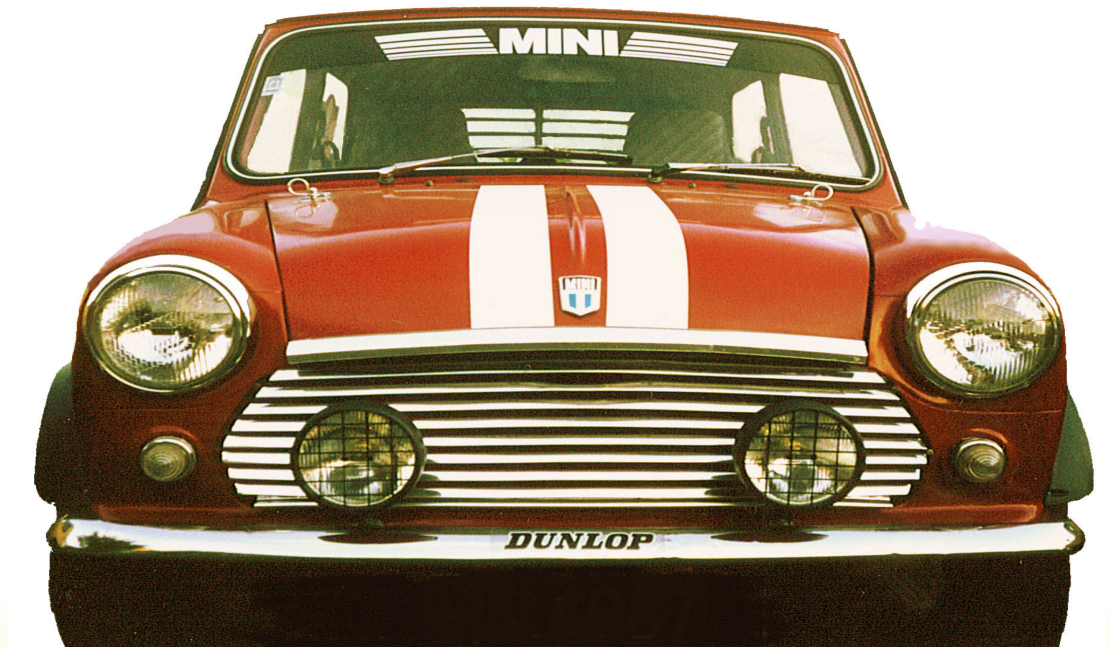


# 40th Birthday Anniversary



**Saturday 28 August , 1999**

**NORTH HARBOUR STADIUM,  
ALBANY**

**10am - 1:30pm Displays, Games and Competitions!**  
**2pm - 3pm Convoy of all the Minis to the Domain!**  
**7:30pm - Late Party at Northern Sports Car Clubrooms!**

**For more information contact:  
Lynn - Club Captain - 025-964-606**

**Or write to:  
Mini Car Club of Auckland  
PO Box 970  
Papakura**



The days events are free.  
The evening party is \$10 per person. Tickets available during the day.

# Mini Car Club of Auckland Inc.

## Club Executive

<b>President:</b>	Warwick Robinson	479-1825
<b>Vice President:</b>	Elizabeth Schou	530-8384
<b>Treasurer:</b>	Andrew Carter	415-9117
<b>Secretary:</b>	Chris McMurray	279-3052
<b>Club Captain:</b>	Lynn Scott	415-9117 / 025-964-606
<b>Committee:</b>	Chris Manning	833-9340
	Jim Dixon	833-8188
	Les Gubb	298-5201
	Nicky Phillips-Wyatt	832-2422
	Patrick Williamson	298-9115

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Address correspondence to: **Mini Car Club of Auckland Inc**  
**P.O. Box 970**  
**Papakura**  
**Auckland**  
**New Zealand**

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## Clubrooms

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

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Contacting the Editor: Frits Schouten.  
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Web: <http://ps.gen.nz/~fritss>  
Snail-Mail: 7 Carbine lane  
Waiuku  
Auckland

I prefer files on disk if possible or good quality originals. Thanks.  
The Deadline for the next issue is: 15 September

## **PRESIDENTS REPORT**

**July 16<sup>th</sup> Clubnight.** This was a great success. Around 40 members turned up for a swap meet. Virtually every part for a Mini was available.

