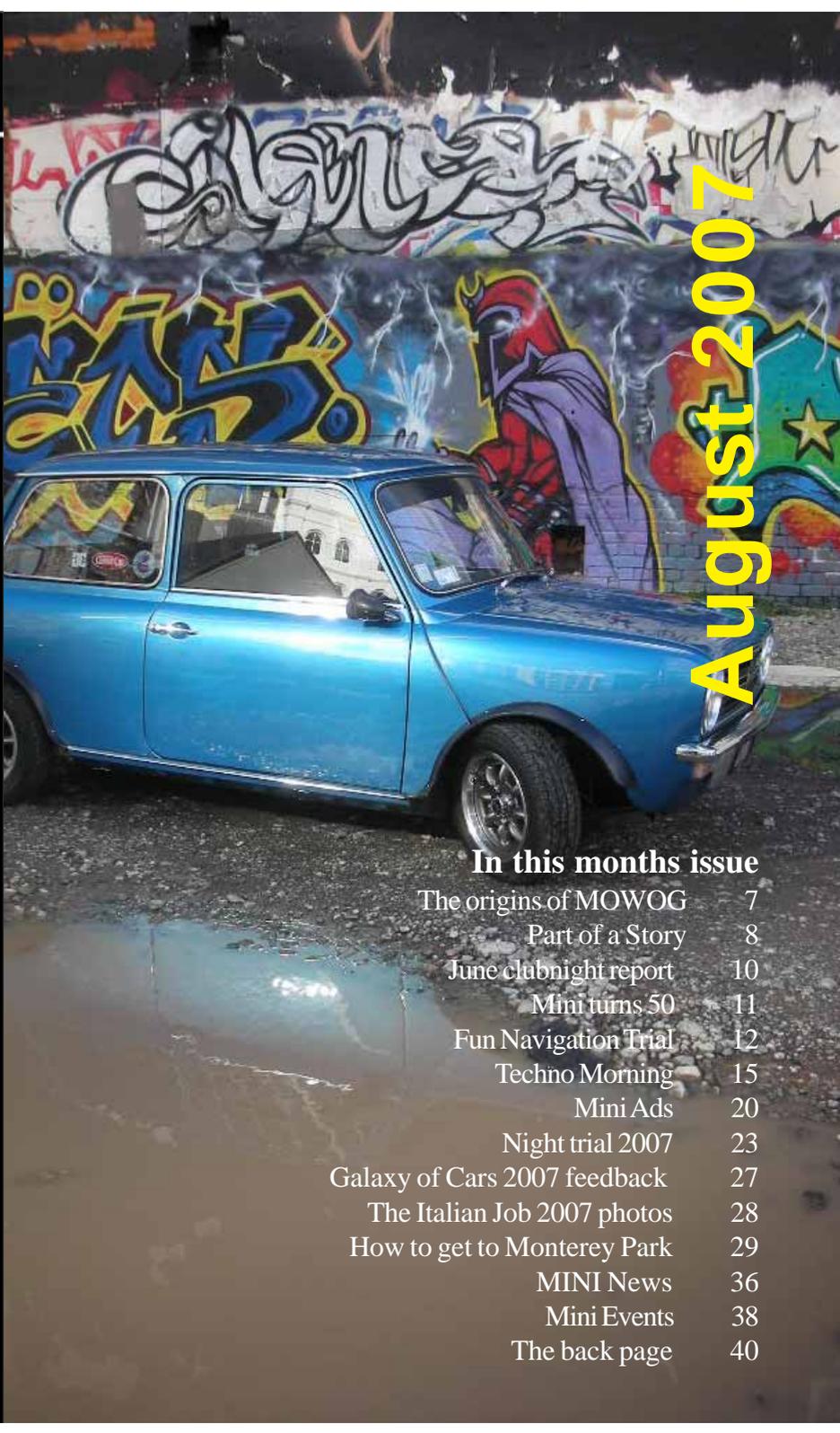


Mini Car Club of Auckland

Incorporated



August 2007

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Mini Car Club of Auckland

Volume XV

Issue 4

August 2007

Club Patron:	Les Gubb		
President:	Warwick Robinson	09-4791825	President@minis-auckland.org.nz
Vice:	Micheal Wigmore	09-813 3991	
Treasurer:	Maureen Turner	09-357-0025	Treasurer@minis-auckland.org.nz
Secretary:	Catherine Ashton	09-232-1233	Secretary@minis-auckland.org.nz
Club Captain:	Gary Ashton	021-621-230	Club-Captain@minis-auckland.org.nz
Webmaster:	Gavin Agnew	09-298 0046	Web@minis-auckland.org.nz
Editor:	Frits Schouten	021- 963-894	Editor@minis-auckland.org.nz
Committee:	Chris Roper		croper@orcon.net.nz
	Kevin Patrick	09-620-7474	
	Rick Vine	09-376-2899	vinefamily@paris.com
	John Turner	021-653-584	
	George Brown	09-535-8228	jigs@slingshot.co.nz
	Ross Hammonds	021-994-082	rossh@ihug.co.nz
	Ross Galloway	021-216-6939	roscoe@actrix.gen.nz

Sub Committees:

Car shows: Ross Hammonds, Kevin Patrick, George Brown

Trials: Michael Wigmore, Chris Roper

Club nights: Warwick Robinson, Ross Galloway, Rick Vine

Honourary MINI Liaison Officer:

Mark.Steel@TeamMINI.co.nz

Clubrooms

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

Address correspondence to:

Mini Car Club of Auckland Inc
P.O. Box 72-970
Papakura
Auckland
New Zealand

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. Nor will the Club be held responsible for any information or advice in the Mini Car Club Magazine.

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 September 2007

President Report

Warwick Robinson

The 5TH June club night had speakers come from the Jag club and Autoglym. Unfortunately the speakers went on too long. The Autoglym products are apparently very good, but are expensive.

As a contrast to the June club night the Morris Mini Club were very interesting. Bringing along one early low-Lite side valve Minor and a very late model Morris Minor. They gave us a very interesting speech plus the history of the Mini and change over from Minor to Mini production. A good night.

