



December 2007



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Mini Car Club of Auckland

Volume XV

Issue 6

December 2007

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Trials: Michael Wigmore, Gavin Agnew

Club nights: Warwick Robinson, Ross Galloway

Honourary MINI Liaison Officer: Mark.Steel@TeamMINI.co.nz

Clubrooms

Northern Sports Car Club
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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 January 2008

President Report

Warwick Robinson

Those of us that could not attend the Nationals at Wellington put on a display at Papakura on Labour Monday 22nd October. We had 12 Minis turn up and incidentally 1 of almost every model and colour. We had a fantastic position just off the Main Square on Broadway.

Once the public had viewed the Targa cars they came over and looked at the Minis. They really created a lot of interest. We left about 2pm prior to traffic building up on the motorway.

The Nationals at Wellington apparently was a well run event and our members that attended had a good time.

Coming events for next year:-

Club Show-n-Shine at Galaxy of Cars @ Motat. This is always a great event and it is a chance to show off your car. Meet at

Motions Road past the Zoo @ 0800hrs Sunday 3rd February.

10th February is Concourse de Elegance at Ellerslie Racecourse.

Our Club Display is by invitation only – however there is a public Show-n-Shine and Gymkhana – come along and enter – 0800hrs

10th February.

Congratulations to Les Gubb our Patron of the club who turned 70 the other day.

All the best Les.

**EL PRESIDENTO
WARWICK**

MotorSport
New Zealand



TM



President Warwick to Lee:

“Let’s see if I hear you correctly... Those are the ‘Family Jewels’ of the last bloke who bounced a cheque here at Minibitz?”

This entry won by a very small margin. Well done Roy Wilson.

Have a quick look at the back page for the next caption contest. They are not getting any easier.

But then again us Mini nuts are always in for a bit of a challenge.

NEWS FLASH

Catherine and I attended the prize giving for the Flying 50 and Concorso Euro last night (30 Nov). Charles Lockie with the Downton Cooper got first in class at the Flying 50, George Gray got Best British car with his Cooper S and for the second year the Mini Car Club recieved the Best Car Club Display.

Well done to all that were involved.

Gary

Editors Ramblings

Time flies when your having fun. Like our birthday last October the 6th. You will find more about this later in our magazine. And don't forget the club nights. They are well attended too. In this magazine part one of the rebuild of a Mini Clubman Gt by Graham Crispe.

Waiiau Pa school had a production that required a Mini as a prop. As you can see later in our magazine they did a great job and had a lot of fun by the sounds of it, according to Lee who kindly supplied the Mini.

Sponsoring of events seem to get better and better. Aquacut 2000 and Mothers did their part for out 15th birthday. Good stuff.

I think I'm going to stick with the caption contest. The replies to this contest was very encouraging. Did anyone of us went to Meremere dragway to the Zed club invitation for a bit of a blath... I've seen no feedback on that one.

Talking about feedback. Nothing as yet from the Mini Nationals held in Wellington this year. No results, no photos. Pitty really. Don't forget our christmas do coming up in December.

Lots of food and entertainment but we all knew that of course.

Besides club nights we also have the annual Economy Run on Sunday the 9th of December and next year on Sunday 13 January we have the Dawn breaker run. This year again starting by the Scout Camp on Connaught Road, Greenbay. Be there at 6AM.

Looks like the Race (rally) Mini I've build and never raced is going overseas. And for a bit more than what I was expecting to sell it for on TradeMe. An American chap is interested in it. And no this is not a scam. One might say, 'why don't you sell it in NZ' Well, if nobody wants to buy it and someone from overseas is paying the asking price then I don't see no problem. The Mini will be re-registered in the USA and sold as a road going Mini. It only has a roll cage, race engine and all the other goodies a race car should have. Never mind.

I'm still tinkering with the sub-frame that is going to hold the Suzuki engine in place. I've finally decided on the style of engine mounts. And it's going to be a stiff fit. Not quite solid but never the less very stiff. I'll put up with the noise. Yea...

MCCoA 15th birthday

Here are two stories from two different news papers. The first is from the Eastern Courier and the second one is from The Aucklander, both printed on 3 October.

Wednesday, October 3, 2007
Eastern Courier

Birthday no small matter

By Rebecca Papprell

The camaraderie of sharing ideas and knowledge about Minis has seen enthusiasts gathering for more than a decade. As a result, this Saturday they will be celebrating the Mini Car Club of Auckland's 15th birthday.

From small Mini beginnings the club has grown to more than 150 members who attend monthly club nights at the Northern Sports Car Clubrooms at Mt Richmond Domain in Otahuhu. A group of seven enthusiastic Mini owners set up the club in 1992 to cater for the greater Auckland area.

Howick club member of five years Greg Wenzlick says the birthday will consist of a fun filled social day starting with a poker run, where competitors navigate to a number of destinations around Auckland.

"On arrival, you will draw one playing card at each checkpoint. Once complete, you will select your 'best hand' of five cards. The winner will be the entrant with the highest poker hand," Mr Wenzlick says. A social gathering and dinner at the Howick Bowling Club will help complete the day. It will involve presentations from past and present club members along with the three founding members, Paul Graham, Iain Graham and Michael Harvey.

All ages attend the club. "Some people enjoy the competition side and others just like a Sunday afternoon drive where they stop off at cafes and museums," Mr Wenzlick says. His love for Minis developed during his time as a motor mechanic fixing them when he was aged 16.