### **Whenuapai Sunday 11<sup>th</sup>.**

As Lesley & I drove towards Hobsonville Bridge, all we could see was fog. But luckily it was just in and around the bridge. Around Whenuapai, it was just blanketed white with frost, an awesome sight. At Whenuapai itself, when walking, one made crunchy sounds, (closes to snow Auckland would see). A heavy frost like this does not happen very often in Auckland. But when it does, you are guaranteed a nice day to follow.

Around 40 people and 20 competitors turned up for a great day of Sprint Racing. We had a group also turn up from the Cooper Enthusiasts Club of Hamilton, it was great to see them. It was also good to see family members also having a go. For the speed events, we had in the morning, just a single lap of the track, and in the afternoon 2 laps plus 2 chicanes. See results other pages.

Two very important events coming up.

### **AGM CLUBNIGHT – Tuesday August 3<sup>rd</sup>.**

Everyone must attend the –

### **40<sup>th</sup> BIRTHDAY OF THE MINI @ ALBANY – 28<sup>th</sup> August.**

(Please note there are at least \$1000 in prizes). Please make sure all of your friends who are not necessarily in a club, but own Minis, also attend. Of course there is a Dinner & Dance in the evening to finish off the celebrations.

Look forward to seeing you there.

**El Presidento  
Warwick.**

# HOT GOSSIP

Mary Campbell & John Maxwell snuck off without telling anyone including family to Queenstown & got married.

So now its Mary & John Maxwell.

Patrick has a car trailer for hire.

Single axle – tilt – ramps – winch

3.2m x 1.6m **\$50 per day. Phone Patrick: 025 2757567**

We won't mention names but a young member crashed her fathers mini into a wine shop after attempting to adjust the car stereo!

.....who said women are better drivers!!

Patrick's Honda powered mini proved a handful around Whenuapai, literally wheel spinning around the entire course.....except when

Jo-Anne drove it.

Tom Parker didn't let us down, a reputation as a "Spinner," four spins at Taupo & twice at Whenuapai.

Italian Job Run, Lyn Scott had a great idea of the "winner takes all" \$5.00 an entry. Take a guess who won? 15 cars took part, hope you had a nice lunch Lyn & Andrew.....

Les Gubb is out of hospital after having a hip replacement. "Was it the left of right one sir?" .....oh bugger!!



Finish of the Italian Job.

## Super Mini Challenge Fun Day

May 15, 1999

The name says it all – it was a really fun day! A steady drizzle fell in the morning, but that didn't dampen the spirits of the Mini Car Club members – it just gave certain members more time to make last minute “adjustments” to their cars in order to pass scrutineering! The rest of us spent the time either helping or doing what our club is so good at – socializing! Then all of a sudden it was time for the cars to go out, and the day was off and running. Everybody had a great time zipping around the track. Unfortunately, Tom Parker spent some time zipping through sand and mud off the track – get some control, mate!

The Super Mini Challenge racing drivers were excellent, as usual. Their goal was to show all the people who were there a good time. Not a small order- there were a lot of people, our car club was just a fraction of all them. But the drivers were out on the track as much as possible, giving everybody rides and showing us what it's like to be in a race car. For those of us who didn't take a car out on the track ourselves, it was a lot of fun to ride with as many different drivers as we could.

Dinner that evening was at the Chinese restaurant that seems to see us every year. Then afterwards we joined up with the SMC drivers for dancing after their annual prizegiving dinner. What a great party! Micheal Wigmore really let his hair down!!

Sunday saw everybody heading home, with a lot of smiles from the great memories. We're certainly looking forward to next year!



And it was wet.

## April Fun Trail

The day started out with a very fierce storm – lots of rain and lots of wind! But the brave souls who laughed at the weather were rewarded with plenty of sunshine to enjoy the drive. The storm had moved out of the area where the trial was to be held. This trial was a little different than the ones we have had in the past. Instead of being given instructions to follow, the participants were given clues and an area map to help figure out the name of the road they had to find. Definitely some brain power was being used! They could then go to the different roads in any order they chose, and try to get as much done in a certain amount of time.

