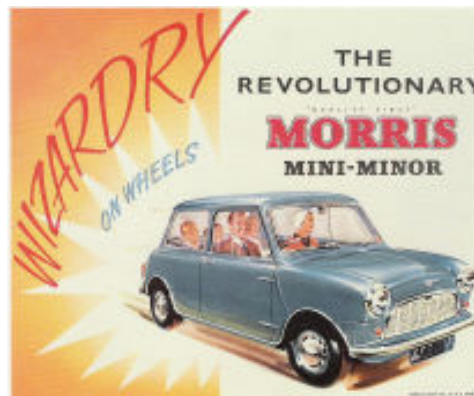
Our Club nights are turning out to be super events with 50 – 60 members most club nights and good happy communicative nights.

Get your entry forms in now for the Mini Nationals – Labour Weekend – Hamilton.

We are also looking for a new Club Treasurer, so anyone with adding skills, please let the committee know.

El Presidnto

Warwick Robinson



Club Captain's Report

Well doesn't time fly!! It seems only a couple of months ago we were talking about the Nationals being held in Hamilton, and here we are only a few short weeks away. I hope you have all got your entries in and your accommodation sorted. If not, you better get onto it double quick as this promises to be a great event. Saturday registration is possible, but please advise your intentions to the good folk in Hamilton. If you book accommodation at the Kingsgate, be sure to tell them you are with the National Mini Meet for the special rate. On your way back to Auckland from the Mini Meet you may like to take in part of the 10th Dunlop Targa, as they take in Te Awamutu, Otorohanga and Te Kuiti on their way to New Plymouth on Labour Day Monday 25 October 2004. For full details check out the NZ Classic Car magazine on sale 18 October.

On the 14th November we had advertised a navigational trial, this has changed. Our club has been invited to join the Morris Minor Club to visit the Warbirds at Ardmore. We will be departing the Karaka Bloodstocks at 1.00pm sharp. There will be an opportunity to take a scenic flight in the DC3 Dakota, price is approximately \$60.00 for half an hour. Please let me know if you are interested in this as we have to give them numbers. On Sunday 21 November MOTAT is celebrating its 40th birthday. Our Club

has been invited to display a few cars. If you have a Mini that was produced in the sixties and would like to display it, please give me a call.

Our annual Economy Run will be held on December 5. Les Gubb will organize this again. Les always finds some interesting roads to negotiate. I wonder who will do better than the courier drivers that did so well last year. Don't forget your \$2.00 present and we might finish with a BBQ. The last club night of the year is on December 7. This is a social night with a BBQ. Please bring a plate of food with you.

Some of you may have heard about the new race track at Hampton Downs. Well, I saw the plans a month or so ago. Two of the prime movers in this venture are Tony Roberts and Chris Watson. Both are involved in the Historic Racing Club. Well, I was visiting Jan McLaren Storr at the Bruce McLaren Trusts offices and Tony was there at the same time. Those who went to the Group 7 workshop would have seen Tony's Talon F5000 car parked in the doorway. This car is very similar to the car driven by Chris Amon in the early seventies. I am also told that Chris helped with the plans for this new track. Anyway, I digress, Tony ushered me into an office and showed me the plans for the new race track. It looks spectacular to say the least. The main track is 3.8 km long and

Gary Ashton

can be split into two tracks, one of 2.6 km and the second of 1.1km. The track will meet FIA Category Two Regulations which will allow all classes currently run in New Zealand to race. This is the highest spec of any race track currently in New Zealand. It would be fairly easy to upgrade this to Category One which would allow Formula 1 to run in New Zealand.

The track follows the natural rise and fall in the land, which means variation in track altitude of about 15 metres. The track is set on approximately 400 acres, with road and pedestrian access to the in field pits via a road under the track. The pits sit on 5 acres, with 32 permanent garages with 3 phase power and compressed air etc. On the main straight are four blocks of apartments. Each block contains 10, 2 bedroom, double garage, three level apartments. I don't know about you, but this sounds very exciting to me.

Anyway, I think that is enough from me for now. Safe driving.



Editor Ramblings

Looks like I'm getting pushed aside for a bit. Well, I don't mind moving over for a bit when the Club Captain needs a bit more space to get his message across. After all, he IS the Club Captain.

I can't say anything but what a fantastic club night we had. First Warwick with his front subframe rebuild presentation. Man did he explained that well or what. It was really good to point out the extra strengthening possibilities of the front sub frame. I don't think a lot of people thing about that, when rebuilding a car. Just a quick paint jobby and she'll be right mate is not the right approach, as Warick showed us.

And then Dave Parton showing us his abilities of skimming disc brakes and the importance of it. Now you know why you can have that spongy brake pedal after the brake pads have been replaced. And now you know why your friendly mechanic tells you that that will go away after a couple of weeks of driving. In the mean time you have shoddy bakes that are not having the stopping power you would expect from new brake pads. Dave also told us that he will come to your place and do the disc brakes there and then. He also offered a discount to us if we group together somewhere in Auckland. Now that's something to remember.



Above: The toolmaker at work. In the lower picture you see hundreds of metal castings of the new model going through the separator.



Removing the metal body of the new model from the die-casting machine.

