

Mini Car Club of Auckland Incorporated



IN THIS MONTHS ISSUE:

AGM price giving,
And much more....

The IJ movie,

New Mini Gossip!

October 2003

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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.

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PRESIDENTS REPORT

The August Italian Job movie preview run was a great event. 23 Minis turned up and convoy run from Clubrooms to the Harbour Bridge and to the very end of Northern motorway and into Orewa. A quick stop there, waiting for a disabled Mini then onto Berkley theatre at Whangaparaoa. The car park was reserved for us and we virtually filled the complete car park. Three new BMW Mini Coopers turned up just prior to the movie starting.

The movie was great. Once again thanks to Michael Wigmore for a great event.

At the August Club night, Mark Tookey came along with his Mini – a mobile Boom Box with fantastic 10” x 8” American Mag wheels. Mark was really approachable and turned out to be a really nice guy, chatting away all night.

The AGM and prize giving also went very well.

El Presidente

Warwick Robinson

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CLUB CAPTAINS REPORT

The Club is bubbling with enthusiasm at the moment! The AGM was a great night with the business part of the evening being conducted quickly and efficiently. Thank you to last year's committee for all your efforts and a warm welcome to this year's committee, especially the new members. Then our special guest speaker, and our newest member that night, Mark Tookey from the Warriors was on hand to present the trophies and prizes. Thank you Mark. After the formalities, it was time to socialise and look at Mark's Mini.

The Italian Job run just blew us away, over 20 Mini's in attendance! What a brilliant sight in the carpark and the Italian Job movie attracted a similar number of cars. Greenlane Road was blocked so we could get out of the carpark. As we travelled at 80 kph on the way to Whangaparaoa, people were tooting, flashing and waving at us. Only the cheeky little Mini could attract this many smiles and waves. Then it was movie time.

The film was brilliant and if you have not seen it yet, you should do so.

The Garage Bash was another great day, with 9 cars transporting 15 people around various interesting garages. Full reports on these events appear elsewhere in the magazine.

Don't forget the Nationals coming up on Labour Weekend. You should get your entries in as soon as possible. It sounds like a great weekend is planned.

For those not going to the Nationals, the 40th birthday at Pukekohe Park Raceway would be a great event to attend. If you want to be involved, let me know.

I have just finished reading "Bourne to Rally" and what a brilliant book. I would recommend it to anybody.

GARY ASHTON

FS: Austin Mini 1000 –1980. Mustard colour. It has driven 116000km. Very reliable mechanically. Some rust.Very good condition inside. WOF expires 9/9/03 Two female owners. Contact – Anita Hewett Ph: 09-235-2750

CLUB AWARDS 2003

AGGREGATE POINTS TROPHY:	1 st Kevin Patrick 2 nd Les Gubb 3 rd Gary Ashton
MOST IMPROVED:	Lee Norman
SHOW & SHINE:	1 st Kevin Patrick 2 nd Paul Leahy 3 rd Les Gubb
TRIALS TROPHY:	1 st Graham Crispe 2 nd Rick & Joanne Vine 3 rd Les Gubb
CLUB SPIRIT:	Tony Marks
ECONOMY RUN:	Kevin Taylor
DIPSTICK:	Frits Schouten
LEAD FOOT AWARD:	Warwick Robinson
MOTORSPORT:	
GO-CART TROPHY:	Chris Roper
ENCOURAGEMENT AWARD:	Laura Cobbett
SERVICES TO THE CLUB:	Graham Crispe David Handyside Chris McMurray Frits Schouten
CHUCKET BUCKET:	Frits Schouten Lee Norman
FENDER BENDER:	Les Gubb





AGM 2003 Price giving

Now there is something YOU can do about the road toll !

Ever wondered what sort of driving skills the driver of the vehicle behind you or approaching you has ?

How would you feel if over 90% of the drivers on our roads had absolutely no understanding of car control at all, No concept of the effects of weight transfer, was unaware if their car was front, rear or four wheel drive, didn't know if their car had ABS brakes or not. Imagine if those same drivers had never practiced an emergency stop.

As you are probably aware this situation exists on the same road you drove home on tonight.

Last year 420+ people lost their lives on our roads, over 10,000 people were injured and this year won't be too different.

Teenagers, due to inexperience and exuberance, are more likely to have an injury crash than any other road user.

John Osborne crashed his RX7 Transam car into the barriers near the grandstands at Pukekohe over 10 years ago, as a result of his 200km/h + impact he spent three years in the hospital system with quite serious injuries. He used this opportunity to ask the numerous car crash patients around him what happened in their accident.