A large crowd of around 45 turned up at Lyn Rogers on the 7th July. Lyn had a lot of his staff in and had set up functional exhibits throughout his workshop.

Examples for these were:-

- 1) Line boring machine
- 2) Tuning on engine on the Dymo
- 3) Crank grinder
- 4) Head planner
- 5) Checking flow of a head
- 6) Camshaft characteristics

An extremely informative morning, from 0900 – 1200. We probably could have stayed there all day. Many and varied questions were asked and answered.

Do not forget 3 important upcoming events:-

Friday 17th – 19th August – ROTORUA TRIP

Saturday 6th October – MINI CAR CLUB 15TH BIRTHDAY EVENT

Labour Weekend – MININATIONALS @ WELLINGTON

**EL PRESIDENTO
WARWICK**

Club Captain Report

Gary Ashton

For my last Club Captains report I thought that I would employ the services of a psychic to see what the next 12 month hold for the Mini Car Club.

7 August New committee elected

8 August Les Gubb changes his name to Alex Issigonis

21 August Committee starts membership drive

1 September Membership reaches 300

4 September Mini Car Club purchases all the tooling for Classic Mini

18 September Classic Mini goes back into production

25 September Minibitz appointed as Aucklands Classic Mini Dealer

28 September Special Tuning Depot set up

1 October Angus Fogg appointed head of Special Tuning Depot

7 October Scott & Chris Thompson win Bathurst in a Classic Mini

14 October Classic Mini sales reach 5000

27 October Chris McMurray takes outright win in Targa driving a Classic Mini

1 November Club membership reaches 1000

10 November Classic Mini sales reach 50000

21 November Moke enters production

6 December Mini Club recognised for reducing unemployment to zero

25 December Santa arrives in a Moke

1 January Mini Club members feature in New Years Honours list

10 January Club membership reaches 10000

21 January Mini Club purchases Pukekohe Park as its clubrooms

3 February Mini Club wins Galaxy of Cars

10 February Mini Club takes clean sweep at Inter Marque Concours

1 March Arnold Schwarzenegger trades in his Hummer for a Moke

23 March Graham & Paul Crispe win Paris to Dakar Rally despite rolling the Mini 5 times

1 April I awaken to realise it was all a dream

Hang on a minute, I have an idea.....

Gary Ashton



Editor Ramblings

Frits Schouten

I'm still missing out on lots of good events and all due to private circumstances. Never mind, I'll catch up one day.

I get all those nice stories and photos to put in the magazine and none of it came from my hand. Shame on me. I'm a bit jealous at you guys n' gals doing those beautiful events.

My Mini was due for a WOF and I knew that the front tyres were on the edge. Well, really they were well and truly beyond the edge. They were gonners. So off to the tyre shop for some new ones. My favorite tyre, the Turanza SR50 from BridgeStone is no longer available here in NZ. They have now the Potenza GIII on offer for the 12" wheels on the Mini. The deal was not bad at all as they were slightly cheaper than my previous tyres. I ordered two new tyres for the front and a wheel alignment. I had new adjustable tie rods fitted, which I had set at the very correct length using the famous eyeometer. Next I dropped off the Mini and after work I picked it up. The nice shiny tyres looked apart. That was until I started driving the Mini. It was very difficult to control and constantly pulling to the left. I made a U-turn and went back. What sort of wheel alignment are you guys doing here. The steering wheel is on the piss and the car pulls to the left!!! The boss couldn't believe it, so I invited him for a drive. Whow, this is not right,

he said. Bring it back tomorrow and we will look in to it right away.

The next day went more or less the same. The Mini still pulling to the left. The tyre man said that the tyres could be faulty. Anyway, I didn't trust his wheel alignment equipment and went to another garage from which I knew they had a laser adjusted system and not the string and bubble system.

Within an hour I got a phone call at work from the garage boss asking, what was wrong with the wheel alignment. It was a near perfectly set up. He had also taken the Mini for a drive and confirmed the pulling to the left. He said, he would look in to it for a bit more too. When I picked up the Mini he explained that, after swapping the front and rear tyres, he had the most scary drive in the Mini. It was pulling very heavily to the right. It was really bad. He had swapped the tyres around again and suggested to get different tyres. Alternately, I could just leave it, run them in for a while and let the tyres settle on the rims. It will go away after a few hundred k's running them in. I'm not so sure about that.

I'll be on holiday during September plus a bit more. Therefore the October mag will be somewhat delayed. Keep on sending me those photos and articles. I'll sift through them when I come back.

The Origins of MOWOG

Greg Wenzlick

'MOWOG' was moulded into many castings used in MG, Austin and Morris engines over many years. And speculation, not to say argument, is rife amongst BMC aficionados as to what it means.

Some say 'MOWOG' is the name of a god that has to be appeased with many offerings of fluids and expensive new parts, otherwise 'he' or 'she' will cause breakdowns at most inopportune moments.

Others say it was a joke by a foreman in the casting shop many years ago, knowing that it would plague owners' minds for years to come.

The truth is a little more prosaic - it probably represents the merger of MG and Wolseley into Morris Motors and the use of common parts from that point on. Most agree that the 'Mo' stands for 'Morris' and the 'Wo' for 'Wolseley'. But that still leaves plenty of room for argument as to what the 'G' stands for.

Anders Clausager, in his essential bible on the MGB - Original MGB - mentions in passing that it stands for 'MG'. A spokesman for BMIHT in the first issue of their magazine answered the specific question by categorically stating that it stood for 'Group'.

The source of the greater part of this evidence is in David Knowles' incredibly detailed book - "MG The Untold Story". David relates how Wolseley and MG were owned personally by Lord Nuffield until he was convinced to merge it with Morris Motors in 1935. He also states that, once part of Morris Motors and all design was being carried out at Cowley, the chassis and engine number prefixes and suffixes for Wolseley variants were 'W' and for MG were 'G'. It doesn't take much of a leap of faith to assume that 'M' was already being used by Morris (hence the 'G' for MG since there wasn't much choice for anything else). It would have been extremely unlikely for someone to go to the bother of devising a 'logo' to mark the merger of Wolseley and Morris but to ignore MG which was merged at the same time. Finally, there never was a 'Morris Wolseley Group' as an organisation, just 'Morris Motors Ltd'.

