

**Mini Car Club of Auckland**  
Incorporated



**Mini Car Club of Auckland**

We really can't deny it. It's here and it's here to stay. The new Mini. It's not even close to the Mini we know. But, had BMC/BL/Rover kept on developing the Mini, we would have ended up with a car like this anyway. More inside this magazine.

**December 2001**

**Mini Car Club of Auckland Inc.  
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The Deadline for the next issue is: **15 January 2002**

## PRESIDENTS REPORT

This will be the last President's Report of 2001, so I hope you have a good Christmas and a great 2002.

About a dozen of our members went to Hastings for the Nationals over Labour weekend. They all reported a great weekend and our club got 2<sup>nd</sup> place in Club Points.

Some outstanding results as follows: -

Paul Leahy	5 <sup>th</sup>	Show-n-Shine
Curtis King	1 <sup>st</sup>	Open Straight Sprint
Paul Leahy	3 <sup>rd</sup>	Open Straight Sprint
Tom Parker	4 <sup>th</sup>	Open Straight Sprint
Nathan Murrell	1 <sup>st</sup>	Navigational Trial
Andrew Carter	1 <sup>st</sup>	Grasskhana
Allen Ritchie	1 <sup>st</sup>	Regularity Trial

We were represented at the All British Car day at Western Springs on 28<sup>th</sup> October. But the rain rather spoilt the event.

15 of our club members were invited by BMW New Zealand to the grand unveiling of the new Mini, and breakfast at Big Boys Toys on Friday 16<sup>th</sup> November. There speeches – a Laser light show and music, then the unveiling. A Standard Mini in Red, a Cooper in Blue and a Cooper S in Silver. The new Mini is indeed well built, but still maintains some of the cheeky shape and features of the original Mini. It is indeed a new Mini with all the modern features as designed 41 years later. I believe they will sell well.

Don't forget our next event. Our club Show-n-Shine at Motat on 3<sup>rd</sup> February 2002. This is a great event, so be there.

We the Committee  
Wish All Members and Families  
A Merry Christmas and a  
Happy New Year.

EL PRESIDENTO **Warwick Robinson**

## **7th National Mini Meet Hawkes Bay, October 19-21 2001**

For weeks I had struggled to get my wagon ready for the Nationals in Hawkes Bay. I had the power unit out to find out why I had no 2nd syncro. Problem is you have to pull everything out to get to it. I ordered the necessary parts, and as I had acquired a Mk 4 master cylinder/servo combo as in 1989 and later Minis', I decided to convert the brakes over while I had the chance. Also, I adapted and installed a new relay system to take 100/90 watt halogen headlights. However, it all takes time, which I really didn't have, so it was a struggle to get the car together again before the meet. I finally got her running on the Sunday afternoon before we left for Hastings, that is, while you lot were cruising carefree around the Waitakeres.

We left on Thursday, and stayed in a hotel in Hastings. On Friday morning, we decided to do the Gannett trek out to Cape Kidnappers. Neat trip that! The tractor trailer unit has been running the trip since the early 50's. The tractor is a 1949 Minneapolis Moline with a fantastic top speed of 12 kph, so fast in fact that a young woman, who decided to hike along the coast, almost beat us out there. Wonderful birds, gannets! You can get quite close to them where they are nesting. Trouble is, they have this 4 foot wingspan and they insisted on coming into land just 3 feet above you. Not only that, the stink of their living quarters would put the local sew-



Church Road



Opposum world

erage station to shame. Still, it was a neat experience and the scenery was amazing.

Friday afternoon was registration time. We drove around to the Mazda/Peugeot dealership in Queen St, in Hastings, where quite a few Minis were already registered. The car rental firm across the road had a Mini Clubman up on a 12 foot pole, so the place was fairly easy to find. Funny thing though! Curtis King decided at the last minute to come down to the meet, towing his 'Muldoon bar' racer. He drove around Napier for some time looking for Queen St. only to be told that the only Queen St was in Hastings. Good work there Curtis!. I must look at the Navigational trial results to see where you were placed.

We were told to get up real early on Sat. morning to assemble at the gates of the A & P Show as we were to have our "Show and Shine" and display in front of the grandstand. We were one of the main features of the annual Hawkes Bay A&P show. It was great to see 86 Minis driving in convoy into the arena. One guy was towing his Mini racer on a tandem trailer - with his Mini 850. Just as well Hastings roads are flat! Bill Payne from Kapiti, drove all the way in his Moke, with his other Moke in tow. Looked impressive. The Show and Shine was good, although we stayed longer than we should have. I believe the show authorities wanted us to hang around a bit longer.

Saturday afternoon saw many of us take part in the Navigational Trial, which took us out of Hastings through Havelock North and up to the summit of Te Mata peak. Although I have been up there before, it is still a fantastic view that one would never tire of. On a real clear day you can see Ruapehu, and Egmont. We then proceeded down the mountainside and along the banks of the Tukituki river, across and back towards Clive, then on into Napier. After some strange instructions, and some wrong turns, we ended up in Taradale at the Church St Winery for our evening barbeque.