The area driven to was Franklin District, and once the sun came out the scenery was beautiful. We all met at McDonald's Bombay for lunch and prizegiving afterwards. First Place went to Les Gubb with 13,500 points! He was awarded a new AA Auckland map book. Second place was Micheal Wigmore with 11,000 points, and third was a tie between Nathan Murrell, and the Schouten team of Thomas & Frits with 9000 points each.

# TECH TALK on the INTERNET

>>Seem to remember calculating that a motor to produce 7psi boost on a 1275 would draw about 8KW / say 12HP at the very least.....you're not getting that from a commercial add-on for 400 quid...and even if you did, the problems would move upstream....Its not going to work.

>How much does a super/turbo charger use?

>Ade

<reply>

Goes something like this:

(with apologies in advance for inconsistent units and scant mini content)

Power required to supply given amount of air at given pressure: Air power = fan total pressure(N/m<sup>2</sup>) \* volumetric flow rate (m<sup>3</sup>/s) - where fan total power = absolute pressure at exit of the 'compressor'

Guesstimating for a 1275, 0.9 volumetric efficiency, 6000rpm, to get 0.5bar /7psi boost on a "standard day" with atmospheric pressure at 101325N/m<sup>2</sup> (happens all the time....)

Air power = 151,988N/m<sup>2</sup> \* 0.057 m<sup>3</sup>/s = 8,720 W <— call it 8.7KW / 11.7HP.

This however is only the work performed on the air; need to allow for fan efficiency to get a power input figure. At low pressures (desk fans and the like) fan efficiency can be as high as 65%; but raise



Show and shine team.

the pressure and efficiency drops dramatically, guess 30% tops for a turbine; less for positive displacement (supercharger) dropping off further as flow requirement increases (impedance matching he muttered, and digressed).

So now our power requirement is hovering around the 29KW / 39HP mark...is this reasonable?

Well, a std. m\*tro 1275 produces 63hp, at which point there is probably 7psi pressure differential Use a

supercharger for such high boost, and your returns would probably diminish; less exhaust backpressure, but more gross HP input required to create the air flow. You can generate -within reason - similar degrees of boost, and juggle the relative power returns, but a supercharger will in all probability burn more petrol than a turbo to meet a given HP benchmark.

Incidentally the same AirCon handbook I swiped the formulae from shows that air temp increases by 0.0008degC per 1 N/m<sup>2</sup> of fan total pressure (for adiabatic compression). Doesn't sound much, but in the above example this amounts to 121deg C ! For all you ERA owners, (<—thats the mini content ;-)) your intake charge is hovering around the 150deg C mark at full boost on a sunny day, to which must be added any heat transferred from the turbo housing...though I suspect this is fairly minimal, due to small area and short contact time.

...which would brings us on to intercoolers, but it's late and my brain's beginning to bleed ;-)

Hope that didn't bore you all rigid,

Pip pip,

Martin Clark

+ '86 Mayfair 1275 and a well-thumbed copy of \*Air Conditioning Engineering\* by W. Jones (3rd ed.). TBASE it aint.

**MINI SERVICES**  
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COOPER & S - RILEY ELF - CLUBMAN GT

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## THE ITALIAN JOB RESULTS OF THE NAVIGATION TRIAL

Sunday 20th June, 1999, found 14 hopeful crews at the Fergusson Container Wharf, just after lunch, with a general idea of what they were in for, since the previous clubnight featured the movie.

Briefly, The Italian Job is a 1969 movie, starring Michael Caine and Noel Coward, about an English gang pulling a bullion heist in Turin, under the nose of the Mafia. The getaway succeeds amidst the bedlam of a traffic-jam caused by an England-Italy soccer match, because 3 Mini Cooper S's take a highly original escape route. It is now a cult movie among Mini clubs around the world.

Meanwhile, back on the waterfront, crews were set a course via only 16 of some 150 traffic-lights within the outermost streets of the route, yet were never more than 4km from Newton Rd bridge. In keeping with the spirit of the movie, the route resembled the "escape through the traffic-jam", and led the crews a wild goose-chase via old, tight streets of inner Auckland, without stopping. They dodged around roads which at rush-hour are grid-locked, and on Sundays fill with shoppers.