The best educated guess is most likely to be - MORRIS WOLSELEY GARAGES.

Part of the story

Ian Ferguson

When I first left Grammar School in December 1971, I would never have imagined that my lifetime would be filled with Mr Issigonis' brainchild the Mini. The successful Morris dealer, Coster Motors in Mt Roskill, Auckland paid a Parts Trainee the princely sum of \$20 per 40 hour week, which meant there was little hope of purchasing one of those shiny new Mini 1000s on the showroom floor.

It was a time when you could buy a NZ assembled 850 or 1000; a UK built Traveller or Elf and the best of the best was the Australian Clubman's in their various forms.

All had a unique parts list and few parts crossed over directly; this was of course the way of the motor industry.

It took a few years before my first Mini love affair, a Spruce Green with white roof Aussie Deluxe, but it was love.

She pretty much lead up the garden path with Twin carbs, a Healey Sprite head, an early Coby LCB and a real Cooper exhaust. Rings, bearings and a balance came about when the clutch pedal travel disappeared one day and that baby sung like a bird for thousands of miles.

New Dunlop Cooper S reversed rims with Dunlop NZ's 165/10 Aquajets and Aeon progressive suspension bump stops ensured the Mini hug the roads, Disc Brakes however, were not an option as they cost more than the whole car.

After this was a 1972 Aussie Clubman GT that was probably the best car I ever owned. GB2590 I still love you wherever you are.

Can't say the Aussie lovers don't know how to look after a guy.

Wind forward to the 1990's and I am living in Sydney. Owning a Moke Californian and looking for some replacement seats, I visited a chap in the next suburb of Epping, in hope of a deal.

What I found was a dedicated Healey BN1 owner who was complaining about no time to start his latest project. In the dank, dark corner of his basement was a Mini shell with wheels on and primered in pink from grit blasting. Yes it was a Cooper S and yes the rolling body with 10 boxes of parts ended up at my place.

My wife wanted to know where the classic car was and why did a trailer full of junk sit where the Moke used to reside.

As the months went by I sorted the 'junk' into sub assemblies and started the expensive exercise of procuring all that was required.

Everything was 'shagged' as they say and I spend more time faxing and filling my credit card with Mini Spares in the UK and Karcraft in Punchbowl in Sydney.

You know you have a good healthy relationship with your parts suppliers when they recognise your voice on the phone.

I always imagined my code name to Mini Spares staff to be Ozzie Sucker and the months turned into years.

Being an Aussie MK2 Cooper S there were some parts matching challenges, but my finely honed skills from decades of Minis stood me in good stead and the only part I ended up with that didn't fit was used in a later project.



Ian in Pork Pie

It goes without saying that I think I know what I am talking about when I refer everyone in our world of Minis to Lee Norman and his enterprise Minibitz. This guy has made my love affair more fulfilling as his business has taken the pain away from spending more on Airmail than on the parts themselves.

He has access to the same products I once

scoured the earth for and by consolidating orders saves my bucket loads and this means I can purchase lovely bits and not just scrape through with service parts.

For the misguided and lost [like Mr Mirrors and Mufflers Greg W] I would ask that you support Lee in the first inst as he is here for the same interest you have.

There have been plenty who have sucked the lifeblood and extorted the Mini now is about building for the future and we need a good supplier as much as he needs us.

If you need free and frank advice please feel free to email me ian_ferguson@xtra.co.nz

Love to all Minis- Ian Ferguson

July club night with speakers from the Auckland Morris Minor Car Club

The July 2nd club night saw 2 speakers and cars from the Morris Minor club. One a 1949 'low light' model owned by Phil Clements, the second a 1964 model of Ted Dixons. Ted and Phil each gave an enlightening talk about Morris Minors in NZ and about their own cars.

The 1949 is believed to be the earliest surviving example of a 'Morrie' in NZ, Phil explained how Morris sent a few fully built up examples to NZ for our assembly plants to gain an insight into how the forthcoming CKD's would be assembled. He also explained why there is a 4 inch wide raised strip along the bonnet and spacers in the bumpers – Alex Issigonis decided the prototypes didn't handle too well and took to one, cutting it right down the middle and inserting a 4 inch strip, the handling improved and so the wider car went into production. Unfortunately the bumpers had been made before this 11th hour change and so as not to waste them they were cut in the middle and a spacer inserted! The design of the raised bonnet strip continued right to the end of the Morris manufacturing life and they also continued a 'token' gesture to the bumper spacer by having 2 superfluous chromed bolts where the original spacer was positioned. Phils car, in nearly 60 years, has travelled only an amazing 56,000 miles – and he has the ownership history to prove it.



Morris Minor

Ted talked about the history of the Morris Minor in New Zealand and the various assembly plants – at the Dominion Motors plant in Newmarket (now Farmers store where you can still see assembly gantries), Morris Minors rolled off the assembly line from 1948 until 1969. Newmarket still has links to those days with Nuffield Street (named after Lord Nuffield),

Coventry Lane and Balm Street (named after 'British Australian Lead Manufacturers' which we now know as Dulux Paints – name change for obvious reasons!). Ted

is only the second owner of his car, for which he paid ‘book’ price for a 2 year old car! This was due to NZ regulations in the 60’s that to buy a new car you had to have ‘overseas funds’ and then own the car for 2 years before on-selling – new cars were difficult to obtain and secondhand car prices remained high.

Ted and Phil then answered questions from the floor and we all had a good ‘kick of the morries tyres’, many thanks to the AMMCC for coming along and giving us all a very interesting and informative insight into the precursor to the Mini.

Mini 50th Birthday

Are you aware that the NELSON MINI CAR CLUB is hosting the 50th birthday party for the MINI in New Zealand to be held 23 -29 AUGUST 2009

This has become a major international event with expressions of interest being made from England, Australia, South Africa and Canada at this stage.

The event is planned to run for a full week with events taking in some of New Zealand’s most spectacular scenery.