"I have owned eight Minis throughout my life, now I own one," the 55-year-old says. The full range of production variants are owned by club members, including

two New Zealand manufactured and fully restored Mini De Joux specials. Club nights regularly have guest speakers from the motor industry and motorsport as well as the chance to talk on a variety of Mini-matters. Regular events include field trips, technical and car show displays and fun trials. In the past year the club has collected awards and trophies from various events for its displays at shows. All Mini owners and fans are welcome to attend. For more information and bookings, contact, secretary Catherine Ashton, phone: 021-216-5183 or president Warwick Robinson, phone: 021-186-5520.



Mini Car Club celebrates: Club members, from right: Greg Wenzlick, Ross Hammonds, Andrew Spittle and Rex Coubray on the same track.

Photo: FIONA GOODALL



Mini car club celebrates 15th birthday

On Saturday 6th October the Mini Car Club of Auckland celebrates its 15th birthday with a fun filled social day starting with assembly at 12.30 pm prior to departure from the Manukau Velodrome starting 1.00pm. It finishes at the Howick Bowling Club for afternoon tea about 3.30 pm before a game of social bowls. Dinner will be served at the Howick Bowling Club from 6.00pm, with presentations from past and present Mini Club members along with special guests.

The Mini Car Club of Auckland was formed on 6th October 1992 to bring together owners of all types of Mini variants. The only other specialist Mini club at the time was for owners of genuine Mini Cooper cars, and this club only catered for the genuine Cooper models.

A group of seven enthusiastic Mini owners established a new club to cater for owners in the Greater Auckland area.

The first Club AGM was held on 6th July 1993. The Club's first magazine was issued in August / September 1993, and the Club's first President wrote; "The committee aims to organize frequent driving and social events such as car trials, navigation exercises, displays, sprints, runs etc."

The full range of production variants are owned by Club members, including two NZ manufactured and fully restored Mini De Joux specials.

From small mini beginnings the club has grown to well over 150 members many of who attend monthly club nights at the Northern Sports Car Clubrooms at Mt Richmond Domain, Otahuhu. Club nights regularly have guest speakers from motor industry and motor sport as well as the chance to talk on a variety of Mini-matters. Regular events include field trips, technical and car show displays and fun trials.

As well the club is affiliated to MANZ for competitive events.

In the past year the club has collected awards and trophies from various events for its displays at shows.

The birthday celebrations will include three of the original founding members, Paul Graham # 3, Iain Graham # 4, and Michael Harvey # 5.

“ Information: All Mini owners and fans are welcome to attend, and should contact the Secretary Catherine Ashton at 0212165183 or President Warwick Robinson at 021 1865520.



GT REBUILD STORY part 1

By Graham Crisps

Lilly the Pink was a 1300 Morris that was owned by our colourful club member Dave Handyside. Dave had cut the roof off this vehicle, welded up the doors, painted it pink, had the motor refreshed and it was used as a promotional vehicle for a number of years until it rusted out inside - no roof remember.

About 1998, Dave decided to dismantle the 1300, so one evening after work, we started the strip. Dave decides to let the hydrolastic suspension go by cutting the flexible pipe with a hacksaw. Dave immediately gets covered in green gunk.

After taking front the suspension out, the vehicle is hanging up on a chainblock with motor still in. All of a sudden, a huge crash and vehicle is sitting flat on the floor. Chainblock hook had ripped out of the front panel, a bit lucky that we were all standing around having another beer. Dave donated the engine to me and it sat in my garage from that point.

About 1999 a young chap came to see me at my workshop. He said he had a mini he wanted to sell. Ever on the lookout for a bargain, that evening I zipped over to Waiuku. Sitting on his front lawn was this GT body, no engine in it, lots of broken gearbox parts inside, some odd front seats out of a Jappa held in by some dodgy bolts. All the shock absorbers are missing and other various parts are missing. It also had moggie 13 inch wheels with badly skidded tires.

Being a GT, I thought this could have a future. The next night, I borrowed Dave's



trailer, paid the chap \$300 and we loaded it on. We didn't worry too much about straps as only a body, fairly light and shouldn't be a problem. Second corner home was up a hill onto the main road. Around we go, BANG, look back to see the mini, off the trailer and rolling backwards down the main road.

Panic. Jumped out of tour vehicle, ran backwards to find, fortunately that the mini had turned the right way and stopped against the curb.

It had a largish front fiberglass spoiler fitted that got torn off, would have come off anyway as it was quite ugly, even though it had been professionally fitted. We turned the car and trailer around to face downhill. Fortunately a couple of people had seen what had happened and gave us a hand to push it across the road and back onto the trailer. Bit better tying on and got home OK.

Took everything out from inside, water blasted whole vehicle and put it in my shed for the next 7-8 years.

After 23 years in the Pukekohe Lions Club, I decided I needed a change of direction and joined the Pukekohe Car Club with the idea of doing club events i.e. Motokanas etc, with my son Paul. First thing Paul says is we need a vehicle and will have to buy one. Hang on a minute I said, we have a GT body and an engine, let's build one. We can use my white LE 1000 mini in the meantime.

Incidentally, Paul won the Pukekohe 2005-2006 Autocross/Motokana Championship with the white mini, beating Starlets, Hondas, Subaru's etc.

Over to the farm shed with my tractor and rope and towed the GT back to the garage/workshop, where the complete dismantle began around September 2005.

Both sub frames were stripped and seams welded and painted.

All bushes were renewed with Nolothane bushes, new rubber brake pipes fitted with new brake shoes on the rear. New front rotors were fitted along with new pads. All bearings were repacked with grease.



To allow us to move the body around, we made up a frame which we put on wheels (donated by Dave), which we sat the body on. If anyone wishes to borrow this frame, it makes life a whole lot easier when moving the body or for transporting at the

panelbeater or painter.