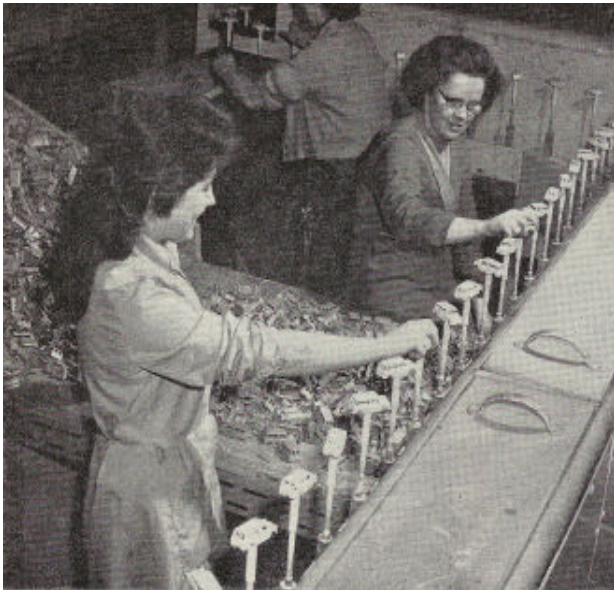
Let us pursue further the specific example of the Dinky Toys model of the Austin Seven Countryman. While plans are being drawn of the car body, fully-dimensioned drawings have also to be prepared of the base, which carries the wheels and the arrangement for springing and "finger-tip" steering, and the interior of the car, which must accommodate seating, dashboard, steering wheel, etc.

Once the plans have been drawn up they must be meticulously checked before they are handed over to the Tool Design Department, where still further drawings are produced, so that the tools needed for the job can be made. Once the fully-detailed drawings of all essential parts are available, work proceeds on the making of the tools and the moulds for the necessary parts.

First step along this particular pathway is the production of a pattern of the vehicle in wood. So that all essential detail on the finished Dinky Toy shall be as accurate as possible, the pattern is actually two or three times bigger than the model will ultimately be. From this pattern, made by patient and skilful hands, comes the final outline around which the mould will be made. So great is the degree of care exercised in these matters, and so essential is the liaison between the firms involved,

(Continued on page 170)





Here are more pictures from the Meccano Factories in Liverpool. Above: Putting the body castings in place on holders ready for spraying. Below: (right) The final touching up process which ensures perfection in the finish of the vehicle and (left) the last inspection which precedes the trial run. A vehicle that has just passed the final scrutiny is seen on its journey down the test chute.

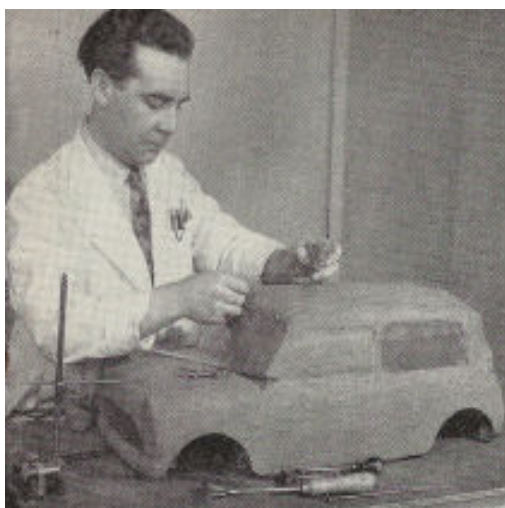


Assembly of the base and body of the new Dinky Toys model.



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As in the case of Moccana Limited the patternmaker at the Austin factory (top) prepares a model before production starts. The model in this case is to one-quarter scale. Below: The static road test. The new car does its first few miles on rollers. Here, the gearbox, steering and brakes get their primary test. Any faults which come to light are rectified and the vehicle is re-tested on the road.



The four photographs on this page and that at the foot of page 170 appear by courtesy of the Austin Motor Company.

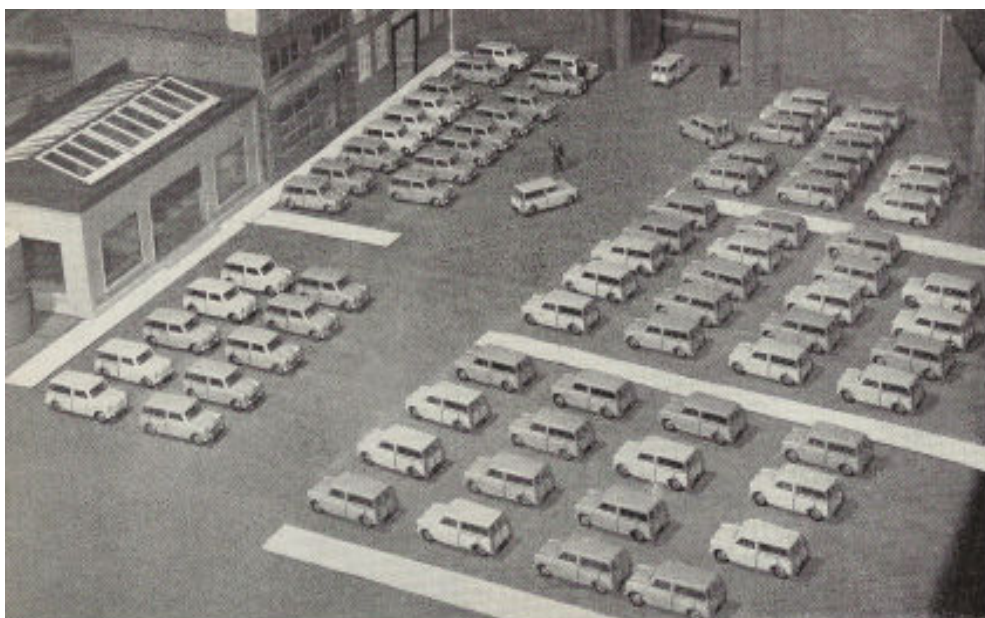
The first of the pictures below (right) shows car bodies passing through the paint plant at the Austin Motor Company's works at Longbridge, Birmingham. The spraying plant is fully automatic.