Join in and meet up with people that have one thing in common - the love of the wee car.

We have organized MINI movies at the local theatre - such as Pork Pie (that classic NZ movie that has a MINI as the main character)

The theme for the event is the sixties so come prepared to have some fun, bring the wife and kids as we have made plans to cater for everyone.

The event is open to all MINI’s and derivatives., in any condition.

For further information check out our web site. www.mini50th.co.nz



Here’s another Mini version from our “now we’ve seen everything file”; The MiniSota - a retro mini version that would look at home in Havana or Tijuana... We aren’t sure whether this was made by an Aussie or an American mini nut.

Fun Navigation Trial

Monty Python once had a catch phrase of "...”and now for something completely different”... This was certainly the theme of this navigation trial with a difference. We’ve got the clipboard, the book of maps and the navigator we were told we needed. Gary and Catherine had produced a cracker this



Last minute instructions and directions!

time! No more route directions to follow, no more getting lost on route - or so we thought. It all appeared very easy and thoughts of finishing this one in record time were motoring through our heads. Nine landmarks, twelve questions and a gentle motor through South, East and Central Auckland. What could be easier?

Visit as many (or all) of the landmarks in any order by using any route you liked and be at the finish point all within 3 hours! It was impossible to get lost as we chose where we went from point to point. In no particular order, the landmarks were Bastion Point, Mt Richmond, Point View Reserve, Cornwall Park, Stockade Hill, Auckland Domain, Musick Point, Mt Wellington, and Mt Eden.

The catch? Achieve this with the lowest mileage possible. Now those map reading skills were required. Where do we start? What order will be the shortest? Is my map up to date? So much for the gentle motor through the suburbs! Add to this the fact that



Ready for the Off!

the questions were in random order with no indication of which venue the answers could be found. We decided on an anticlockwise, circular direc-

tion hoping this would be as short as possible, but in truth we could have reversed it, or chosen other itineraries that looked equally short on the map. There in lay the rub, the great unknown, factor X. We wouldn't know how it turned out until the end. We set off, secure in the knowledge that we had chosen the shortest possible route and that local knowledge would come to the party for us!

Our route was to be, Point View Reserve - Botany Downs (we didn't know it existed!), Stockade Hill - Howick (venue of many a teenage Friday Night many moons ago), Musick Point - Buckland's Beach (driving through the Golf Club en route reminded me of many a mistimed drive with 100 ft cliffs on each side!), Mt Wellington - Panmure (I remember the annual King of the Mountain races and thought they were mad), Bastion Point - Orakei (looking out over the harbour where many hours were spent yacht racing), Auckland Domain - Grafton (scene of many a hard fought cricket match), Mt Eden - you know where (where we watched the T. College after a bomb scare once, waiting for the explosion and the subsequent enforced, paid holiday), Cornwall Park - Epsom (anybody remember lunchtime runs through the park?) and finally Mt Richmond - Otahuhu (where Gary and Catherine would exact their vengeful toll on us who have had a few more birthdays than others!) and finally onto Manukau to the finish and a welcome coffee stop.



Bastion Point and Savage Memorial



Point View Reserve.

Was this to be the shortest? Would 3 hours be enough time or too much to coast to victory? There would be a lot of old memories from these places so maybe these would be the winner on the day.



Musick Point Radio Station



(N)One Tree Hill - Windswept Central

As an exercise, this one was awesome, mainly because it was time for ...”something completely different”... This made a change to the navigation trials we are used to and so the novelty value was exceptional. It was a pity more club members didn’t come out for this one. Our thanks to Gary and Catherine for putting this one together for us - we appreciate what you did and all thoroughly enjoyed the day.....except for the one question!!!!

Results:-

- 1st Alan and Shelagh Murie**
- 2nd= Royce and Ashliegh Brown, Kevin Taylor and Dan Smith**
- 4th Teresa and Gavin Agnew**
- 5th Kelvin Healy and Imogen Hewlett (Datsun Z)**
- 6th= Brian & Sheryl Schou (Datsun Z), Daniel Barrack & Matthew Oliver, Mark Thompson & Robert Lowen**



The Finish - we love Big Maccas

July 7th had been marked on my calendar for some weeks. Having been interested in the now iconic Mini since buying my very first car in 1970 (a brand new bright red Mini 1000), I wasn't going to miss this tech outing at Lynn Rogers workshop.

Anyone who has driven or been a passenger in a race prepared Mini knows just how quick these little cars can go, and Lynn Rogers' name is synonymous with preparing Mini race engines. Here was an opportunity for club members to see just how he modifies and prepares competition engines, and maybe take away some inspiration or ideas on how to develop their own cars.

The Franklin team set a course toward Howick on Saturday morning and made it just in time for the 9:00am start. There was a good muster of club members – thirty five or more.

The morning started with Gary Ashton introducing Lynn to our group, followed by Lynn outlining workshop safety and the format for the morning.

With so many keen Club members wanting to see all aspects of engine development, I thought it was going to be fairly tight squeeze to see all the machining, modifying, developing and engine testing procedures.

But not so. Lynn and his technicians had put a lot of work and effort into setting up and preparing the various areas with both static and working displays.

The snap shots tell the story....



Machining an A series block



Setting a race engine up on the Dyno



Machining a Mini head



Balancing a Mini crankshaft & flywheel



Flow testing a Mini head



Mmmmm – the wish list !



What's that Handy ? – cheers to you too !

All aspects of engine building were covered including crack testing through to some very useful engine assembly tips. For those interested in all manner of technical detail, this was the place to be.

The morning finished just in time for a spot of lunch, with Gary Ashton announcing that for those interested he had booked some tables @ the Prospect Bar and Restaurant. That sounded like a plan to the Franklin crew so we headed in the general direction of the Howick town centre. Most club members must have been inspired to head straight home to work on their Minis – but for those who stayed the Prospect served up a very nice lunch menu.

For those who couldn't make the Technical morning, you missed an excellent club outing. The morning was well organised and a credit to those involved.