With sub frames complete, attention was turned to the body. At some point in its past, someone had done quite a bit of work on the body as there were signs of bog under the paint. We sandblasted the smaller rust spots, loose paint etc. Onto the trailer and into the painter/panel beater for a tidy up. The colour it was painted was a brown similar to original. The painter asked what colour I wanted,



just paint it something similar to what it is I replied.

Mike Bates supplied two good doors as the originals were pretty rusted. The original bonnet has a big false air scoop fitted which had rusted a big hole in the centre strip. Fortunately, I had a reasonable replacement.

The engine was dragged out of my car shed where it had sat for the past 7-8 years.

Parts were stripped off, the alternator was replaced with one I had rebuilt, the distributor was rebuilt, a new water pump fitted, new radiator hoses and a cleaned out radiator donated by Kevin Patrick. A set of twin



SUs were rebuilt with a couple of carb kits that I had brought several years ago. Bet they have gone up in value since I bought them.

The motor was painted with a couple of BLMC engine green spray cans and it came up looking a treat. All parts were bolted on. Fuel and ignition connected and motor fired up. Strong petrol smell, fuel pump leaking. Off to shop to buy new pump. Fitted pump and had electric pump connected, also to prime system. Start motor and check running OK. Disconnect electric pump and HELLO, motor stops! Bit of checking and diagnosis is that the new pump isn't working. Off with pump to find the arm broken off pump and missing! Immediately thinking engine strip to retrieve broken arm, the old lazy arm has quick mind came into play. I have a long flexible magnet and a quick size up allows it to fit through fuel pump hole in block. Fortunately a bit of stabbing around, I heard the click of steel against magnet and was able to retrieve broken part.

Hmmmm - why did that happen! A bit of research and noted all my other engines had a spacer between the block and pump, although these were all 1000cc. With another new pump and a bit of measuring, yes, we need a spacer.

The old pump must have been worn or a different type as it was working. Longer studs and spacer, and pump working OK.

After running motor for a while, an oil leak appeared in the front of the motor.

Appeared to be from front cover oil seal. Off with radiator etc and off with front



cover. Once again, club member Keith Hargraves helps me out with a new seal and gasket as it was a Sunday. Back together, more running and after a while, more leaking. Off with parts again, this time taking the plate

behind the timing chain to expose crankshaft to gearbox seal. Ordered in new gaskets, plenty of gasket goo and reassemble once more.

Start up, all is well, no leaks. A check at the other end finds the clutch lever seized. Off with the cover, free up. What's this home made spacer on the clutch rod? Won't need that, as we have a new clutch slave cylinder, off it comes.

Things are looking pretty good now. This is the motor I had at the Ellerslie Concourse-de Elegance earlier this year and had running lots of times during the day.

Was that a deep rumble I heard when leaning over the motor in the afternoon?

Rev up - nope, just my imagination.



With the body painted, subframes were reinstalled and wheels on, the thing was a roller. Progress was being made. In went all the brake lines, master cylinder donated by another club member Ian Gillanders.

Everything painted and tightened up, fluid was poured in and the bleeding process began. After much bleeding

bleeding of the system, still no brake pedal pressure.

Off with the master cylinder, and yes, I had trouble with that clevis pin at the bottom of the cylinder as everybody does. Up to Just Brakes in Penrose with the cylinder and bias valve. Picked up a few days later and lots of money handed over, it was refitted and refilled with fluid. Should be able to bleed this good new - uh uh, not so fast.

Two litres of fluid later, a compressor not going so good after using a power bleeder and we still have no pedal! About this time, the frustration was pretty high. The brake problem was put in the too hard basket for the time being.

Part II in the next mag.



Welcome to our new Club Captain, Murray Grant.

Murray can be contacted at Club-Captain@Minis-Auckland.org.nz or through his works e-mail address: aquacut.2000@xtra.co.nz

Waiau Pa School production

It was an ordinary school day after lunch and Mr Williams asked for 6 boys to do a job for him. The whole class ended up walking down with him. Once we got to the hall we saw a stripped little red mini on a trailer. The 6 boys heaved this mini through the hall and onto 2 pallets on the stage.



Work at hand

The mini was the best! We gave it a paint job, some lights, a number plate and we even attached the hood, the boot and a door. It was now bright yellow and called PORKIE (from Goodbye Pork Pie). It was a real NZ car like our parents used to drive back in the day.

Continued on page 18

Mini Ads

SAFFRON HILL PRINT & COPY



Chris & Aileen
Moxon

397 Waiau Pa Road
R D 4
Pukekohe 2679

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Fax: 09-232 0262
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Mini Web

MCCoA club magazine archive
[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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Contact Kevin, your club man from Landscape Cars on 09 6293523



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Our production was all about the sights and sounds of the great NZ! As soon as the curtains opened the crowd's eyes beamed at the real mini on stage with a 12ft kayak tied to the roof. The production started with the song "Like Rust in my Car" and we were packing ridiculous things in the boot such as inflated boats, chilli bins, bags, suitcases, boogie boards, surf boards, and a kitchen sink! You would have needed 20 cars to pack it all in! But we just slipped them out the back.

We kicked the production off with a few lines and then we were travelling in the car all over NZ. Our Kauri syndicate sang NZ songs, danced, our band performed NZ songs, we had soloists, actors, a culture group, and crews who managed the sound system, lights, cameras and stage.

The Kauri Teams production wouldn't have been such a success without the real life yellow mini. It was very cool to think that in 5 years me, myself could be driving one of these little beasts.

Shaun Millen

Galaxy of Cars & Swap Meet 2008



Sunday 3rd February



MOTAT MOTIONS RD ENTRANCE SIR KEITH PARK AIRFIELD

Dear Club Members and Car Enthusiasts.

We are well underway with the planning for our next GALAXY OF CARS. The charity to benefit this event will be Kidney Kids of NZ.