AT THE AUSTIN FACTORY



Finishing touches: As in the case of the Dinky Toys model (see picture on opposite page) the actual Countryman gets a final touch-up with a paint brush.





The striking realism of the Dinky Toys model of the Austin Seven Countryman—and the Morris Mini-Traveller, which is referred to on the next page—is seen in the photograph above, where the models have been used to represent a scene outside a distribution centre.

that when the pattern has been made it is taken to the car manufacturer for a last-minute, final check up on even the most minute details to ensure that the body casting which is to follow shall be as near perfect as is possible.

Once the patternmaker's work has been approved, plaster casts are made to establish the form of the mould. Related to this is the production of the die-casting tool which will eventually produce the hundreds of thousands of castings of the new model.

The actual body of the Austin Seven Countryman—and, of course, all Dinky Toys models—is cast in zinc alloy. This is of immense strength to withstand the knocking about which children can give to toys, and to cope with such situations as dropping a toy or knocking it off a table by accident. The bodies are formed within the mould by a die-casting machine when molten metal is forced at great pressure into the cavity formed by the die-casting mould. The metal solidifies almost instantly and is cool enough to be ejected from the tool without fear of distortion taking place.

Once the car body leaves the die-casting section, it proceeds to the Roto-Finishing machine which consists of a very large hexagonal barrel, revolving horizontally. There is a line of these huge steel barrels which are filled and emptied from a mobile hopper running along their front. Each barrel is loaded with castings and a measured quantity of stones which to all outward appearances are rather like the small pebbles you find on the sea shore

during the summer holidays. Each barrel, too, holds a quantity of water but, although it is fairly well packed, there is always room for movement inside as the barrel revolves. The stones, being of mildly abrasive character, come into contact with the zinc bodies and remove the sharp edges, giving them a very fine, smooth finish.

After barrelling, the trimmed castings and stones are discharged into the hopper which moves them along to a separator specially designed to free the castings from the stones of the Roto-Finishing plant. Castings and stones are dropped on to a separator tray which has a wire

mesh deck. This is rapidly vibrated by hydraulic power and the mesh is so adjusted that the stones fall through to a lower deck, leaving the castings on top. Both stones and castings are shaken along on their respective levels to receiving hoppers, where the castings are collected for the next process and the stones are returned to one or other of the Roto-Finish barrels.

The next process for the castings is the giant phosphating plant where they are dipped in a chemical solution to ensure maximum adhesion when the enamel is applied. During all the processes mentioned and, indeed, until the end of their

Real Austin Six Six—pictured outside the Austin Factory in Birmingham.



trip through the assembly plant, the Dinky Toys castings are constantly inspected to ensure that only the highest class of product is sent out to buyers.

After it has left the phosphating plant the casting of the Countryman is approaching the final stages of its journey. The next immediate stage is painting or enamelling, which is processed on semi-automatic spraying machines. Here the models are mounted on spigots and rotated while spray guns, directed on the side, top and bottom of the casting give a fine, even coat of enamel. Then the castings move on to the stoving ovens where they stay for a given period to emerge with that gleaming finish which is the pride of Dinky Toys owners.

As many modern cars have two-tone finish, there is consequently a demand for Dinky Toys of similar style. In the case of the Countryman, of course, the half-timbered outline of the body has to be simulated, and this calls for the use of masking devices by use of which only a given portion of the vehicle can be sprayed. In the case of the Countryman the colour of the "woodwork" is superimposed on the existing paintwork by this means.

While the car body is being prepared, other parts of the vehicle have also been put into production. The base, for instance, which carries the wheels has been produced in the Press Department from a special black enamel coated steel strip, the windows have been created by injection moulding from clear polystyrene, and the seats have been produced from sheet polystyrene by a vacuum-forming process. In addition, the steering wheels have been moulded in plastic and the road wheels have been turned on special automatic machines.

Thus it is that many millions of parts have had to be inspected ready for the final assembly of this one model and the important thing is, of course, that the production of all these items has to be so planned that they arrive at the focal point together. This meticulous timing of the sequence of events is one of the major jobs. The whole production must be planned just as it is in the huge factory where the actual Countryman itself is produced.

The final stage in the creation of the Dinky Toys model is reached in a huge airy room where assembly conveyors are continuously in action. Starting with bodies, wheels and bases all separate, the models reach the end of the conveyor as complete entities.

A last inspection is carried out here. Each finished model is put on an inclined chute down which it must travel quite freely of its own volition. At the other end it is lifted from the chute and put in its carton, that world-famous red and yellow packet about which we spoke earlier.

From there, through the Stock Room, it goes to the Despatch Department for distribution throughout the British Isles and to the far corners of the world.