Lunch at Prospect Bar and Restaurant

Acknowledgement must be given to Keith Hargraves and Gary & Catherine Ashton for organising the morning. And of course special thanks must be given to Lynn Rogers and his technicians for the work and effort that they put into allowing our club to see through the workshop facility. Now I see why Lynn Rogers Automotive has such an enviable reputation with the Mini racing fraternity.

Mini Ads

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Mini Web

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[http://simple-pages.homeunix.net/mini/
clubmags/index.html](http://simple-pages.homeunix.net/mini/clubmags/index.html)



The Internet Mini Encyclopedia
<http://www.ime.org.uk/>

The Italian Job Missing Scene
[http://www.youtube.com/
watch?v=qNs4MIs9Who](http://www.youtube.com/watch?v=qNs4MIs9Who)

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Notice of AGM



Tuesday 7 August 2007

**At the Northern Sports Car Club, Mt Richmond Domain,
Great South Road, Otahuhu**

1. Election of officers
2. Members Forum
3. Prize giving

Notice of Nomination

I,.....nominate.....

for the position of dated.....

Proposers signature.....

Seconders name and signature.....

Nominees signature.....

Nominations to be forwarded to the Secretary.

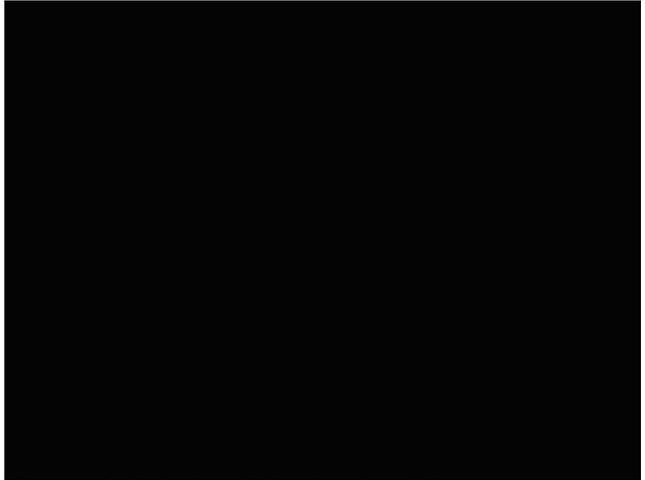
Here is an opportunity for you to make a difference. Become a committee member and have control over the direction our club is going.

Most Executive positions are becoming vacant during this AGM.

Did you know that you can nominate yourself!!!

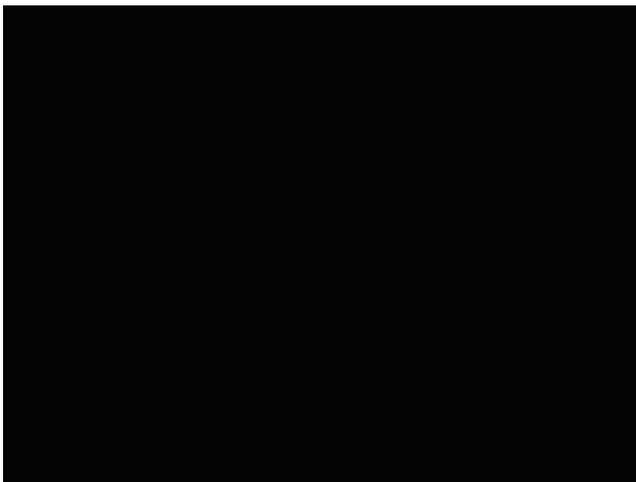
Night Trial 07

"Firstly, I think you're all mad!" Quite a welcome to the annual night trial. A huge plus was that the showers held off while all were assembling outside the NZ Bloodstock Centre in Karaka, meaning Gary and Catherine completed their pre trial briefing keeping us all dry, if a little chilly. With the formalities out of the way mileages were recorded, navigators turned on torches, and the cars were set off at 60 sec intervals. 2 km down the road the rain started up again so the timing had been impeccable. We were joined by members of the Datsun Z Club and I was a little concerned to see a fully sponsored, obviously trial prepared, West Auckland Mini at the start - the significance of this event is increasing year by year and the Westies were out to hijack this event from the South!



Gary and Catherine delivering the all important pre-start briefing.

Stage 1 was through the long straights and sweeping curves of the rural Karaka countryside out through Patumahoe, to Paerata and Ramarama, across the motorway. The questions kept minds on the job as a couple of the reserves were in darkness and quite easy to 'flash by' and not see. Missing them could be a very easy thing to do. A couple of cars flashed past me quite quickly, (I was only in touring mode so I'm sure they were below the speed limit!). And still the showers came down. Although not an official 'stage 1', crossing the motorway divided this trial up into 2 neat packages, although a number of cars missed the first instruction after this!

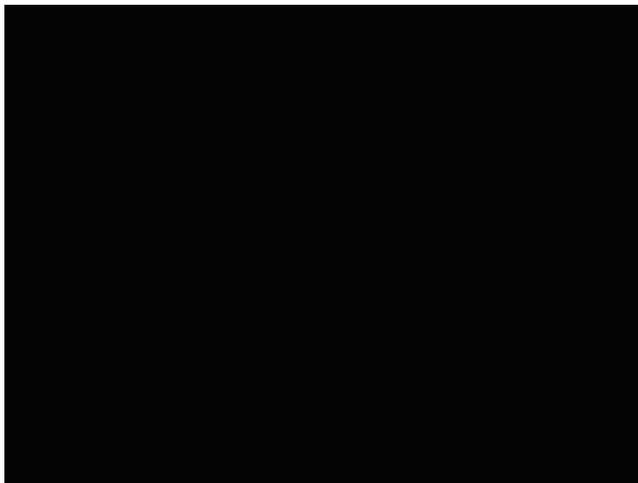


The long undulating Charles Rd in picturesque Karaka, seen through rear windscreen at 99.5 kmph.

From the long straits of Karaka to the Bombay Hills meant a huge change in driving style and concentration. Gone was the laid back tour to be replaced by maximum concentration on the road ahead. With standard Lucas headlights, this vigilance was essential as we climbed and twisted our way through the Bombays to Pokeno via Pinnacle Hill Rd.