Gates will be open from 7.30am for Swap meet buyers and sellers, with the show opening at loam. Can all vehicles be on site by 9.45am. Please remember to bring display vehicles in through the Motions Rd entrance. We would appreciate it if all vehicles could stay on site until 3pm.

Drivers of show cars will be free, passengers / members of the public are \$8 each and children 5 years and over will be \$2. Swap meet sites are \$10.

The New Lynn Lions look forward to seeing you on the day and appreciate your support. Please fill in the attached entry form by the end of November 2007 and send to:

Galaxy of Cars Noel Mountjoy
186 Cliffview Drive Greenbay

Auckland

Ph 09 8260504 or 0274 757617



Hot off the press

Minibitz are pleased to announce that Simon Lodge will be joining the team in November.

Simon, a qualified mechanical engineer, has worked in a variety of engineering roles over the last 30 years. Most recently repairing and restoring machinery and vehicles as well as custom making components no longer available. Simon also has experience in the sign & display industry where he gained valuable experience in graphics & paint finishing.

Minibitz CEO, Lee, was keen to point out how excited he was with Simon's appointment.

"Over the past 12 months an increasing amount of our time has been dedicated to the expanding retail side of the business. Our emphasis has always been to provide the best range of new spares & aftermarket goodies in NZ for classic minis as well as a top class restoration service. The increasing demands of the parts business has prevented us completing as much restoration work as we would like. With Simon on board we will be back up to full speed. In addition, we will now have the capacity to provide general mechanical repairs & maintenance of customer's cars."

Simon is also a keen mini fan & club member, having built two fabulous minis that many in the club will know from the various events he has attended with his wife Marion. With his wide range of skills and experience he will be a valuable asset to the mini scene in NZ.

Minibitz can be contacted on 09 837 0040 for more information on parts & services provided.



HUTT VALLEY MOTORSPORT CLUB

Gaskin Ford & Mazda

PORT ROAD STREET SPRINT 21-Oct-07

Results (well, Minis anyway)

Car No	Driver	Vehicle	CC	Class	Run 1	Run 2	Run 3	Fastest	Class Place	Overall
40	Mike Duston	Mini	1275	A	105.90	103.21	102.54	102.54	2	32
43	Warren Coles	Mini	1360	B	106.87	103.98	dnf	103.98	11	36
12	Colin Middlemass	Mini	1310	B	115.08	111.05	112.23	111.05	12	44
42	David Middlemass	Mini	1310	B	116.40	112.52	111.21	111.21	13	45
35	Lee Norman	Mini	1275	A	117.72	112.54	112.05	112.05	4	46
39	Richard Andrews	Mini	1310	B	115.95	115.16	dnf	115.16	15	49
38	John Watson	Mini	1275	A	141.40	123.43	122.37	122.37	9	53
7	David Glover	Mini Clubman	1275	A	120.88	120.10	118.60	118.60	8	52

2007 Mini Nationals – Results

Show n Shine

Swift Automotive

MK1/2 cars produced between 59 and 69 including Cooper / S includes customised / modified

- 1st George Gray (AK) —
2nd Alasdair & Beryl Brass (Chch)
3rd Paul Costin (Chch)

BNT

MK3 cars produced from 70 to 75 as near to standard as possible

- 1st Sue Cross (Manawatu)
2nd Karl Taylor & Abby Wilton-Taylor (MMR)
3rd Alan & Audrey White ((Manawatu)

Minicranks

MK3 / Mk4 cars customised with 3 points or more from the customised list.

- 1st Richard Andrews (Mowog)
2nd David Pinker (Nelson)
3rd Mark & Annette Turley (No-club) AK

Mr Minit

MK4 cars produced from 76 to 82 as near to standard as possible

- 1st Selywn Osborne (Mowog)
2nd Eric & Sharyn Osborne (Mowog)
3rd Ken Hudson (Kapiti)

P D Automotive

Mk3 /4 cars modified with 3 points or more from list provided.

- 1st Bernard Bouchereau (Mowog)
2nd Graham Johnson (Mowog)
3rd Alan & Sheilagh Murie (Auckland) —

New World Metro

Imported cars from 83 to 2001 as minis were not produced in NZ thru these years.

- 1st Steve & Ellen Flaunty (Mowog)
2nd Kimble Thomson (Mowog)
3rd Barry & Robyn Eggleton (Chch)

Roy McGuinness Classics

Variants: Ute, Van, Moke, Riley Elf, Wolseley Hornet, Gem, Dejour, race cars & Mini based Kit cars.

- 1st Bradley Smith (No Club)
2nd Warren Coles (Mowog)
3rd N/A



Mossrax

Clubman class any square nose classed minis known as clubman's.

- 1st Ivan & Linda Craft (Manawatu)
2nd John Stevenson (Chch)
3rd Selywn Cheetham (Kapiti)

Jeff Gray BMW

BMW MINIS all classes of new BMW minis.

- 1st John & Yvonne Trewavas (Kapiti)
2nd Rex & Susan Coubray (Auckland) —

Mothers Polishes

Peoples' Choice
Paul Costin (Chch)

The Jeff Gray BMW & MINI Amazing

Mini Race

- 1st Paul Costin & James Robinson (Chch)
2nd Shayne Blackburn (MMR)
3rd Graham & Lisa Strang (Kapiti)

Speed Event

Mossrax - Up to 1100cc -No entrants

Minicranks - 1101- 1330cc

- 1st Mike Duston (Mowog)
2nd Colin Middlemiss (Waikato)
3rd David Middlemiss (Waikato)

PD Automotive - More than 1331cc

- 1st Warren Coles (Mowog)

Road & Track - BMC car non-A-series engine-
No entrants

Jeff Gray BMW - BMW MINI - No entrants

Best Club

Manawatu

Over all winner

John & Yvonne Trewavas (Kapiti)

Hard Luck

Mark & Annette Turley — AK

Brass Monkey

Alan & Sheilagh Murie — AK

DIY

Brendan Stewart

First to register for weekend

Lee Norman & Tracey Brake AK

Best Cook

John Raynor



A wishy-washy story about Lucas

By Greg Wenzlick.