Treasure hunt fun run

Once upon a sunny and windy Sunday a handful of minis and a couple of jappas turned up under the harbour bridge for an afternoon of fun. While waiting for the start the Red Bull girls turned up in their mini ute and gave away some of their products. Nice. At two minute intervals we where sent off to terrorise the Sunday drivers, Oops I mean driving sedately around town. Armed with a map, questions and a list of things to collect as well as a cup of water that had to be full when we finished we where off. Turn right, turn left, answer question, turn right, cant find answer so around the block we go. Look a mini going the wrong way, find answer and off we go again. Pick up some road kill and a few items from the pub. Few more left rights and its off over the bridge to Lake Rd. More left rights, answer questions, collect a few more items and even a visit to a cemetery. Back to the harbour bridge and off to Shelly Beach Rd. Still need ice cream stick and something mini. Good excuse to stop for food. Drive back to finish including full cup of water. Some got lost and some where late but it was a great fun afternoon. Thanks to those that organised the event and to those that turned up on the day.

Peter.



ACEBRAKEDISC MACHINING

Dave Parfitt

Mobile 021 401-680

Phone (A/H) 09 416-5528

Contact Dave on the above phone number to make an appointment for your disc brake machining.

Mini mail

The club has had new shirts made just for the nationals.

As you can see from the picture they are snazzy two tone jobbies with the club logo embroidered on the chest.

All sizes are available from wee nippers to XXXL.

Having tried a few sizes they are quite large shirts so don't get too carried away on sizing. Prices are \$33 for S, M, L and \$35 for XL and above.

For an additional \$8 you can also have your name embroidered on the opposite side which looks cool, kind of like a pit crew shirt.

To place an order contact Gary Ashton at Club-Captain@minis-auckland.org.nz or call (09) 232-1233.



From: "STUART Stark" <sgs100@mac.com>
Hi: Saw your website. I recently purchased a 1978 Mini Clubman 1275cc - the engine was rebuilt about six years ago and it's been slightly modified (twin carburettor, twin fuel tanks, Cooper S disc brakes). It's in excellent shape - a bit of slippage on the clutch is all really. My question is - how many revs do you think I can take it up to on the open road (I've had it @ 100km only so far but am planning a drive this weekend). I have a tachometer and am thinking 4000 revs is probably a nice place for it to cruise at? What do you think?
Hi Stuart, if the engine is in GOOD condition it should handle 5400rpm with not too much problems. From memory, the speed of a 1275GT on 12" wheels is 106 km/h at 4000rpm but don't hang me on that. Just put a chalk mark on your tyre and the road and roll the car 1 rev of the wheel and put a chalk

mark on the road again. Now, get a tape measure and get the rolled distance. Get out the calculator and convert this measured distance to a turns of engine in 4th gear and presto you got yourself a speed to rpm chart really accurately. I take mine up to 6000rpm on a regular basis with a bog standard bottom end. And it goes really fast then!! (3.2diff though)
Ed.

Stuarts Mini



CLUB AWARDS 2004

CLUB SPIRIT: George Brown / Kevin Patrick

AGGREGATE POINTS TROPHY: 1st John Turner
2nd Gary & Catherine Ashton
3rd Peter Watts

MOST IMPROVED: Stephen Miller

SHOW & SHINE: 1st overall Philip Walters
Original Class – Philip Walters 1st
Original Class – George Brown 2nd
Original Class - Stephen Waite



Custom Body – Joe Tuffs
Custom Body - Warwick Robinson

Modified – Paul Leahy
Modified – Les Gubb
Modified – Peter Watts

TRIALS TROPHY: 1st John Turner
2nd Peter Watts
3rd Gavin Agnew

ECONOMY RUN: 1st Michael Wigmore/Jason Saggars
2nd Peter Watts
3rd Chris McMurray

DIPSTICK: Kevin Hartsthorne

LEAD FOOT AWARD: Warwick Robinson

GO-CART TROPHY: 1st Kevin Taylor/Daniel Patten
2nd Gary Ashton
Fastest Lap Gary Ashton

LONG SERVICE AWARD	Warwick Robinson, Les Gubb Frits Schouten
ENCOURAGEMENT AWARD:	Luke Martin Brent Martin Jason Saggars Philip Walters Steven Cater Chris McMurray
HARD LUCK AWARD:	Chris McMurray
SAFETY BOOT AWARD:	Chris Roper
RIP YOUR CV BOOT AWARD:	John Turner
SLEEPYHEAD AWARD:	Peter Watts
THERE IS SOMETHING MISSING AWARD:	Daniel Patten



TE PUKE TRIP

John & Maureen Turner

Saturday 14 August and an intrepid band of travellers met at the BP Papakura for a 9.30am start on a fun weekend to the normally sunny Bay of Plenty amid dire threats from weather forecasters of a wet and windy weekend. The group consisting of one De Jour, one new BMW mini, a Wolsley 1300 and three classic minis made their way to Matamata for lunch and a quick browse around the weekend market which was just about to close. There was still time however for JT to indulge his love of homemade pickles and for Peter and Kevin to listen to a lengthy discourse on the intricacies of woodcraft from an enthusiastic stallholder.



The weatherman's dire predictions of rain held off as we made our way to our next stop, the Te Puke Auto Barn just south of Te Puke. For those of you who haven't had a look through this collection it is well worth a visit. Fascinating to see not only cars that have been around for many years longer than you have yourself



but also "old friends" such as the Mark II Cortina, the Fiat Bambino, a Hillman Minx and Chevrolets that reminded some of us of a misspent youth! One observation was that they certainly designed cars for the comfort of the back-seat passenger in days long gone – virtually no boot space but plenty of room to stretch your legs.