Whilst John understood what went wrong in his accident that day at Pukekohe, the rude shock for John was that the vast majority of the people he met in Hospital had absolutely no understanding of car control at all, they had never had the opportunity to practice emergency stopping and didn't know what to expect, after all they had only been taught the road rules and basic everyday driving practices. They knew nothing of weight transfer, the way the tyres worked and concepts that we have learnt in motorsport.

John asked his fellow car crash victims what they did just before their impact and nearly all of them gave the same answer, they had hit the brake pedal hard and as the object they were trying to avoid came closer to them they increased the braking effort, most probably locked the wheels but didn't know what this felt like till it happened, then turned the steering wheel to full lock.

As motorsport enthusiasts and competitors we can understand why this panic reaction is largely pointless and causes diagonal weight transfer, understeer at

low speed and oversteer at higher speeds, but consider that even those same accident victims would do exactly the same thing in their next accident. Why? Because they have never been taught any car control skills, worse still, they drove around with the attitude that their car was a household commodity and that it would do what they asked it to do.



Because of the impact these findings had on John he set up Prodrive, The Motorsport New Zealand course is offered to ALL secondary school students in New Zealand who hold a learners/restricted or full license. Prodrive has educated over 32,500 college students in it's 10 year history and is the only free car control skills course in NZ, possibly the world. We teach by theory and demonstrates by practice: accident avoidance techniques, vision techniques, safe braking and the effects of different modes of weight transfer.

This course uses products supplied by companies such as Toyota, Firestone, Car Haulaways, Exide Batteries and is supported financially by several charitable trusts such as lotteries, Care, Lion and Electrotec. Pukekohe Park Raceway and Hobsonville Airforce Base kindly provide the large areas of grass and gravel required for the practical tests.

The students pay nothing to attend the 2.5 hour course and return to our roads with a far greater understanding of how their vehicle behaves and hence adopt very different attitude towards it. They also tend to drive towards the left hand side of the road rather than in the middle and lift their vision up and use increased following distances.

But, in order to run Prodrive we need you. Volunteers from motorsport clubs are required to assist us in demonstrating and tutoring these principals. Even with minimal motorsport experience you will have no trouble in demonstrating and teaching the program, in fact, many of our tutors from the past have noted it's actually helped their driving in competition. It's obviously a great deal of fun too, we provide everything including the cars.

So consider donating a Saturday or a Sunday to Prodrive and you will have a great deal of fun but most importantly you will be making a very, very important contribution to road safety by sharing your skills and understanding with today's youth through our simple format. Who knows, the life you save might be your own.

Depending on the level of support I receive from club members as many as 1500 high school students from the Auckland area may be able to benefit from our courses. There are flow on effects for your club too as many students gain interest in competing in or assisting with, club events.

Prodrive will be operating at the Hobsonville Airforce Base for the remainder of this year. If you are able to make a difference please contact the regional coordinator, James Hancock on 025-377-921 or any committee member from your club.



GARAGE BASH – SUNDAY 14 SEPTEMBER 2003

Nine cars and fifteen members met at the clubrooms for the Garage Bash. It is a while since the Club has had one of these events, so I tried to plan a relaxed and social day with a few interesting treats thrown in.

The first garage to be called on was that of Ross Hammond's in Howick. Ross inherited the car when his son Craig left the country on his O.E. in 1995. One day he decided to do something about the abandoned car on his front lawn and stripped it down ready for a rebuild. The body of the car has been panelled and painted and is now being re-assembled. Hopefully we will see this car back on the road soon and attending some Club events.

Next, we travelled to the other side of Howick to view George Brown's Aussie 1967 Mini De Luxe. George has owned this car since mid 1974 and stripped the car in 1995 and is partway through the restoration.



We then moved onto Karaka to visit Kevin Slater. Kevin is not a member of our club, but has just purchased a 1959 Mini. Unfortunately it is still in Blenheim, so we could not see it.

As we arrived there was a Morris 1000, an NSVR080 and a 1924 Whippet truck parked outside the shed. As we got out of the cars, Kevin popped his head out of the door and welcomed us. As he slid the door open, Kevin explained that he had 63 cars in this shed, some more over there and even more out the back. The total would be nudging 100. The sight before us silenced everybody. Even Les was dumbstruck! I had heard about this collection and had made the arrangements with Kevin, but even this had not prepared me for the sights within. It was neat, I was having similar feelings as I did as a kid of 11 or 12 when I was taken to see Ron Roycroft's collection at Glen Murray.