The pet Mini usually only gets an outing on weekends, and not usually if there is rain about. It's a fair-weather car, excuse the pun, and at the first spit of rain, retreats into the garage.

While out motoring a few weekends ago, I got caught in a rain storm. Thankfully, the 1980 models had two-speed wipers. I pressed the windscreen washer stalk and nothing happened. Strange, I thought, they were working sometime ago as I had to figure out why they weren't working at the time. This was traced to the previous owner putting the fluid tubes on the wrong way!

So I figured out that if you have power but no action, then the washer motor was either blocked or worn out. I removed the motor from the firewall where it mounts with two pk screws. After prising open the metal clasps I separated the motor casing from the plastic. And there was the cause - the motor was seized with rust!

On looking at the motor I noticed that the Lucas label was upside down. This made me wonder why Mr Lucas would put stickers on upside-down. I then had a brain-wave - maybe the motor had been mounted upside-down by a previous owner. This would cause water to settle in the bottom of the motor casing seizure, and also explain why the tubes had been put on the wrong way as well.

So I tried to find a Lucas agent in the phone book and internet to buy a new motor. Alas, Lucas is mentioned no more in NZ. My local Auto Electrician gave me a funny look when I asked for a Lucas part, and Repco offered a generic Japanese part. A search on ebay located a new motor which was ordered from UK.

Those of us old enough, remember that Lucas was a big name in auto electrics and had many branches and repair shops throughout NZ. I can remember they had big premises on the corner of Broadway and Mortimer Pass in Newmarket. A school mate, Mike Ross, served his apprenticeship here and they repaired the first "Lucas" fuel injection systems as fitted to Triumph 2000 PI cars. Scary stuff in those days!

So, in a quiet moment I researched why BMC and Leyland used Lucas as their electrical component suppliers;

The Lucas electrical connection with Mini



Lucas Industries plc was a famous manufacturer of components for the motor industry and aerospace industry. It was based in Birmingham, England, and quoted on the London Stock Exchange.

The Mini used mainly Lucas electrical components, fuse box, generator, alternator, regulator, lights, coil, distributor, battery, windscreen wiper motor etc.

The company was founded by **Joseph Lucas**, around 1872, and was based in King Street, Birmingham. At first made general pressed metal merchandise including lamps for ships and coaches, later moving into oil and acetylene lamps for bicycles. In 1902, what by then **Joseph Lucas Ltd** started making automotive electrical components such as magnetos, alternators, windscreen wipers, horns, lighting, wiring and starter motors. The company started its main growth in 1914 with a contract to supply the **Morris Motor Company** with electrical equipment. During WW1 Lucas made shells and fuses, as well as electrical equipment for military vehicles.

After WW1 they expanded rapidly, branched out into products such as braking systems and diesel system for the automotive industry and hydraulic actuators and electronic engine control systems for the aerospace industry. In 1926 they gained an exclusive contract with **Austin**. Around 1930, Lucas and **Smiths** established a trading agreement to avoid competition in each others markets. Lucas also acquired many of their British competitors, such as **CAV** and **Girling**.

In 1926 CAV was bought by Joseph Lucas Ltd and, in partnership with **Robert Bosch Ltd.**, it began making fuel injection pumps for the diesel industry and later fuel systems for aircraft. In 1978 the company's name became Lucas CAV. In 1980 the Acton factory employed around 3,000 people making heavy duty electric equipment for commercial vehicles.

The **Simms** Motor Units company was taken over by Lucas in 1968. Manufacturing in East Finchley was steadily run down and the factory closed in 1991.

Lucas marketed its early headlights under the brand name “King of the Road”. There appears to be a reputation or saying within North America that *Joseph Lucas, the founder of Lucas Industries is the Prince of Darkness because of the electrical problems common in Lucas-equipped cars, especially **British Leyland** products.* As Joseph Lucas died in 1902 and British Leyland was only formed in 1968, some 64 years later, this reputation appears to be unfounded. However this perception could be connected with early supply problems of the ‘King of the Road’ lighting products within the North American Markets during the late 1890’s and early 1900’s

In 1976, the militant workforce within Lucas Aerospace were facing significant lay-offs. Under the leadership of Mike Cooley, they developed the Lucas Plan to convert the company from arms to the manufacture of socially useful products, and save jobs. The plan was not put into place but it is claimed that the associated industrial action saved some jobs.