Next on the agenda was a quick return trip to Te Puke to stock up on a few provisions and necessary liquid refreshments before making our way to the coastal village of Maketu where we settled into our respective motel units and

chalets. Some of us discovered that chalets did not include bed linen or towels which set a few alarm bells ringing but fortunately these were available for hire. Thanks to Gary Ashton's culinary skills we all enjoyed a magnificent barbeque. By this time there was a distinct nip in the air. One or two hardy souls sat up to watch the rugby but the majority were lulled off to sleep by the sound of the waves on their immediate doorsteps. We'd all been told that we'd have to be "up and at 'em" by 8am next morning to ensure that we had time for breakfast in Te Puke before the rendezvous with the RL Ariana at 9am but unfortunately someone must have forgotten to tell the motel owner who didn't put in an appearance until 8.30am.



Eventually however, we were all underway again and indulged ourselves with breakfast at a restaurant in Te Puke (the name of which escapes me but the chef made our mouths water with his description of his seafood chowder. As

JT says "I don't know what that place is called but I'm going back again for the soup!")

Back on the road again in blustery conditions for a brief stop at the Maritime Museum at Paeroa prior to boarding the RL Ariana on the banks of the Piako River. The Ariana is a 10.36 metre river launch which has been lovingly restored over 2 years by skipper Peter Van der Sloot of Paeroa.



Peter took us on a 3 hour return trip up the Piako and provided a wealth of historical information about the river and its surrounding district. Peter has not only restored the Ariana but also several cars, including a TR3 which has won several competitions.

Thank you to Gary and Cathrine Ashton for organising an interesting weekend.

John & Maureen Turner

Coast to coast

Gavin Agnew

1630 hours, Saturday 28 September, 2004.

“Damn! I forgot to send my entry for the Bruce McLaren Trust ‘Coast to Coast’ Rally that’s happening tomorrow!”

So began one of the most enjoyable experiences we’ve had for a while with our pants on! A tentative phone call to John Storr, who I assume is one of the organisers for the event. . . .

“Hello John, this is Gavin Agnew calling.”

“Hi Gavin, nice to hear from you, how’s things going” – this reply from someone I’ve never met before so things must be hopeful.

Anyway, there were a couple of vacancies left so our verbal entry was accepted and the whole tone of the conversation set the scene for the Rally the next day.

We arrived early as we needed to complete the entry formalities so were one of the first cars there. Formalities over, we waited for more Minis to join us. Eventually JT, Peter Watts and Gary and Catherine appeared along with a diverse mixture of cars of all shapes, sizes and vintages. Too many HSV’s I thought, hoping they wouldn’t slow us up – although it is not a speed event!

Looking at the course sheet, we were a little perturbed to find a series of intersection diagrams with an arrow showing

which way to turn and NO written instructions apart from ‘stay on the road until you come to the next pictured intersection and a list of items for the included Treasure Hunt. Oh my Lord! Where are we going to get a ‘hair curler’, a ‘cold spark plug’, a ‘horseshoe’, a ‘1973 minted coin’, ‘is a white golf ball the same as a coloured golf ball’ a crank handle!!! Then there were a few questions to answer on the way. The second question looked easy, something like $214 + 593 = ?$ What the . . . ? That’s simple. Write the answer in now – 807! But when we got there, up on the Stanley St Rail bridge was an advert for TV One’s Olympic coverage with 2 athletes wearing numbers 214 and 593. So . . . these questions aren’t as straight forward as we thought, the answer now being ‘Athens 2004 on One’ or something similar. This set the tone for the day.

The first stage was to end in Cockle Bay and took us via Tamaki Drive, Glendowie, West Tamaki and Pakuranga. Having grown up in Howick local knowledge was very helpful at times, especially as one clue was about Valentines Restaurant in Pakuranga and the next All Saints church in Howick! Those unfamiliar with the area would have been concerned they had missed something, but if the instruction ‘stay on the road until you come to the pictured

intersection' was obeyed – no problem! The check point came and went, we picked up the route for the next stage and headed off Maraetai and at Duder's Beach, said goodbye to the Pacific Coast. Great, we're still in very familiar territory and just through Clevedon we turned off into MCCoA Night Trial territory.

"Where does this stage finish?"

"Jolly Farmer at Drury."

"We'll shoot home (a minor detour) and pick up what we can for the Treasure Hunt as it doesn't say you can't and we'll limit the stop to 3 minutes!"

Home and found most of the items required. Still missing a horseshoe, 1973 coin and a feather. Bugger! But, best of all, no signs of any slow old HSV's all day! During the lunch break, my better half goes and raids the till at the bar and returns triumphant. I go off to the nearby garage looking for an exhaust clamp for the horseshoe and return with a shackle. Pin out, hey presto – horseshoe (all horses in the Franklin area now breathe a sigh of relief). Walking back, can't believe my eyes, a pile of feathers on the ground. Some blackbird has sacrificed itself so that we may complete a full set off items (except for a crank handle). We feel truly humble.