Kevin's collection is so large that I do not have room here to go through the whole lot, so I will give you a brief overview. The first vehicle inside the shed is a mid sixties Falcon with a continental kit fitted that Kevin has recently imported from Australia. Behind that was a Nash Metropolitan fitted with a 1600cc motor and twin 1½ S.U. carbs. Close by was a 1968 English assembled Ford Anglia which had one owner and 14,000 miles on the clock!! Two cars along was a mint Mark 2 Zephyr Ute. Not many of them left around.

We looked at Chryslers, Plymouths, Skodas, Trekkas, Fiat Bambinas, BMW Issettas, Gogomobiles, Austins, Rolls Royce, Nissan Prince, the old Howick Fire Truck complete with jackets and helmets and a 1950 Bedford Bus that was Auckland's first mobile library. It has since been converted to a very smart campervan. Along with the cars, there is sales brochures, die cast cars, oil cans, pianos and a room full of books and magazines.

After one and a half hours in this Aladdins cave, we made our way west to Waiau Pa to look at our van. The van was produced in 1969 and first registered



in 1970 in Christchurch. We have been working on this project for about five years and have done most of the panelwork and are currently working on the mechanics.

By now time was marching on so we left for Pukekohe. At David Handyside's we had a couple more surprises. David's 1969 Riley Elf was in his workshop along with

Graham Crispe's Moke. Kevin Townsend of Mini 7 Racing fame had his road car, a 1968 Aussie assembled Mark 1 Deluxe on show. Next to that was another Mark 1, also a 1968 registered car which was completely original. It had not been used for ten years and had been stored in a shed until being trailered to David's the day before our bash. Also on display was David's Massey Fergusson Tractor that has had a 289 cubic inch chev put under the bonnet.

David put on a BBQ and his partner's firm Resene had donated some prizes for a quiz that we had. Some of the stories that came out on the day were great. I would like to thank those that attended and helped make this trip a success. I would also like to thank those who opened there sheds for us. It was a fabulous day.

GARY ASHTON

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The New Italian Job Movie

JOINING the company of recent heist film remakes (see *Ocean's Eleven*, *Welcome to Collingwood*, *The Good Thief*) is *The Italian Job*, an amiable attempt to beef up Peter Collinson's influential 1969 British classic for the laptop age.

But in the process, Troy Kennedy Martin's original script gets beaten out of shape. Virtually all that remains from the first film are the traffic jam and Mini Coopers but then, in many ways, they were the highlights.

The remake's title is also slightly misleading, since only the first reel takes place in Italy, while the rest of the action shifts to sunny LA for its vengeful wish-fulfillment tale.

A year has passed since master thief Charlie Kroker (Mark Wahlberg) and his crew were double-crossed by one of their own, Steve (Edward Norton), in a gold bullion heist in Venice. It left them penniless and their head honcho John (Donald Sutherland) dead.

In a move to retrieve the gold after locating Steve, Kroker enlists the help of safe technician Stella (Charlize Theron) — John's daughter in addition to his usual crew: computer wizard Lyle (Seth Green), getaway driver Handsome Rob (Jason Statham) and explosives pro Left-Ear (Mos Def). The plan: taking over and clogging up LA's entire traffic system.

This *Italian Job* carries more emotional heft but lacks the hedonistic satisfaction of Collinson's film. And purists are likely to be miffed at some of the changes. Firstly, you have some pretty bland characters. Not that the 1969 film was a model of deep characterization but the leaden Wahlberg simply doesn't have the charm of Michael Caine's Kroker. Sutherland comes close but unfortunately his presence is short-lived. And Norton's villain is both slimy and cardboard (if that's possible).

In place of the original's mod trimmings and patriotic Englishness, you have Napster jokes and Hollywood product placement. And alas, it doesn't get you singing along to anything as catchy as "Self Preservation Society", nor does it have the wicked twist ending of the first film.

Such comparisons aside, *The Italian Job* is fine caper entertainment. Gary Gray (*The Negotiator*) directs with a light touch, ensuring an enjoyable, if bumpy, ride. Those Minis still look cool and at the risk of sounding callow, even better with Theron behind the wheel.

**ITALIAN JOB RUN
SUNDAY 27 JULY 2003**

Like a snake weaving in and out, driving the narrow, obscured inner city back streets the Minis swarmed negotiating them like bees around a honey pot, twisting, winding, ducking and diving.

Each part of the route challenges you. It's a challenge for the Navigator to fire out the instructions continuously without losing their place. It's a challenge for the driver to process all the information that the navigator is giving him. It's a challenge for the Navigator not to lose their lunch. It's a challenge for the Driver not to get covered in the Navigator's lunch. It's a challenge to negotiate the narrow, twisty roads. It's a challenge to negotiate the traffic, and then they throw in something really obscure, you have to negotiate the ski jumps on Mt Eden. I know it's been cold, but isn't this a bit hopeful!