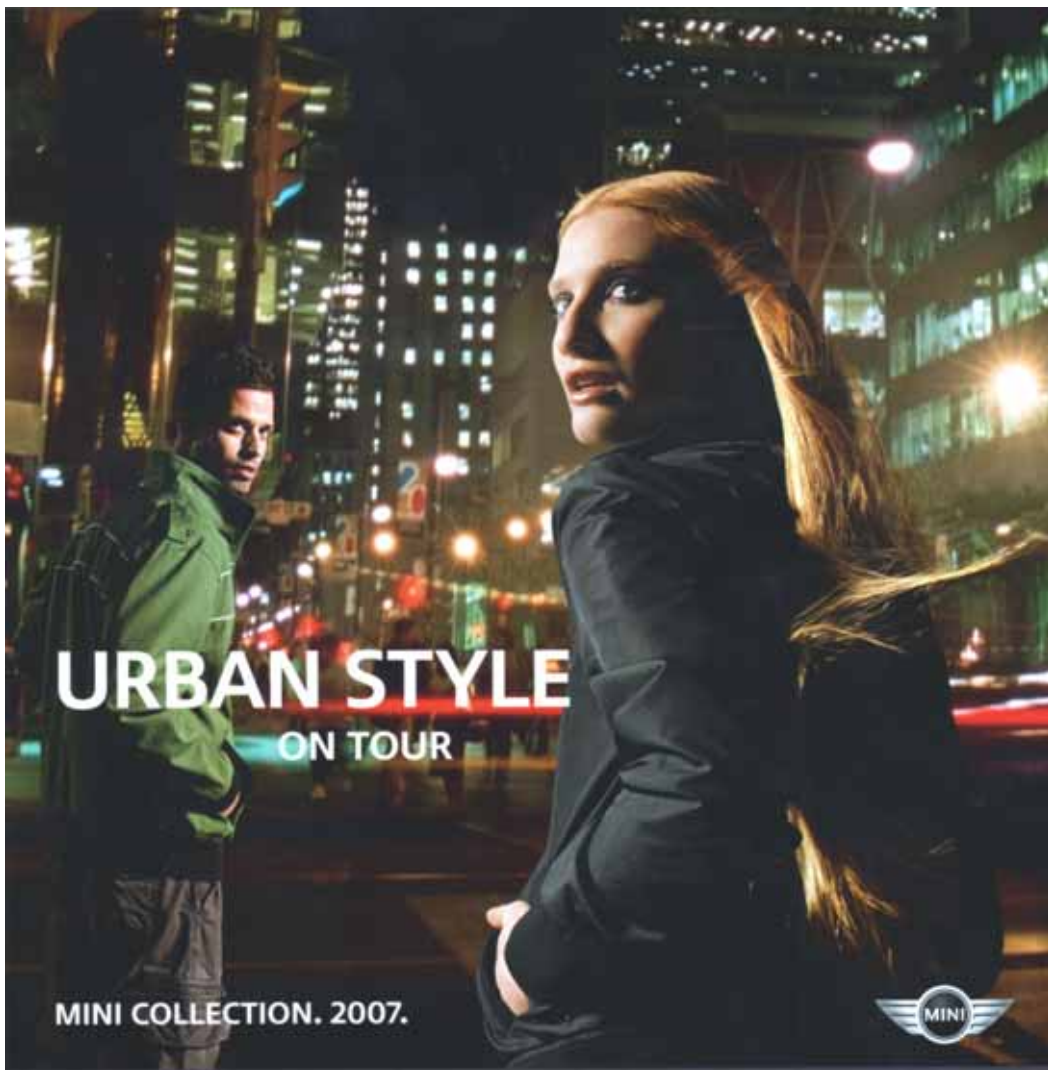
In August 1996, Lucas Industries plc merged with the North American **Varity** Corporation to form **LucasVarity plc**.

LucasVarity plc was created by a merger of the British Lucas Industries plc and the North American Varity Corporation in August 1996.

In 1998 the management attempted to shift the companies head office and primary listing to the USA. The company suffered an embarrassing defeat in a shareholder vote, amid claims that its directors were looking to cash in on the much higher pay packets available in the USA. Victor Rice suffered a barrage of criticism from shareholders and the British media.

Following this defeat, an offer was made by **TRW**, an American company specializing in satellites, defence, and automotive parts, to purchase the company in an all cash offer, which was accepted.

TRW quickly sold Lucas Diesel Systems to **Delphi** and Lucas Aerospace (by then called TRW Aeronautical System to **Goodrich**. TRW itself was later acquired by **Northrop Grumman**, who sold on the automotive assets of Lucas, Varity and TRW’s own automotive group to **the Blackstone Group** as **TRW Automotive**. Obtaining new Lucas components is now a rarity but some parts are still available through classic car restorers.



THE SPIRIT OF URBAN STYLE

SOME MOMENTS ARE SO EXTRAORDINARY THAT THEY LEAVE THEIR MARK ON A CITY FOR YEARS. LIKE WHEN HOUSE MUSIC WAS INVENTED IN AN UNDERGROUND CLUB IN CHICAGO. OR WHEN KRUMP DANCING WAS CREATED IN LOS ANGELES. IT'S IN MOMENTS LIKE THESE THAT THE ESSENCE OF URBAN STYLE IS MOST PALPABLE. URBAN STYLE IS THE COURAGE TO THINK DIFFERENTLY AND CREATE NEW THINGS.

IT'S AN ENERGY USED BY EXTRAORDINARY PEOPLE TO DRIVE PROGRESS AND CHANGE IN THE WORLD'S METROPOLISES. DISCOVER URBAN STYLE: IN CITIES LIKE BARCELONA, SYDNEY, OR TOKYO. IN OUR MINI COLLECTION 2007 CATALOGUE. AND DURING THE URBAN STYLE TOUR, WHICH STARTED WITH THE



MINI CHALLENGE.

1 LADIES' T-SHIRT

Black short-sleeved T-shirt with round neckline. Red stripes on the sides and white "MINI Challenge" logo on the left shoulder and at the bottom right on the back. 100% cotton.

S-XL / 80 14 0 420 846-849

2 CAP

Black cap with white "MINI Challenge" chequered flag design. Peak with red edging. "MINI Challenge" logo at the back. 100% cotton. One size (58 cm).

80 16 0 420 869

3 LADIES' POLO SHIRT

Short-sleeved black, slim-fit polo shirt with white "MINI Challenge" chequered flag design on the front right. Red seams on the sleeves, red edging on the collar, and "MINI Challenge" logo on the left sleeve. 100% cotton.