Nice gift there of a small wooden box with the H B Mini logo and a small bottle of wine and a glass with the Mini Meet logo Very nice! We toured the Winery and fellowshiped with other Mini owners. Most enjoyable, especially as Tim Neal let me take his 2000 Mini Cooper Special for a drive. Wow! is all I can say. A very nice car and very responsive, especially as it has a very tall 2.7 diff. ratio.

On Sunday, the grasskhana was held back at the Showgrounds. Grass was chewed up a bit. I hear the A&P people weren't too impressed, but, well! what did they expect? Minis aren't there for pussy-footing, are they! There were four different courses and we were given 3 runs at each course. times were taken on the best run. Andrew Carter pipped everyone with the best total time. Congratulations, Andrew.

The afternoon saw us all heading to the straight sprint; a closed section of Otene road about a kilometre from the showgrounds. There were 3 classes. Most of the Auckland team were in the open class which was race or modified cars. Our club did really well, Curtis King, 1st, Paul Leahy 3rd, Tom Parker 4th, Andrew Carter, 10th and Thomas Tuffs 13th. Great going guys. I still wonder though if the results of Paul and Tom could have been reversed. After Tom's second run, Tim Neal from Kapiti Minis and myself were casually checking Tom's run. Tom said he'd done 19.38 on the last run and felt good about it. Tim pipes up and says; "You know, if you'd empty your boot, you probably would have done 18.38." Tom opens boot. "O sh...!!!" he says. His boot still had his spare wheel, his tools and goodness what



Dinner



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else sitting in there, so he empties the boot out on the side of the road, just in time to do his third run. He did that in 18.89. Don't worry, Tom. Your name is permanently displayed down there. As we were driving through Napier on the way home on Monday, we passed 'Tom Parker Avenue'.

The dinner and prizegiving on Sunday night was held at the Havelock North Club. It was really quite a good evening and enjoyed by all. Many of the Auckland team received some sort of award and our club ended up taking second place in the overall points. Great going guys! Many thanks to all the club members who drove down. It was great to have so many of our members taking part and receiving awards.

Many thanks must go to Glennis Cooper and her excellent team for putting on a really great show.

Next year, the 8th annual meet will be held in Paraparaumu by the Kapiti Coast Mini club led by Graham Strang. We are looking forward to it. Also, we need to start saving now for the 2003 meet, which will be hosted by the Otago Mini Owners, in Dunedin.

Les Gubb



Muriwai shop.



Bethells

### **NORWEST PASSAGE**

(from the Waitakere foothills to Muriwai beach)

We have all heard the story of the Pied Piper, and we have seen the Toyota Echo's Version of the Pied Piper on TV. Well on Sunday 14<sup>th</sup> October 2001 the Mini Club had its own theatrical display of the classic story.

Starting from Mobil Glen Eden, the Toyota Corolla started playing its tune and 12!!! yes 12 Minis followed into the Wild West.

Using all the interesting roads we could find, we worked our way around Oratia, Henderson Valley, Waitakere, Taupaki, Kumeu, Waimauku and Muriwai. Along the way we stopped at Pukematekeo Trig, Bethells Beach, The Gannet Colony at Muriwai and finally Murray Lockies place at Kumeu.

It was a very pleasant day and all participants enjoyed themselves immensely. I would like to thank the people who turned up, getting a reasonable number of people on a run makes it more enjoyable for the participants and worth while organising.

Also a big thank you to Murrey Lockie for allowing us all to stop and look around his place.

What they thought of it -

Graeme Crispe	A drivers dream.
Bob Pearce	A ton of fun.
Jeanette Pearce	Bit long, but a good trip.
Allen Ritchie	Very enjoyable.
Catherine Ritchie	When's the next run?
John Turner	Thoroughly enjoyed this run.
Kevin Taylor	A great day.
Torn Parker	A good day, but starving.
Denise Dowling	Great first trip.
Graham Dowling	I knew about the roads, but not where they went.
Kevin Patrick	Like a go-kart track. Heaps of fun!
Susan Rusu11	I saw one turkey, which was not driving.
John Russell	I'll only know where we went when I see the photos.
Kathryn —	Nice to see all these cars.
Gary Ashton	These mad Minis keep following me everywhere.
Paul Leahy	No sealed roads left in Northwest Auckland that we haven't been down at least once.
Dave Hoyland	Down a twisty bit, round the roundabout, and hack up the twisty bit before the locals twigged ! Boy, what a laugh!
Arlene Hoyland	Throw Chris over the cliff!
Chris McMurray	A bit like the Isle of Man TT circuit, really.

Our thanks go to Mobil Glen Eden. Murrey Lockie, and especially to Gary and Kathryn for recce-ing the route.