Corners seemed to come up fast with little indication of where they were going until you were through. State Highway 2 came up very quickly and quite a few sets of brakes lost a few millimetres of lining there. And still the showers came.

Highway 2 provided the fleet with a chance to stretch its legs, being able to get up to 99.9kmph and stay at a constant speed for a few kilometres. This gave overworked brakes a chance to cool down before beginning the next section back through the Paparimu Hills towards the finish. There was one place where we had to decide whether to turn right and follow the road we were on, or go straight ahead. A few might come unstuck here and go right. The subsequent directions would be taking you away from the finish if you turned right here! And still



Wandering amongst the headstones, searching for Henry's wife.

the showers came - this time very heavy.

The route took us back across the motorway at Ramarama, and here the sponsored race car retired due to turning right at the above place and headed up the motorway to the finish in time for dinner. The trickiest question came into play here - "What was the name of Henry Flay's wife? OMG! Stop and look at every letterbox - no joy. Pass a little country church and cemetery and arrive at the kennels - the answer to the next question. I wonder.... So, back to the church and look knowingly at the maze of headstones standing eerily in the night. And still the showers came. "Ivy Myrtle" - I'll never forget her!

And so on to the finish. I had not looked at my watch throughout and was surprised to see it was 8:45pm. Over 2 hours of motoring through some of the most scenic roads in Franklin (if only we could have seen the countryside) and over a selection of roads to make all drivers smile!

This was another cracker of a run and a credit to the experience of Gary and Catherine who never come up with a 'crook one'. And still the showers came.

Results:

- 1st Luke Martin & Mark Thompson.....Mini
- 2nd Alan & Shelagh Murie.....Mini
- 3rd Gavin Agnew.....Mini
- 4th Kelvin Healy & Imogen Hewlett....Zed
- 5th David & Janice Turner.....Zed
- 6th Luke & Rachel Pascoe.....Zed

FOR SALE: 1980 mini LE 1000cc

Three owners from new.

Very good original condition for age.

Yellow with black roof.

The only things that have been added that are not original are black bonnet stripes, windows have been slightly tinted and black flared guards.

Has always been maintained and garaged.

42900kms.

Asking price \$4000.00 ono

Contact Clare Bray on 09-2358066

Hello, my name is Barry Emms and my business is based on the repair and calibration of Distributors, many of which are Lucas.

I have just started to focus on those suited to A series engines where I feel there are many potential customers.

I am also sourcing electronic A+ distributors, and list a selection for sale on my web site.

Note that one of them is modified to suit pre A+ engines.

I want to bring my services and web site to the attention of mini owners who may not read classic car mag where I usually advertise.

I would also appreciate your comments on my web site.

It is primarily designed for off shore customers and in this respect it is working well.

However I have never really utilized the for sale page and this is what I am now focusing on.

Regards,

Barry Emms
5 Fenhall Street
Christchurch 8042

Quality Rebuilds Ltd

Phone/Fax 03-3425677 www.qualityrebuilds.com



BMC A SERIES ELECTRONIC DISTRIBUTOR. (QR05)

LUCAS 65DM4-42627K. Out of MG 1300 non turbo. Modified to fit pre A+ engine. Same spec as 1275 Clubman. 11d advance max. Has been stripped, cleaned & lubed. Vacuum Advance unit replaced. New rotor, cap & O ring. Calibration checked. Good upgrade from points. This will drive a low resistance coil for higher output spark. Complete with clamp. Fitting instructions & specifications provided.

\$210.00

Note: We can modify any of the A+ Distributors to fit pre A+ engines.

LIONS CLUB OF NEW LYNN INC

P O BOX 15308, NEW LYNN, AUCKLAND 0640

10th April 2007

Galaxy of Cars 2007

Dear Car Club and Car Enthusiasts,

The New Lynn Lions would like to thank all car enthusiasts who bought their vehicles along to the Galaxy of Cars.

The event went very well so your support was most appreciated. The profit from this event enabled the New Lynn Lions to donate \$15,000 to the National Burns Centre for Children. Your support made this possible.

The prize winners were:

Best Presented Car

1 st 1970 Mini Cooper S	Owner Kevin Patrick
2 nd 1948 MK1V Jaguar	Owner Terry Boyle
3 rd Ford Model A	Owner Errol McAlpine

Best Car Club Display

1 st Mini Car Club
2 nd Auckland Vintage Speedway Club
3 rd Armstrong Siddeley Club

Every year we try to improve the Galaxy of Cars so that thing runs smoothly on the day. However if you have ideas for improvement or any thoughts at all we would be pleased to hear from you.

Please pencil in your diary the 3rd February 2008 for the next Galaxy of Cars. You will receive further details later in the year.

Once again thankyou for your support.

Best Regards



Noel Mountjoy
Galaxy of Cars Chairperson

The Italian Job 2007 photos.



WELCOME TO MONTEREY PARK

MOTOR MUSEUM & MODEL WORLD



Open Fri-Sat-Sun plus school and statutory holidays.

Closed mid - late July and December 25th - 26th.

Hours 10.30 am to 4.30 pm. Groups by appointment.

Monterey Park, Upper Harbour Drive, Hobsonville, Auckland, New Zealand.

Telephone: (09) 416 9282 Facsimile: (09) 416 7606

Email: admin@montereypark.co.nz www.montereypark.co.nz



Mini Nationals Labour Weekend 2007 Preliminary Time table



MOWOG is pleased to invite all Mini Clubs and Mini enthusiasts to the Mini Nationals being hosted by MOWOG Inc and held in Lower Hutt City.

Accommodation and Ferry bookings can be arranged thru the Hutt City Visitor Information Centre via their website

http://www.visithuttcity.com/travel_information/visitor_information_centre/index.htm
Or by phone on 04-560-4715

The schedule below is indicative and may be subject to change

19th October 2007

Scrutineering for speed event

20th October 2007

Show and Shine
Amazing Mini Race
Evening BBQ

21st October 2007

Speed Event
Tikki Tour
Dinner / Prize Giving

22nd October 2007

Breakfast



Club secretaries please advise your Members.

Please note that - Accommodation and Ferry bookings can be a premium at this time of year and we strongly recommend that if you are requiring any of these services to book early.