After 45 or so minutes we're off again. This time I'm worried because the car in

front is a slow old HSV. Looking at the course sheet, we are going to go out through Aririmu, Pokeno, Tuakau and finish at the Pukekohe Race Track. I've soon lost sight of the HSV ahead (he must have put a Mini engine in!) and all too soon, we are at the end of the stage at Pukekohe. As we hand over our sheet, we are given the final one along with a special 'Timed Stage' instruction sheet. What.... Does this mean we're going around the track? Here's hoping. Unfortunately no, the timed stage is to be out in Aka Aka. We're off and no HSV's around. I think they let them go first – out of sight, out of mind! We've reached Aka Aka, done the timed section and it's either turn right up the Awhitu Peninsula or carry on ahead into the sea. We turn right and into Mini country with the fast twisty roads. This is what Minis were born for. But then...., we come up behind not one, but two HSV's. OK, I'll admit, they aren't too bad in a straight line, but they aren't coping with the corners too well. I think the toddlers in the back seats might be feeling a little queasy. This is really what the Coast to Coast is all about. Good clean family fun. And so, on to the finish at the Tasman Sea at Kariotahi Beach. We arrive and the car park doesn't look that full. Final check in and show all the items we scavenged so hard for. But wait – the jack handle looks like a crank handle. Hooray – a full set!

Mini Web

Coffee time and a chat with JT, Brown, Peter, Kevin, Gary and Catherine whilst waiting for all cars to arrive and results to be calculated.

“Classic category, 3rd place goes to Gavin Agnew in a Mini”.

“Classic category, 2nd place goes to John Turner in a Mini”.

Here’s hoping for Peter and the trifecta, but it wasn’t to be. Still the Mini Owners Club of Auckland has had a good day out. We have driven over some of the best Mini roads in the region (Nationals 2006 come to mind!), the weather has been gloriously sunny, the fun factor was enormous and we got a second and third place. If only it wasn’t for those slow old HSV’s.....



*101 usages for a dead Mini.
This might actually be the 102nd*

www.minis-auckland.org.nz

Our own site which highlights some of our recent exploits as well as giving general information about the club, member profiles and membership details.

www.targa.co.nz


Targa Updates for all events will be posted here as they are released Targa Updates for all events will be posted here as they are released.

www.miniswaikato.co.nz

All the latest for the upcoming MINI Nationals.

www.groundsky.co.nz

Looking for photos of motor sport events? Look no further. This is the place to go. Watch them fly at the latest Dunlop Targa Dash June 2004



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BEST MOTORSPORT

Welcome to the latest update for Best Motorsport. Since the last newsletter, the de Joux has featured in more magazines & web sights. It has now been in a total of 7 mags & 5 web sights that we are aware of. We have also presented the car at a special club night for the Mini Car Club of Auckland with the car's original inventor, Ferris de Joux, in attendance.

It was a very good reception at this meeting with sponsor's cards, details & promo items supplied, with an A4 poster of the car & sponsors, to every attendee.

Modifications to the suspension have been carried out. An onboard automatic lap timer has been acquired and fitted. New wet weather wheels with Avon race tyres have also been purchased. A new improved gearchange has been fitted. The cooling system has undergone some design upgrades. Undercar aerodynamics have been reviewed and altered. We are currently having custom spec new billet camshafts designed & manufactured for the motor which alone should give about a 10% (20-25 bhp) increase in power. The onboard computer has had an upgrade. Larger injectors have been fitted. All up we expect to see around 250bhp.

A test day is planned for sometime in the next few weeks. The car will then go back to the dyno to further time tune the motor for maximum power.

With Ben away in Europe till the end of the year, Steve will be doing the testing & running the car in the Auckland Car Club series for Modified Saloons.

We have had our application to race with Super GT series heard & expect to hear the outcome any day now.

Will release another news update after we hear & after testing etc.
Once again thanks to all the undermentioned for the support.

Regards,
Ben and Steve,
Best Motorsport

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New MINI gossip.

MINI New Zealand confirms 2004 mini update

Technical specification enhanced:

More power

New transmission

Exterior features freshened

A fresh new look, more power and a new purpose-designed transmission are major highlights of a 2004 upgrade for the MINI Cooper and Cooper S.

MINI New Zealand has confirmed details of the upgrade with a new specification for both models and confirmation of pricing details that includes price stability for the MINI Cooper and a minimal price adjustment for the high performance Cooper S.

“Upgrades to the mechanical specification of the MINI Cooper and Cooper S bring with them useful performance enhancements. They are matched by a very high standard specification in terms of interior comfort and driving pleasure, and by subtle but effective exterior upgrades that freshen the look of these iconic cars.”

The MINI Cooper benefits from an increase in maximum torque developed by its 1.6-litre engine, and from a new five speed manual transmission. It Cooper now develops 150 Nm at 4,500 rpm.

Substantial enhancements to the super-charged 1.6-litre engine fitted to the Cooper S brings power to 125 kW/170 bhp at 6,000 rpm and a significant increase in torque to 220Nm at 4,000 rpm. Eighty per cent of peak torque is available from 2,000 rpm to 6,500 rpm, meaning the Cooper S offers exceptional driving “flexibility” – an ability to accelerate smoothly

and quickly in any gear at any point in that rev range.

Driving through a new evolution of the original six speed manual transmission, the engine now propels the MINI Cooper S Convertible from 0-100 km/h in 7.2 seconds and from 80-120 in 6.1 seconds. Top speed for the Cooper S is now 222 km/h.

The MINI Cooper returns overall fuel economy in official EU testing of 6.9 litres/100 km; the Cooper S 8.6 litres/100 km.

“The MINI Cooper and Cooper S are fast becoming THE car of 2004, and production is only just keeping up with demand. We expect a further surge in popularity for the new model upgrades,” said Mr Jarratt.

The car’s drive concept: long wheelbase, low centre of gravity, wide track, stiff body structure, sporty suspension set-up, multi-arm rear axle and “quick” power steering all contribute to the MINI’s excellent driving behaviour.