S-XL / 80 14 0 420 850-853

4 LADIES' TOP

Black, slim-fit tank top with red stripes on the sides and "MINI Challenge" print on the bottom left.

97% cotton, 3% Lycra®.

S-XXL / 80 14 0 420 842-845

5 MINI SLOT RACING SET

Includes 2 MINI Cooper 5

Scale 1:32

Track length: 5.52 m. Setup dimensions: 1.47 m x 2.17 m. 2 car models (Astro Black, Electric Blue).

80 45 0 592 272 EU

SINGLE MINI SLOT CAR

MINI Cooper 5

Scale 1:32

80 45 0 592 276 Astro Black

80 45 0 592 277 Electric Blue

REVELATION PARTY IN MUNICH, AND WILL COME TO MANY EUROPEAN CITIES. BY THE WAY: THE PERSONAL CODE ON YOUR URBAN STYLE CARD GIVES YOU ACCESS TO THE EXCLUSIVE SOUNDTRACK OF THE URBAN STYLE TOUR - AND LOTS MORE. CHECK IT OUT AT WWW.MINI.COM/URBANSTYLETOUR

Above is just a sample of the New MINI collection. 2007.

Check out WWW.MINI.COM/URBANSTYLETOUR for the full catalog with everything from clothing to sunglasses and from cabin trolley to rucksacks.

MINI News

NZ MINI Challenge series 2007-2008 season

Round 1 – Pukekohe Park Raceway, Auckland. 2-4th November 2007.

Keeley Pudney scored two wins and a sixth in the first round of the NZ MINI Challenge series. Last seasons series runner-up Brett Collins had three seconds. Richard Moore, impressed in the rain-affected third race by edging out Collins to snatch a win.

Attending the meeting was Hollywood celebrity Michelle Rodriguez, star of TV series LOST and various Hollywood hit movies including “The Fast and The Furious”, as a guest of Triple X Motorsport Porsche GT3 driver Matt Halliday and principal sponsor VnC Cocktails. An acknowledged speed freak, Michelle is currently in New Zealand filming the James Cameron film AVATAR with co-stars, Zoe Saldana (co-star of Crossroads opposite Britney Spears), Sam Wootherington (Australia) and John David Moore (Dodgeball).

Results.

Race 1 – 8 laps.

1. Keeley Pudney, Atiamuri, (14), 9.26.020 mins
2. Brent Collins, Timaru, (44), 9.26.164 mins
3. Rhys MacKay, Auckland, (27), 9.26.503 mins

Fastest lap – Pudney, 1.09.342 mins, Lap 2.

Race 2 – 8 laps

1. Keeley Pudney, Atiamuri, (14), 9.23.435 mins
2. Brent Collins, Timaru, (44), 9.23.658 mins

3. Rhys MacKay, Auckland, (27), 9.24.004 mins

Fastest lap – Gavin Dawson, Auckland, (50), 1.09.082 mins, Lap 7

Race 3 – 10 laps Top 10 grid reversed

1. Richard Moore, Auckland, (10), 13.00.692 mins

2. Brent Collins, Timaru, (44) 13.01.633 mins

3. Karl Wilson, Wellington, (96), 13.01.707 mins

Fastest lap – Collins, 1.16.269 mins, Lap 4.



Next Round - 23/25th November, Ruapuna Park
Reaceway, Christchurch.

results courtesy of Motorsport New Zealand.

*The MINI freight train of Pudney,
Collins, McKay and Wilson.*

2007 NZ MINI Challenge series – Round 2

Powerbuilt Tool Raceway, Ruapuna, NZ. Circuit 3.330 kms.

21-24th November 2007

The MINI challenge races at the Powerbuilt Tools Raceway at Ruapuna Park near Christchurch were held in hot weather with a nor-westerly wind building. In qualifying 12 of the 19 drivers had gone under last year's fastest time of 1:39.600. Easily forgotten is that the top five placings from Round 1 at Pukekohe were now carrying weight penalties.

Qualifying was held on Friday and on the 3rd lap the red flag came out. On the back section of the track known as "pothole" young Aucklander Richard Moore had a major accident. Moore put his right rear wheel onto the grass and was

unable to correct the car before hitting a high kerb resulting in the car pirouetting through the air with the nose down before a series of rolls causing extensive body damage. Moore walked away from the wreck unscathed. MINI NZ offered Moore it's back-up Test car for the remaining races.



Brent Collins just ahead of Courtney Letica

Race 1 on Saturday saw Brent Collins (Timaru) inherit 1st placing after Gavin Dawson (Auckland), who was first past the chequered flag by 3 seconds, but relegated to 3rd for not being 'correctly aligned in the start box' incurring a 5 second penalty. Dawson was very fast in Friday's 'tests' and especially in Saturday's Race 1. He explains: 'We came here on Thursday and I put in something like 40 laps at race pace so his mechanic had my set-up perfect. Consequently I was quick from the start of Friday's tests. It's both a technical and fast track with it's mix of left and right hand corners – not just sheer speed like Pukekohe is. Also I came from the SS2000 class where besides normal grid starts we had reverse grid and full handicap starts. That teaches you how to drive in traffic'

Race 1 – 6 laps.

- 1.. Brent Collins (44), Timaru – 10.08.508 mins.
- 2.. Courtney Letica (13), Auckland - +1.409 secs
- 3.. Gavin Dawson (50), Auckland - +1.770 secs

Fastest Lap – New Track record – Gavin Dawson, Lap 2, 1:39.558 mins.