Please feel free to direct any enquires to Club **President**, Richard Andrews 04-563-5161
miniviper@xtra.co.nz

Secretary, Bernard Bouchereau 04-528-5155, kiwiinwgtm@slingshot.co.nz
or please visit our website www.mowog.co.nz





Mini Nationals Speed Event details (DRAFT)

Mowog Inc have joined forces with Hutt Valley Motor Sport Club Inc who have kindly offered us entry to their **Port Road** two kilometre sealed street sprint

This event is a single car timed two kilometre street sprint that will be held on the 21st October 2007 as part of the 2007 Mini National Weekend

This event is MSNZ (Motor Sport New Zealand) sanctioned and is at Club Sport Level. A. Club sport Licence is required or a day licence can be purchased (We will assist you with this).

The entrant must hold a membership to a MSNZ affiliated club and a current Civil Drivers Licence

The event will most likely comprise of one practice run and three timed runs (weather permitting)

This event is subject to Schedule (A) MSNZ requirements

Notes for road registered cars that hold a current WOF

- 0.9kg Fire Extinguisher, bolted into the car with a minimum of 6mm bolts and held in by a steel bracket or equivalent
- Crash Helmet to MSNZ standard
- Single Layer 100% Cotton Overalls with taped cuffs as a minimum
- Tyres: No slicks, Bald Tyres
- Battery to be mounted securely
- Catch tank to be fitted minimum one litre in size
- All cars to be registered and warranted (excludes Race Cars)

Link to Schedule (A) MSNZ website

<http://www.motorsport.org.nz/Pdf/M33%20App2%20SchA.pdf>

Cost: Approximately \$60-\$70.00 (Final cost to be confirmed)

Supplementary regulations to be finalised

Please feel free to direct any enquires to:

Club President, Richard Andrews 04-563-5161 miniviper@xtra.co.nz or

Secretary, Bernard Bouchereau 04-528-5155, kiwiinwgtm@slingshot.co.nz

or please visit our website www.mowog.co.nz



WHERE HAVE ALL THE OLD CARS GONE ?

by Greg Wenzlick.

I recently began a search in a few car dismantlers' yards for any of the BMC 1300 or Allegro range with the idea of obtaining a 1275cc engine and gearbox for my Mini. After a number of hours driving through Auckland traffic to various venues and parading up and down the isles and rows of all types of cars in various states of disassembly, I was left jaded and disappointed.

Before the days of the Japanese car invasion in the 1970/80's, BMC vehicles had a large percentage of the NZ new car market with a wide range of models including our beloved Mini, and the even more popular 1100/1300 models.

There was usually a BMC agent in every small town in NZ, for example in the South Auckland region, there were BMC agents in Papakura, Pukekohe, Ngatea, Paeroa, Thames, Waihi, and so on. As well there were many car dismantlers (us old folk used to call them car wreckers, but that is not politically correct terminology these days).

Around the late 1970/1980s two enterprising fellows called Warren and David Strong started a business called Strong Brothers, presumably to support a successful Mini Seven racing campaign. This became a multi-branch outfit with branches at Glenfield, Penrose, and Takapuna. The Green sheds became a landmark. You could buy new and used parts as well as have repairs done in a fully equipped repair workshop. With the demise of NZMC's BMC agency for the Honda franchise, for a number of years Strong Brothers were the major source of all things for BMC cars. Apparently NZMC sold a lot of BMC parts to Strong's, lock, stock and barrel. Then eventually as demand lessened, even Strong Brothers gave up BMC for the Honda business, and are a major supplier of used Honda parts today. Today the old Glenfield branch is still called Strong Brothers but owned by an ex-Strong employee, and the Penrose branch was sold and renamed Aable Parts who now specialise in used Subaru parts. Ironically, the Strong brothers are now part of the Ministry of Transport's scheme to scrap and rid old vehicles from NZ roads.

As I scoured the numerous car dismantlers yards, I realised where most of the thousands of used Japanese imports end up their lives. Not one BMC car in sight. Rows and rows of Toyotas, Nissans, Mazdas, Hondas, lie waiting for attention

from passers-by looking for life-saving donor parts. Some still have inside them ex-owners' personal effects like Music tapes, hair combs, shoes, and items of clothing. And these are the lucky ones that escaped the car crusher on the way to cremation at the scrap metal smelter.

For an old Mini owner, it is a crime to see any Mini or BMC 1100/1300 car on its way to the crushers. Any usable part should be removed for future demand. Is this why we see in some remote corners of NZ, country paddocks with discarded cars parked exposed to the elements? Let's also encourage people to put car registrations on hold instead of de-registering them.

Now does anyone have a spare few acres for a Mini farm?

Have you seen this person.



We have just received this photo of a person, never seen dressed like this before. He is known to hang out in the Waitakeres, but we are not sure if he is a true Westy. Some even mentioned he was, in a Green Mini, moving around in the greater Auckland area. He has been seen following other Minis.

If you know the whereabouts of this person, please contact:
MiniBitz on 021-898050

F U N
with
M I N I S

Hear ye...hear ye

All you NZ mini enthusiasts

HB Italian job

is on again

SAT 25th & Sun 26th AUGUST, 2007

49th Mini Anniversary

COST FOR WEEKEND

ONE GOLD COIN PER PERSON

Programme :

Saturday 25th 11.00am - 1.00pm Meet & Greet & Lunch
1.00pm - 3.30pm FUN TRIAL
with difference
5.00pm Evening Meal @
Napier Aero Club

Sunday 26th 10.00am - 12noon Motorkhana
(could be Blind !)
12.00 - 1.00pm Lunch
1.00pm - 3.00pm Italian Job Relay

Contact Leen (pronounced “Lane”) FLUIT (06)8447135
or 0274408722

Tony Gawthorne (06)8444150 0274 448 717

MINI news.

MINI Thailand has become home to the largest Mini showroom in the world with the opening of Mini Square on Soi Ekamai.