In the case of the Cooper S, the already very capable suspension and steering have been reconfigured to cope with its extra power and torque.

Internal specification is also enhanced. High quality fabrics and surfaces dominate the interior. The three-part dashboard and the door panels come with a brushed aluminium finish. The dashboard and door panels can be finished in the same colour as the exterior.

Externally, the new look is led by redesigned front and rear bumpers and a new grille, giving the Cooper and Cooper S simpler and more striking styling.

New MINI gossip.

There are new clear-look tail-lights, and a rear fog light is integrated into the centre of the rear bumper.

New alloy wheels in five-star 5.5X15 and 7-fin 6.5X16-inch sizes carry 175/65 and 195/55 tyres respectively – the 15 inch wheels are standard on the Cooper; the 16 inch wheels optional on Cooper and standard on Cooper S. For further information, please contact: Peter Jarratt, Manager MINI, BMW Group New Zealand
Telephone 09 573 6999, email peter.jarratt@mini.co.nz

Mark Baker, Director, Veritas Communications Limited
Telephone 09 273 3051, email mark.baker@bmw.co.nz

Another Hollywood big-screen spectacular comes to life at Paramount's Kings Island with the addition of THE ITALIAN JOB: Stunt Track™, a new multi-million dollar fast-track coaster experience for 2005. Based on the high-

action finale of Paramount Pictures' The Italian Job (2003) starring Mark Wahlberg, Charlize Theron, Edward Norton, Seth Green, Mos Def, and Donald Sutherland, this new wild ride takes families on a high-speed stunt car adventure through movie sets and scenes inspired by the film's climatic chase sequence. Park guests will experience what it's like to be a Hollywood stunt driver and go behind the scenes of an action movie. Guests board their very own MINI Cooper S tricked out with audio special effects adding to the multi-sensory sensation of the experience. Once strapped into their custom stunt car, rubber meets the road as the MINIs peel out to begin their chase sequence. Drivers twist through a parking garage, dodge near-collisions, race down stairs, chase through tunnels and narrowly escape massive explosions triggered by gunfire from a menacing helicopter. Tires skid out one last time as the stunt cars crash through a billboard and splash down into an L.A. aqueduct concluding the chase sequence and their trial as a stunt driver in this screen

test!

Rumour has it that Paramount are working on an Italian Job 2 sequel movie.

Paramount Pictures Kings Island is located just north of Cincinnati, Ohio - home of the longest, largest, and biggest wooden rollercoaster in the world - The Beast. Great park.

Check it out at: www.pki.com



MINI breaks the 500,000 barrier with a Cooper S

The 500,000th MINI has left the brand's assembly line in Oxford just three years after its launch in July 2001.

A MINI Cooper S ordered by a customer in the USA marks this significant milestone for Oxford, and its proud owner came to the factory specially to pick up his car.

MINI celebrates the occasion 45 years after the very first Mini was built. The unique success story of this small car with the big personality began when it was born in England in August 1959.

In 2003 alone, the MINI plant in Oxford produced 174,366 cars for delivery to customers in over 70 countries. The original target figures envisaged production of around 100,000 MINI models a year, but the popularity of the Cooper and Cooper S pushed these targets higher before the first year of production was completed.

Its unique international success has consistently pushed production to new records in order to meet heavy demand from the markets, a situation also evident in New Zealand where new car stock is at an all time low pending the arrival of fresh 2004 upgrade cars this month.

MINI's success story is continuing in 2004: in the first seven months of the year, worldwide sales increased by 4.3 per cent to 111,142 units. The biggest single market continues to be Britain, followed by the USA, Germany and Italy.

Flexible working time practices and a continual optimisation of manufacturing processes have been used to increase production. Innovative manufacturing processes mean the MINI

Convertible is produced on the same production line as the other MINI models.

New 2004 MINI Cooper and Cooper S models will begin arriving in New Zealand's MINI Centres this month, while the new MINI Convertible arrives in New Zealand in October.



Woman 'paid £10k extra for pink Mini'

A woman paid £10,000 to have her new MINI Cooper customised - just so it could match her £20 handbag. Janette Hanson wanted her new car to be an exact colour match for her pink Kookai handbag, says the Sunday Mirror. The bill for her new car, complete with pink trim, came to £24,500. The paper says Ms Hanson, from Macclesfield in Cheshire, has already put a pair of pink fluffy handcuffs on the rear view mirror. And her husband has given her a personalised number plate - G3NET. She said: "When I'm out on the road lots of people wave and beep at me - they must think there's a movie star inside."

Courtesy of Sunday Mirror, UK.



New MINI gossip.

Liz Bevington celebrated her 80th Birthday this past April. She has been a resident of Santa Monica California since 1964. Liz was born in Trier Germany in 1924 and moved to the U.S. in 1960. She is only working part time and spends most of her time at the beach. Her hobbies are rollerblading, wind skating, and bike riding. For those of you who live in the Los Angeles/Santa Monica area everyone at the beach knows her as SKATEBOARD MAMA. Her favorite hang out is Big Dean's Cafe at the strand next to the Santa Monica Pier. If you want to see her in action go to Big Dean's between 4:00 pm and 6:00 pm.



Courtesy of promini.com

Luxury length: MINI XXL makes a splash

The longest MINI has a standard features list like no other, and is making a splash in Athens. An outstanding show car built exclusively for MINI, the six metre long XXL is a limousine with a difference: its rear section

features a double axle and a full size spa pool. While it's not Olympic length, the MINI XXL's



spa pool is likely to prove popular with athletes and the in-crowd as the long warm Greek afternoons dip into evening.