This is the annual Italian Job run.

This is how 20 Mini's spent a Sunday afternoon.

This is one of the largest attendances our Club has had.

This is complete madness.

This is probably the most fun you can have in downtown Auckland with your pants on.

This is what Car Clubs are all about.

GARY ASHTON

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The Charity Fun Run will start at the parking lot of The Warehouse Head Office,
26 The Warehouse Way (off Akoranga Drive), Northcote, Auckland on Sunday the
16th November 2003 and will eventually arrive at Big Boys Toys,
Auckland Showgrounds, Ellerslie, Auckland.

The Charity Fun Run will cost \$30 per car.

This will include a Family Pass to Big Boys Toys,
a **\$15** donation to the **Starship Foundation**.

PLUS a Meguiar's / Nulon Fun Run Kit valued at **\$30**.
Assemble at The Warehouse Head Office from 9.30 for B.B.Q.

The Run will commence at approx. 10.30am

Hurry Spaces are Limited!

To be part of this fund raising event you must Register with Sharon Jaap
on (09) 274 4943 by the 7-11-03

Join the Fun Run Today &
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Basic Maintenance Pt 2

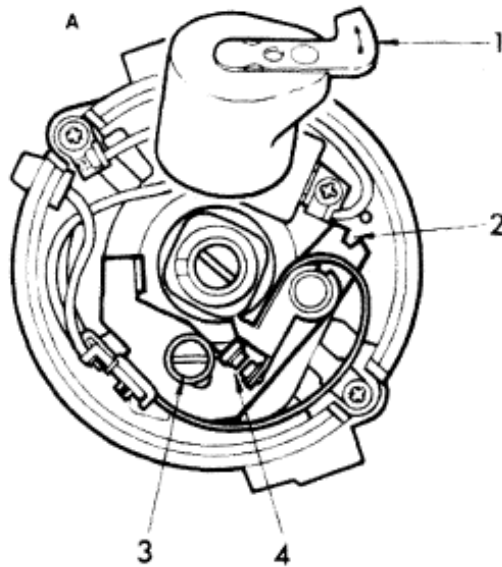
Ignition.

Last month we dealt with the carburettor, filter, etc. This time, we will deal with the other important item, the ignition. Once you have the correct fuel/air mix in the combustion chamber, you need a good spark at precisely the right

moment to ignite the mix. Without getting too technical, your ignition is fed with power from the battery via the ignition switch to the distributor via the coil in two ways; the primary, or thick leads, which gives the spark for the plug by way of the distributor cap, and the secondary wire to the contacts inside the distributor which in turn, triggers the charge of high voltage needed from the coil to create a spark across the air gap on the spark plug. The rotor sets the exact timing of the spark.

As the piston in the engine compresses the fuel/air mix, the spark is timed to ignite it usually just before top dead centre (TDC). Forcing the piston back down the bore,

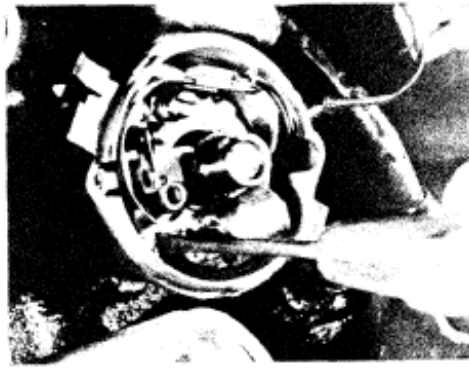
thus driving the crankshaft. The flywheel is designed to create momentum to continue the cycle. Main thing to watch for on all ignition systems, is cleanliness of all wiring and contacts. Check the spark plugs that they are clean and the air gap between the electrode and the earth lug is correct. On a Mini, this should be .025" (25 thou). Or .032" on late models with electronic ignition. Carefully check the spark plug leads, (one at a time so you don't mix them up) for cleanliness and that the connectors are tight. Carefully pull each wire out of the distributor cap and check the ends for any corrosion or rust. If you see major damage, then replace them with new leads. For a Mini, they are not expensive. Take the distributor cap off and check for any minute cracking. Also, inside the cap should be clean and dry. If you see a greyish crust on each of the 4 terminals, gently scrape off with a knife. If too bad, then replace. Also check the carbon button in the centre of the cap, that it is free to move on its spring. Don't pull it out. Now, check the rotor making sure the firing end and the top are