Race 2 on Sunday was at 10.23am and it was already hot. Courtney Letica (Auckland) went from 4th to 1st on the first lap with Collins dropping back into the ‘clutches’ of Rhys McKay. Further back Selles was under attack from Pudney. As they crossed the line for the second of six laps Dawson was in front of Letica. Those two slowly moved away from Collins and McKay. By the 5th lap McKay was up beside Collins but unable to stay there. 5th to 8th were simply a freight train. Richard Moore (Auckland) who had escaped his car’s destruction the day before was now in the MINI Test car and was struggling with pace at the back of the field. This car had only been put back together the previous evening and there was obvious problems with no time for testing. At the chequered flag it was Dawson by a mere 0.802 secs from Letica. Letica was ‘over the moon’ with his 2nd and the fastest lap of 1:39.516. 5.5 seconds behind was the duo of Collins and McKay just 0.231 seconds apart. 2.3 seconds back was a freight train of James Kirkpatrick (Auckland), Selles, Pudney and Gary Johnstone (Christchurch) with an astonishing 0.698 between the four of them. Only casualty of the race was Shaun Turton (Pukekohe) who had a DNF with frontal damage.

Race 2 – 6 laps

- 1.. Gavin Dawson (50), Auckland – 10.01.938 mins.
- 2.. Courtney Letica (13), Auckland - +0.802 secs
- 3.. Brent Collins (44), Timaru - +5.514 secs

Fastest Lap – New Track record – Courtney Letica, Lap 3, 1:39.438 mins

Race 3 was at 2.16pm and a reverse grid for the top 10 cars. They appeared to all get through turn 1 cleanly but at the end of the first lap Kirkpatrick was running at the back of the field with frontal damage. At the end of Lap 2 Johnstone was at the front and at the end of Lap 3 Pudney was through to 2nd and Collins 3rd.

End of Lap 3 Johnstone and Pudney were clearing out and Dawson was into a distant 4th. At the end of the 5th going into the last lap Pudney was leading and Collins was closing in on Johnstone. Letica was now at the back of the field and Tony Houston (Auckland) had frontal damage. What I did not see from an infield camera position was Letica had attempted to out-brake Brent Melhop (Wellington) up the inside. The impact on Melhop caused him to hit McKay who was 'launched' into Houston who in turn hit Letica and bent his steering arm. Confused ? – not the Stewards who gave Letica a penalty.

After the race Letica (who had the fastest lap of 1:39.400) said his version to the Stewards was Melhop cut across him. Melhop who was elated with his 5th in what is a shared drive, said Letica hit him. We await the video !!! Excellent drive from Pudney who had started the weekend with a disappointing 11th in qualifying. Gavin Yortt (Hawkes Bay) with the distinctive "Squawking Magpie wines" livery showed great race craft to hold onto 7th after 9th's in the previous races. Moore was 9th in the T Car.

Race 3 – 8 laps Grid Top Ten reversed

- 1.. Keeley Pudney (14), Atamuri – 13.37.393 mins
- 2.. Gary Johnstone (52), Christchurch - +0.587 secs
- 3.. Brent Collins (44), Timaru - +3.065 secs

Fastest Lap – Keeley Pudney, Lap 4, 1:40.834 mins.

The podium for the overall three races was; 1st Brent Collins, 2nd Gavin Dawson, 3rd Keeley Pudney.

The next round of the MINI Challenge will be held at the New Zealand Round of the A1GP series at Taupo Motorsport Park on 17th to 20th January 2008.

PHOTOS: 1. The 'face' of MINI Challenge, Commercial model Hannah Matthews (22) of Auckland, who also does the driver interviews for television coverage. 2. Dawson leads Letica in Race 2.

Article courtesy of Alan Henderson, H-HMedia.com on behalf of NZ MINI Challenge



The 'face' of MINI Challenge, Commercial model Hannah Matthews (22) of Auckland, who also does the driver interviews for television coverage.



Mini Events

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

TUESDAY 4 DECEMBER- Clubnight
Don't forget THIS IS OUR CHRISTMAS GET TOGETHER. Be there!!!

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.

SATURDAY 2 FEBRUARY- Follow the leader run up the Awhitu Peninsula. We will leave from the BP Service centre at Bombay at 1pm.

SUNDAY 3 FEBRUARY- Galaxy of Cars show and swapmeet at MOTAT.

TUESDAY 5 FEBRUARY- Clubnight.

SATURDAY- SUNDAY 9- 10 FEBRUARY- NZ Classic CAR Weekend incorporating the Intermarque Concours.

SATURDAY 1 MARCH- Mini Car Club verses Z Club Golf Challenge followed by BBQ.

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

TUESDAY 4 MARCH- Clubnight

FRIDAY-SUNDAY 7-9 MARCH- Wings and Wheels over Waikato at Hamilton Airport. To be confirmed.

7 APRIL- Hamilton Street Race

Mini Events

OPEN HOME WEEKEND AT COOKS BEACH

When Friday 22 February – Sunday 24 February 2008

Depart from BP on M' way Papakura/Drury

either 10am Friday or time to suit

or 9.30am Saturday

or find your own way when you can for as long as you can

Where Cooks Beach, Coromandel Peninsula

Accommodation options –

Bach (Murie – sleeps 4 + floor & Bates – sleeps 6-8)

Tents – can be pitched at baches Campervans

Campground Motels B&B

Activities

Sat – still planning

Sunday – Driving Creek Railway at Coromandel

We will need numbers for the bach accommodation, the dinner on Saturday night (Whitianga Club \$16pp) and the Driving Creek Railway (\$16pp) on Sunday

Contacts

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Mike Bates ph 09 238 8187

Email fisher52@ps.gen.nz

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

Photo Caption Contest



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Caption contest. Give us your caption that goes with the photo above. The best and possibly the worst will be published in the next magazine. Nah, only the best will be published.

Send your caption before 15 January 2008 to:

editor@minis-auckland.org.nz