This trial used the tiniest, steepest, hardest-to-find streets in inner Auckland, in order to resemble the arcades, roofs, steps and piazzas seen in the movie. But no culverts or weirs. The trial showed off the Mini's ability in narrow city streets, where its size is its advantage when going anywhere. With crews using route notes, the course tested car, driver, navigator, concentration and teamwork alike. Teams had to cover 59.9km in 1hr 45min., thus setting a target speed of 34.23kph. The big difference this year was that teams competed for ALL the entry fees. Yes folks, winner takes all. Daylight robbery.

Crews were given time to plot the route, but reports still came in of drivers overshooting corners only 50m past the previous one. Some cars played "follow the leader", others found themselves following someone who had earlier been following them. Yet others pretended they were on a "special stage, so I hope they like spaghetti. If the Polizia caught them, they would be served it 4 times a day in Italian jails. But it looks like they had fun.

### RESULTS

1 Andrew R Lynn	33.97kph
2 Natham & Anita	33.27
3 Tom & Brendan	32.86
4 Stacey & Kelly	32.48
5 Graham & Paul	32.13
6 Patrick & Allen	32.07
7 Nicky & Ricky	31.33
8 Mike W. & John	31.19
9 John & Brian	29.29
10 Steve Laurence	29.06
11 Frits & Thomas	29.02
12 Les Gubb & -	25.55
13 Dean & Dean	24.74
14 John & Mary	21.33

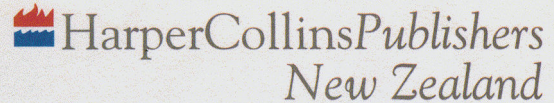


These times indicate those previous participants, and/or who may be familiar with the City or city driving. Practice makes perfect.

This is where we ended up.

advertisement

***It was forty years ago today. The Mini is a celebration of Britain's greatest little car, and all that it stands for. A one hundred and sixty page, full-colour, fully illustrated book of the Mini's life.***



HarperCollins Publishers  
New Zealand

*The Mini* is a book that will appeal to car fanatics all around the world. This book is a statement of class, sex, status and environmental intention. This book is also full of tales of racing, naughty goings-on and the Mini's life in films and music.

*The Mini* includes original and contemporary photography, and features interviews with famous and infamous people who have known and loved Minis. People such as Sterling Moss. Jamie Blandford. Jeremy Clarkson. Damon Hill. George Harrison and Twiggy.

*The Mini* will appeal to all Mini drivers past and present—A fabulous and treasured collectors item. An amazing gift for all Mini enthusiasts!

Available in September 1999 at \$34.95 from HarperCollinsPublishers, 31 View Road, Glenfield, Auckland.

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## **HAPPY 40TH BIRTHDAY TO THE MINI!**

### **Saturday 28 August, 1999**

The Mini Car Club of Auckland cordially invites all Minis, along with their owners, friends, and families, to a fun-filled day celebrating 40 excellent years!

#### Schedule of Activities:

10:00am - 1 :30pm Displays, Games, and Competitions  
Over \$1000 in prizes to be won!  
North Harbour Stadium, Carpark B  
Awards and Prizes at 1:00pm

2:00pm - 3:00pm Convoy of all the Minis! What a sight this will be!  
Leaving from North Harbour Stadium, heading over the Harbour Bridge, down Queen St., along Quay St., and ending in the Domain.

7:30pm - Late Party!  
Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu  
A social for all Mini lovers! Includes dancing, drinks, and finger foods, and best of all - door prizes!

**The day's events are free, the evening party is \$10 per person.**

For more information contact:  
Lynn Club Captain - 025-964-606

Or write to:  
Mini Car Club of Auckland  
PO Box 970  
Papakura

# The Genealogy of the Mini

## Part 2; Herbert Austin

By Les Gubb

**Herbert Austin** was born 8th November 1866, in Little Missenden, Buckinghamshire, and died 23rd May 1941. When he was 18, he migrated to Australia, settling in Melbourne where he found work in a factory as a foundryman. He also attended a technical institute and learned engineering, and then started building a number of experimental prototype cars, almost single-handedly. Four years later, in 1887, he was offered a job with the then new Wolseley Sheep Shearing Company in Sydney. In 1889, the company was set up in England, and Herbert Austin, now the chief engineer, still had this desire to build a car. In 1895 he entered a prototype lightweight three-wheeler car as an exhibit at the Crystal Palace.