The "stretch" MINI Cooper S features a full John Cooper Works Tuning Kit and is the first new-style MINI with four doors. Built in Los Angeles, its extreme length is supported by a third rear axle with additional road wheels.

The rear passenger compartment is fitted out in black leather and offers great comfort and entertainment for four occupants.

There is a retractable flat-screen TV, which completely divides the rear compartment from the front cabin, a DVD player, radio/CD, air conditioning, sunroof and telephone - for "in-tra-limo" talks with the driver!

The absolute highlight, however, is the spa pool built into the rear of the car and covered with a detachable roof panel.



Mini Events

SUNDAY 3 OCTOBER- Fish and Chip run. Follow the leader run with fish and chips for lunch. Meet at Karaka Bloodstocks, Hingia Road, Papakura at 11.00am

SUNDAY 3 OCTOBER- Bent Sprint, Hiwi Road, Tauwhare. Run by the Fiat Club. Entry forms available from www.miniswaikato.co.nz a couple of weeks prior to the event.

TUESDAY 5 OCTOBER- Clubnight at Northern Sports Car Clubrooms, 7.30pm.
Our Show and Shine judges and resident car valet expert will be on hand to give some tips on preparing you cars for the Nationals and clubs show and shine events.

LABOUR WEEKEND 22/23/24 OCTOBER- Mini Nationals being held by Minis Waikato. Information and entry forms can be obtained at www.miniswaikato.co.nz or follow the link from www.minis-auckland.org.nz or elsewhere in the mag. This is going to be a great event, and with it being so close to Auckland, there is no reason why the club will not be well represented.

Rag top Mini

TUESDAY 2 NOVEMBER- Clubnight at Northern Sports Car Clubrooms at 7.30pm.

SUNDAY 14 NOVEMBER- We have been invited to join the Morris Minor Club to visit the Warbirds at Ardmore. Please meet at the Karaka Bloodstocks, Hingia Road, Papakura at 12.45 pm. Flights in the DC3 will be available, costs are about \$60 per head and we need to know numbers, so please contact Gary or Catherine Ashton if you intend going on a flight asap.

SUNDAY 5 DECEMBER- Annual Economy run. Starting from the Karaka Bloodstocks, Hingia Road, Papakura. Meet at 1.00pm and bring a present to the value of \$2 as your entrance fee.

Mini Events

TUESDAY 7 DECEMBER- This is the last club night for the year. We will have a BBQ as normal. Please bring a plate, salad or desert, meat will be provided by the club. To be held at the Northern Sports Car clubrooms from 7.30 pm.

SATURDAY- SUNDAY 15-16 JANUARY 2005- 11th Classic Car and Hot Rod Festival, Kumeu. Meet at The Warehouse in the Westgate shopping complex at 7.00am on Sunday if you would like to display your car.

SUNDAY 23 JANUARY- Dawn Breaker Trial in West Auckland. Full details in the next magazine.

SUNDAY 30 JANUARY- Chrysler Restorers Club is holding the Summer Fun Nostalgia Festival at the Tipapa Special Events Centre. Car show consists of over sixty vintage, classic, hot rod and motor bikes owned by members of the Chrysler Restorers club. Live bands playing 60's music, craft stalls, rock and roll memorabilia, etc. \$5 for adults, \$10 for a family, 50% of proceeds to Starship Foundation.

TUESDAY 1 FEBRUARY- Club night at Northern Sports Car Club, Mt Richmond Domain, starting at 7.30pm.

SUNDAY 6 FEBRUARY- Galaxy of Cars. Car show and swap meet at MOTAT, Motions Road. This is also our clubs Show and Shine. Full details in the next magazine.

SATURDAY-SUNDAY 12-13 FEBRUARY- Inter Marque Concourse. This event has been expanded for 2005 to include evening functions and car trials as well as an expanded display on the Sunday. We will organise the clubs display, If you would like further information or to book for any of these other events, please contact Gary or Catherine Ashton.

TUESDAY 1 MARCH- Club night at Northern Sports Car Clubrooms at 7.30pm.

Mini Events

SATURDAY-SUNDAY-MONDAY 5-6-7 MARCH- Tour of the North. A long weekend in Northland. More details as they come to hand.

SATURDAY-SUNDAY 13-14 MARCH- Dunlop Targa Bambina. Franklin/Waikato.

SATURDAY-SUNDAY 19-20 MARCH- Classic race meeting at Pukekohe Park Raceway.

SATURDAY 26 MARCH- Swap Meet at the Club shed. More details to follow..

APRIL 8-10- Rally New Zealand.

APRIL 15-17- V8 Supercars, Pukekohe Park Raceway

SATURDAY 11 JUNE- Mini Fun Day at Taupo.

SATURDAY-SUNDAY 11-12 JUNE- Dunlop Targa Dash, Tauranga.

LABOUR WEEKEND 2005- Mini Nationals, Christchurch.

The position of Treasury has unexpectedly become vacant.

Can I ask one of our members to volunteer as caretaker of Treasury until we have found a person that is willing to do Treasury on a more permanent basis.

This is really important to be resolved!!!!

Contact Warwick on (09)479-1825



*There is always something very interesting going on at Club Night.
This time it was a 'front subframe rebuild' explained.*