MOBIL



Murrey Lockie's place in Kumeu

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And then we had the run to **Parakai Pool** on the 18th of November. That was a very good run too. This time only 4 people showed up at the start. Pity really, for such a fine run. To wet your taste but here are a few names of the roads we took. Lonely Track Rd, East Coast Rd, Wright Rd, Wainui Rd, Waitoki, Peak Rd and don't forget the Old Nth Rd. As you can see it was all sealed roads and they were well suited for the Mini. Fast, flowing and occasionally very windy. Arriving in Parakai, we decided to find a place for a bit of a bite. Funny that. My wife had made me a cut lunch and I was the only one that brought some food. Anyway, the Parakai pool cafe kitchen was still closed so, off we went to find another place to eat. Guess what. There was a very nice steakhouse just down the road. The steaks were great but the coffee (that's what I had) was a bit watery but that didn't spoil the event. All in all, an afternoon well spend.

Memory lane. What a prices.



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## Twin Harbours Saturday 19th January 2002

The Northern Branch of The Classic Motoring Society is running its second Twin Harbours event and would like to extend this invitation to all your club members.

*The Twin Rivers/Harbours event is run every year to raise money for the Child Cancer Foundation.*

It has been run for many years in Christchurch and gets bigger and bigger. In our first event for the Northern Branch last year, we had a turn out of 60 cars and hope to really improve on that in 2002.

**Registration will start at 2.00pm for a 4.00pm start  
at the  
Port of Onehunga car park on  
Harbour Road Onehunga**

**Cost of entry is \$5.00 per car**

The drive will take us around Auckland and end up at Half Moon Bay which makes a nice place for a picnic tea.

If you have any further questions please call  
Brian Haslip (09) 2321305  
or  
Roslyn Baker  
(09) 2387433

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**This from David Cass:** For other Mini Club members who have an Elf (or the rare Wolseley Hornet), I noticed in the Riley Car Club magazine that bumper over-riders are now being re-manufactured in the, UK. Hard to find In NZ, so it's maybe worth a mention in the mag. Said to be "Superbly finished to a high chrome standard, they are supplied complete with plated fixing bolts, lock nut and plastic trim". Price is UK pounds 38.95, plus p & p. For details try: e-mail bec@bmautoequip.fsnet.co.uk or ph/fax 0121 308 2354.

Delayed results of the pricegiving during the 2001 AGM.

Economy Run	Andrew Carter & Lynn Scott
Motorsport (Licensed)	Rick Bone
Show & Shine	Allen Ritchie
Leadfoot	Patrick Williamson
Trials Trophy	Kevin & Viv Taylor
Most Improved Cars	Murray Lockie
Most Public Spin	Warwick Robinson
Big Bang Award	Tom Parker
Most Loved Mini	Paul Leahy
Paintbrush Award	Chris McMurray
Dipstick	Chris McMurray
Bradley Russell Memorial Trophy	Susan & John Russell

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**The new Mini.** I mean, what can I say. Should we reject it because it has nothing to do with the Mini as we know it or should we give it a home? As far as I'm concerned, I'm in the wait and see camp. Lets give it a few years and see if it lives up to its name. The car has some nice styling features right on queue with our Mini. The thing that worries me most is the lack of power out of the 1600cc engine. You have to go to the supercharged version to get any performance. I bet that most of our Minis will outperform the BMW Mini. The presentation of the BMW Mini during the Big Boys Toys show was done with BMW style and glamour. The BMW people had done their homework very well. It was nice to hear that they knew key features of our Mini and were able to acknowledge it against the BMW Mini. It might well turn out to be a winner. But looking at other retro cars like the Beetle and the PT Cruiser, they hype about them has all but gone. If you are interested you better check out Team McMillen over the shore. ED.

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**Club Ads.**

I have had the car in my garage for about eight years and have been restoring it. It is almost complete it has been on the road registered and warranted this year. The car has a fully reconditioned 1275 engine with a 731 cam, double valve springs, ported and polished head, long centrebranch extractors etc. It is almost complete inside bar a few refinements. the list goes on but enough of that.

Call Hayden on: 09 423 8355 or e-mail me at [HERBall@xtra.co.nz](mailto:HERBall@xtra.co.nz) for any further information.



Imported from Australia 1993. At the time it was one of the four fastest mini based Sports Sedans in the country with over 50 race wins at all Eastern Australian tracks.

Specifications include: Full custom roll cage. Mk11 Cooper S body shell. Highly modified. Fibreglass front, bonnet and doors. Space frame front suspension, with coil over shocks.

The engine has been raised in order to lower the complete body shell. 8.5" x 13" wheels, 2 sets. Engine is 1388cc with aluminium 8 port cylinder head, with twin 45DCOE Weber carburettors, at last dyno producing 149 horsepower at the flywheel. Sintered steel clutch & lightweight flywheel. Straight cut close ratio gearbox, with straight cut drop gears with 3 ratios, and straight cut final drive, all by Hollinger. Custom made front discs and Formula 2 Girling calipers.

Also available, complete turbo charged engine (unassembled) also with gearbox as above. This engine produced well over 200 horsepower. There are numerous other spares including 2 EN40B crankshafts.

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