In 1899, after Fred Wolseley's death, Austin was made general manager of Wolseley. That year, he brought out the first four-wheeled Wolseley car and this single cylinder machine was a prizewinner in the 1000-mile Trial of the Automobile Club. This event went a long way towards establishing motoring in Britain, especially as King Edward VII, (then Prince of Wales) followed it enthusiastically and soon took to motoring himself.

In 1906, after a row with the Wolseley Board, Austin went out on his own, and produced the first car to bear his name, a four cylinder 25-30 hp model. At the same time, he built the nucleus of the Longbridge factory that is still there today, and is now the headquarters of Rover Cars. It is also the present site where the Mini is still in current production. The first Austin was soon followed by other models, a wide range being offered in 1908, the largest being a 60 HP six cylinder car.

There was even an Austin Seven in 1909, but this single cylinder utility car only theoretically anticipated the historic best seller of 1922, the famous 'Chummy' which stayed in production right up to the Second World War.

Herbert Austin ran for parliament and was an MP from 1919 to 1924.

However, not everything was rosy, for in 1921, Austin Motor Company was in serious financial trouble. As a last resort Herbert Austin decided to design a baby car to compete against the motorcycle and sidecar combinations then popular in England. However, the receivers refused to entertain the idea or to authorise the expense of such a project, so Austin, aided by a young draughtsman by the name of Stanley Edge, designed the proposed new car on the billiard table at home.

In early 1922, the prototype tourer, with a four cylinder 700 cc engine and an all-up weight of only six hundredweight (330 kg) created great amusement and scorn amongst the English car trade, who dismissed it as a cheeky piece of entrepreneurship. But the car performed so well that the scorn soon changed to admiration, and the Austin Seven 'Chummy' as it became known, made a huge impact on the fortunes of the Austin company.

Herbert Austin was so sure of his design that he decided to immediately enter the car into motor sports. It won its first race in August 1922 at the Shepsley Welsh hill climb, and went from strength to strength, collecting many trophies on the way. In 1923, Arthur Waite, Austin's son-in-law, won the small handicap race at Brooklands at an average speed of 94 kph. and the next race at an average speed of 112 kph. In 1925, a supercharged Seven won the 90-kilometre handicap race at the amazing average speed of 144 kph. In 1930, a supercharged Seven covered 10 miles (16 Ks) on the Montlhery track in France at a speed of 109.06 MPH (174 kph), a world record for the 750 cc class. The Austin Seven proved itself to be a world-beater, for not only did it put the Austin Company back in the black financially, but it also made the world take notice of the British car industry in general.

It seems ironic that in 1924, Herbert Austin approached William Morris and requested that they merge. William Morris turned him down flat!

The Seven chassis was used by William Lyons to build his "Swallow" bodies before he went out and formed his own car company. (Jaguar) The Seven was also built under licence in Germany by a new group called Bavarian Motor Werken (BMW) and marketed as the BMW Dixi, and in the USA, it was built and sold as the Bantam. In France a new company formed by Lucien Rosengart, an ex colleague of Andre Citroen and former manager of Peugeot, started building Austin Sevens under licence and sold as a Rosengart 5 CV. They proved to be a huge success throughout France. In Japan, Datsun illegally copied the car, using their own name. (How else would the Japanese have got started!!!) The Seven ceased production in 1939 and the name reappeared in August 1959 with the Austin Seven Mini

The Austin Seven “Chummy” is really classed as the first ‘true’ baby car, in that it was a big car in miniature, even down to four-wheeled brakes—of sorts—. It had a 747 cc four cylinder engine mated to what is now a conventional three speed gearbox and dry plate clutch. It boasted full electric’s and could carry two adults and two children at 45 to 50 mph (70 - 90 kph)

In 1938, Austin secured the services of one Leonard Lord, who had had a big row with his previous boss, William Morris. The influence that Lord had over both companies from then on was immense. Lord and Morris never got on after that row, although the personal feelings had mellowed enough by 1950 for Lord to approach Nuffield for a merger. It nearly happened except that Reginald Hanks, the then Nuffield chief executive objected. Lord put pressure on the Nuffield board for the take-over of 1953. Even after the BMC merger, Leonard Lord remained very cool towards anything to do with the Morris name. It created many problems for Morris staff, but more of that in a later article.