Mini Square

The six-storey facility cost Bt150 million and has a total area of 6,000 square metres according to Sanhavuth Thammachuanviriyaya, managing director of the Millennium Auto Group. The new car showroom and an Internet cafe are located on the first floor, while the Mini “Next” used-

car showroom is on the second floor. Floors three and four are for servicing and parts inventory, with eight service bays that can be expanded to 16 in the future. Parking is on the fifth floor. An Italian restaurant called “Fuzio Stylish Restaurant and Bar” sits on the sixth floor and features a panoramic view of the city.

For more details check out the story at:

http://www.nationmultimedia.com/2007/05/19/business/business_30034591.php

For more photos:

<http://www.manager.co.th/Motoring/ViewNews.aspx?NewsID=9500000058165>



The Australian 2008 MINI Challenge has been announced.

The Confederation of Australian Motor Sport is pleased to announce the approval of a new one-make national racing series to be known as the 'MINI Challenge' which will hit Australian circuits starting from 2008. The series is expected to visit all states and territories around the country and will join the likes of Formula 3, Formula Ford and Carrera Cup as domestic racing categories which also have strong links internationally.

Read about the series and more at:

<http://www.cams.com.au/content.asp?PageID=Article&ObjectID=891>

The BMW Group has transferred its shares in Tritec Motors Limitada to DaimlerChrysler's Chrysler Group effective as of July 11, 2007.

The companies - who each held half of the shares in the Brazilian engine plant - have agreed not to divulge the details of the transaction, which is subject to administrative registration and regulatory approval.

The Tritec engines were used by BMW to power the MINI Cooper models prior to this year's facelift version, but will continue to be used by MINI Convertible until the awaited facelift model goes into production. The Tritec engine and variants are also shared with the Chrysler PT Cruiser.

Chrysler Group has assumed the responsibility for exploring long-term options for the Tritec operations whereby all possible alternatives for continuing the business for the long run are under analysis. This may include a sale of the facility to a third-party. Rumours circulating indicate a Chinese company is looking to purchase the plant and shift it to China, lock, stock and barrel.

Tritec Motors was founded in 1997 by the BMW Group and the Chrysler Group for the production of 1.4 and 1.6 litre four-cylinder petrol engines. The engine plant is located in the town of Campo Largo in the region of Curitiba, in the Federal State of Paraná, southern Brazil. Large-scale series production started in January 2000; the plant's annual production capacity is around 250,000 units. How the recent Daimler and Chrysler split-up will effect this deal is unknown.

MINI is one of 7 out of 8 small vehicles that has been rated 5-star in crash testing according to the LTSA. The news item recently featured on TV3 News and if you missed the video clip, click on to the below weblink to view how MINI did:

<http://www.tv3.co.nz/VideoBrowseAll/NationalVideo/tabid/309/articleID/28769/Default.aspx#video>

Mini Events

TUESDAY 7 AUGUST – AGM and prize giving held at the Northern Sportscar Clubrooms from 7.30pm.

FRIDAY – SUNDAY 17 – 19 AUGUST- Mini's 48th birthday weekend trip to Rotorua. A variety of activities are being planned including luge and gondola rides, visits to the Caterpillar Museum and to Hobbiton. Depart from the BP service centre between the Papakura and Drury off ramps either on Friday night at 6.00pm or Saturday morning at 7.30am. Contact Ross Galloway on 0212166939 or e-mail roscoe@actrix.gen.nz for further info and to book.

SUNDAY 26 AUGUST- Follow the leader run starting at 11.00am by the Scout Camp in Connaught Road, Greenbay and finishing at Piha for lunch.

SUNDAY 26 AUGUST- The Zed Club have invited us to Skid Car Training at Ardmore Airfield. Cost will be \$100 - \$120 per person. Please contact Gary Ashton on (09) 2321233 or gcashton@xtra.co.nz to book for this training. Visit www.advancedroadskills.co.nz/benefits.htm for more information.

30 AUGUST – 2 SEPTEMBER – Rally New Zealand

TUESDAY 4 SEPTEMBER- Club night at the Northern Sport scar Clubrooms from 7.30pm. Tonight our guest speaker is Greg Brownson from the Westpac Rescue Helicopter Service.

SUNDAY 16 SEPTEMBER- Follow the leader run to Monterey Park. Meet at the carpark by the Cricket Pavilion in Victoria Park at 12.45pm for a 1.00pm departure.

Adults \$15, under 14s \$10

TUESDAY 2 OCTOBER- Club night at the Northern Sports Car Club from 7.30pm. Team McMillan will be bringing the new MINI One for us to look at.

SATURDAY 6 OCTOBER- MINI CAR CLUB OF AUCKLANDS 15TH BIRTHDAY

Mini Events

SUNDAY 7 OCTOBER- V8 supercars at Bathurst.

SATURDAY – SUNDAY 20-21 OCTOBER- Mini Nationals in Wellington.

SUNDAY – SATURDAY 21-27 OCTOBER- Dunlop TARGA.

TUESDAY 6 NOVEMBER- Clubnight

SUNDAY 18 NOVEMBER- THE Zed club have invited us to Meremere Dragway.
Date and price to be confirmed.

SATURDAY 24 NOVEMBER- Waiuku Flying 50. Pursuit race around Massey Park in Waiuku, British cars on display in the main street of Waiuku plus plenty of other attractions. Entry forms and more info at www.lotuscars.net.nz or in the New Zealand Classic Car magazine.

SUNDAY 25 NOVEMBER- Concorso Euro. European Classic car tours and show at Lotus Cars Waiuku headquarters. For more info and entry forms visit www.lotuscars.net.nz or the New Zealand Classic Car magazine.

SATURDAY-SUNDAY 1-2 DECEMBER- Super Mini Challenge at Pukekohe

TUESDAY 4 DECEMBER- Clubnight

SUNDAY 9 DECEMBER- Mini car clubs annual economy run starting from the service centre between Papakura and Drury on the Southern motorway at 1.00pm.

SUNDAY 13 JANUARY- Dawn Breaker run starting by the Scout Camp in Connaught Road, Greenbay at 6.00am and finishing for breakfast.

For more information on upcoming events please check our home page. at <http://www.minis-auckland.org.nz/>