In 1941, Herbert Austin died and the company remained in operation until the merger with Morris in 1953. It is interesting to note that both Austin and Morris had agreed in 1948 to standardise some of their parts to effect greater economies for their suppliers. This was brought about because of the impact that both Ford and General Motors Vauxhall were having on the decreasing sales of both Austin, Morris and Rootes Group cars. (Hillman, Humber, Singer and Sunbeam) The latter company was taken over by Chrysler Corp. and later sold to Peugeot.

Austin cars were still popular enough. The range was quite extensive, from the A30 and later A35, up through the range to the luxurious Austin Princess and Sheerline models. In the 60’s, the Princess came out with a Rolls Royce 6 cylinder engine. There are still some of these about.

On the 8th February 1968, BMC merged yet again to form the British Leyland Motor Corp., now taking in Austin, Morris, Wolseley, Riley, MG, Triumph, Rover, Jaguar, Daimler, and Leyland truck and bus. In 1969, the Wolseley, and Riley names were dropped. In 1971, the famous Mini Cooper ceased production, to be replaced by the Clubman-fronted GT. The 1970’s were the really dark days of not only BL but also the British motor industry in general as the workers unions almost crippled the whole of the manufacturing of cars in England.

Then the splits began to happen. In 1985, most makes had either been sold off or dropped altogether. The British Leyland Company had already divested of the deadwood names of Wolseley, Riley and MG. The Morris name was relegated to commercial vehicles. Jaguar/Daimler, together with the Lanchester name was sold off. There was talk of reviving the MG name. Then the company reorganised and became to be known as Austin-Rover. The last Austins came off the assembly line in the form of the Metro,

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TELEPHONE 634-3169 or 636-6009; FAX 634-1805

the Maestro and the Montego in 1989. By this time there was the joint venture with Honda, and the Triumph name finished up on the rear end of re-badged Honda Accord and called Triumph Acclaim.

In 1994, BMW bought the Rover group, and just recently, BMW announced that it was thinking of bringing the Austin name alive again as a sports car to be manufactured at its Spartanburg factory in South Carolina, USA and using the floor pan of the BMW “Z” roadster! Who knows, the Austin name may live again.

At the time of writing this, we have just heard of the dumping of Bernt Piteshdrider, as manager of BMW. This is rather sad and leaves a lot of question marks over the future of Rover. Time will tell



## Results of our annual speed event held at Whenuapai 1999

		BEST TIMES		1 LAP RUNS			2 LAP RUNS					
Class	Car #	1 Lap	2 Laps	1	2	3	4	5	Points	Place		
Class A: <1000cc												
Mike Wigmore	14	46.12	1:29.66	48.23	46.12	1:30.62	1:29.66	-	-	1		
Class B: >1000cc												
Frits Schouten	17	44.22	1:20.49	44.87	44.22	1:20.49	1:24.64	1:22.05	91.25	1		
Ben Taylor	7	45.20	1:22.26	45.96	43.20	1:23.67	1:22.26	1:23.07	91.63	2		
Paul Jones	9	44.51	1:24.95	46.51	44.51	1:24.95	1:25.26	1:25.06	93.26	3		
Steve Moon	5	45.70	1:37.00	47.72	45.70	1:28.01	1:25.54	1:26.17	94.63			
Alan Taylor	6	46.04	1:26.56	47.56	46.04	1:27.93	1:26.56	1:28.41	95.30			
Leslie	1	51.55	1:37.00	52.71	51.55	1:38.11	1:37.00	-	-			
Andrew Manning	16	45.12	1:23.45	45.12	45.48	1:23.45	-	-	-			
Cris Manning	11	44.24	1:26.12	46.44	44.24	1:26.12	-	-	-			
Class C: Full race												
Warwick Robinson	2	42.04	1:14.19	43.75	42.04	1:15.44	1:14.19	1:15.28	86.14	1		
G Hargraves	3	39.91	1:15.76	42.49	39.91	1:19.07	1:17.14	1:15.76	86.87	2		
Karl Berring	27	40.81	1:14.84	43.02	40.81	1:20.23	1:16.76	1:14.84	87.14	3		
Joseph Hargraves	4	42.20	1:16.88	53.16	42.30	1:23.79	1:19.32	1:16.88	91.09			
Tom Parker	18	41.22	1:26.70	43.14	41.22	1:28.32	1:29.19	1:26.70	93.71			
Patrick Williamson	15	40.13	1:18.11	46.10	40.13	1:19.05	1:18.11	-	-			
Wendy	19	-	1:28.42	-	-	1:54.26	1:28.42	1:28.86	-			
Joanne	20	-	1:39.14	-	-	1:45.79	1:39.14	-	-			



Sometimes the picture needs squeezing a bit.

## Club Ads.

**For Sale:** 1971 Mini 850cc, runs well, only done 50,000ml, Olive Green, paint in good nick, new tyres, WOF & Rego, 2 lady owners, \$2300 ono, Phone Linda Smallwood at (09)4450442

FS:- 1973 Australian Clubman 1275GT. Restoration just completed. These cars were originally homologated for racing at Bathurst and feature Cooper'S' running gear, twin fuel tanks, boosted disc brakes and twin carbs as factory original. Included are various spares, a set of 5 x 155SR10 Dunlop aquajets on rostyle wheels as original and a set of 165/70x10" on Aldic mags. An increasingly rare and very collectable car. \$6,500- ono. Contact Colin on (06)3550727 or (021)400110



During the past year I have restored a 1977 MiniClubman 1100 to its original condition to give to my daughter. She has now informed me of her plan to make her home overseas. Having spent time and money on the project the car may be of interest to a member of the Mini Car Club of Auckland. The car is presently in storage in central Auckland. Over \$7000 spent. Reasonable offers accepted.

Mr R Schuller.

Phone: 09-3798429 (bus)

Mobile: 025-735282

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Austin/Mini 850 1972, Flamingo Orange, Navy interior. 1 owner, 29800mls, very original. WAF. \$2800.00  
phone: Dennis at (09) 8186222 or 025-714966

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Mini Special 1980. 1300cc, unleaded, 12" Minilite, 8.4" disc brakes, Mini fin rear, elec ignition, K&N, Mini-Spares inlet manifold, 2.9 diff, HIF carb, camber, castor adjustable suspension.

WAF, rego, Certified.

\$2400.00

phone: Thomas at (07) 3228845

e-mail: thomas@boprc.govt.nz

---

For sale: 1979 Leyland Mini. Orange with a white roof. Lots of extras. Flares, Fat tyres (good condition), air horns, wild cat steering, webber carb, extractors, exhillary port, ready for extra petrol tank, tiger skin seat covers, currently owned by a lady, Engine has been rebuild from the ground up. Regularly serviced and well looked after by enthusiast mechanic. \$2000.

Phone Tracey McCarthy at 09-522-6744

---

### FOR SALE

**RELIEFIE** Personalised Plate Must go!!

\$350.00 ono Phone Patrick 025 2757567

BF Goodrich Euro 175/50 R13 Tyres

\$450.00 Phone Patrick 025 2757567

---

Mini 82- Unfinished project. Bare shell rebuild. Shell stripped back to bare metal, painted bright yellow 2-pak paint. Brand new front and rear suspension including KYB shocks & nolathane bushes. Brand new "Cooper S" disc brake assemblies imported from England. Rear drums rebuild with new parts. Brand new Master cylinder, Clutch cylinder, Slave cylinder, etc. Metro 1300 engine, Reconditioned gearbox. 10"x5.5 mags. Most parts needed to finish the project. \$12000 spent, not enough time & money to finish. Rolling shell & all parts to an enthusiast.

\$6500 ono

Phone Rick van Ballegooy at 09-5365282



Mini Car Club of Auckland

# Events

August

**Tuesday 3<sup>th</sup> 7:30 pm Clubnight Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu**

AGM and price giving. **Very important night. Don't miss it.**

**Saturday 28<sup>th</sup> - - - - ->>>>>> Minis 40<sup>th</sup> Birthday. <<<<<<<- - - - -**Make sure you reserve the entire day and evening for this exiting event!!!

See the program in this issue of the news letter for a really fantastic celebration that you won't want to miss!!

September

**Tuesday 7<sup>th</sup> 7:30 pm Clubnight Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu**

**Sat-Sun 18-19 Trip to Miranda.**

The plan is to have a fun run up to Miranda hot pools and spent de night at Miranda. The next day a tickie tour around Tames and back to Auckland.



Good job, Jo-Anne