1 Rotor arm. 2 Adjusting slot. 3 Contact plate screw. 4 Contact breaker points.



Using feeler gauge to adjust points



Adjusting points with screwdriver blade

clean. A fine piece of emery paper will clean the end but don't overdo it. Next, open the points and check for burning or pitting. If that is the case, then they need to be replaced or filed smoothed. I find it better to just replace them. Check the gap on the points by turning the engine by hand until the points open up on the cam. (If your car is on flat ground, put it into 2nd gear, let the brakes off and pull car forwards to turn engine enough to open points. Make sure keys are not in the ignition and put brakes back on before checking the points. That is just a safety precaution.) The points gap should be .015" (15 thou). If not, then slacken off the screw and adjust until you get the right gap. It takes a little time and experience to do, but is relatively easy. If the gap is wrong, it throws the timing out enough to notice a power loss and harder starting.

When you have checked your work, pull the spark plug leads out of the cap, **one at a time** and check cable ends for any sign of rust, corrosion or looseness. Replace all cables as a set if in doubt. Now, reassemble cap, put the rotor back on and clip the cap back on.

Now check the wiring on the coil itself. This has always been a problem area for Minis as they get older. The wires get brittle and frayed and tend to break off. Make sure the terminals are tight and clean. Check for fraying and if necessary you may have to cut the wire and replace the spade terminal with a new one. There should be 2 sets of wires. A white one and white with black tracer. Don't mix them up. Next pull out the thick spark HT lead from the centre of the coil and check for any signs of looseness, rust or corrosion. If it looks dicey, replace it. Check the rubber protector cover for cracks.

If you're unsure how to go about doing any of the work and are willing to learn, please call a club member and we can arrange something for you. The club is running a maintenance afternoon on Sat. 11th October. Check back of this magazine for details.

Les.

CLUB GOSSIP

By Les Gubb

We had a fantastic turnout of 23 Minis for the 'Italian Job' movie at Whangaparoa. We set off from Greenlane McDonalds, headed up the Motorway through Spaghetti Junction. Over the bridge, up to Orewa where we tooted our way through to Whangaparoa. As we were going into the theatre. We heard a commotion outside—3 BMW Minis, red, white, and blue with "Italian Job" plastered on the doors. They had come up from Team McMillen. Thanks to Michael Wigmore for working hard to make it happen.

We lost a Mini on the way up to the "Italian Job" Selena Mercer's blue Mini Cabrio threw a wobbly in the cooling system. Funny that! I seem to remember a similar incident in a similar car from the Kapiti Coast Mini club up in the Coromandels somewhere!!! Wonder who that was?

The AGM in August saw an excellent turnout for the evening. After the AGM part, Mark Tookey of the Warriors showed off his Mini. And, yes, he has joined the club. Thanks, Mark, for your time. We have 2 new committee members: Chris Roper and Lynda Biffen. Welcome aboard. Lynda is also taking over the treasurer's job.

Funny thing! One of our new members didn't make it. She had baked a cake for supper. decided at the last minute to take the Toyota instead of the Mini. Trouble is, the Toyota broke down on the way. Oh well, Lisa-May, you at least drove the Mini to the Sept. Meet.

One of our foundation members, Paul Leahy, has had recent heart surgery. We wish him well and hope that he will be out in the Mini and on his BMW bike soon. Take care, Paul.

Don't forget time is running short for those wishing to go to the Nationals in Palmerston North at Labour weekend. If you don't have a form, let me know and I'll get one to you. You HAVE to be financial to go.

Sometimes, we get asked about the authenticity of older Minis. Best place for this information is through the archives of the British Motor Industries Heritage Trust. Banbury Rd. Gaydon, Warks. CV35-0BJ United Kingdom.
Web site is www.heritage.org.uk/archive/trace.htm or call 0044 1926645076

MINI challenge comes to the V8s at Pukekohe

A celebrity motor race event that grew from the high performance atmosphere of the Melbourne Grand Prix will make its debut at the V8 Supercar race meeting at Pukekohe this November.

The inaugural MINI Celebrity Challenge, sponsored by clothing store Hallensteins, will be held on Saturday November 8.

A field of 16 identical race-prepared MINI Coopers will line up with fifteen celebrity drivers and one “civilian” – the winner of a Father’s Day competition staged by Hallensteins through its 49 stores nationwide. All will have received extensive race tuition to help make the racing both exciting and safe.

Funds raised by the event will go to the Cure Kids child health research charity. Four celebrities were presented at the official launch of the Challenge in Auckland: Temuera Morrison, recently returned from further work in the Star Wars movies; Newstalk ZB host Kerre Woodham, comedian Raybon Kan and TVNZ presenter Tony Veitch. A further 11 celebrities will be named in coming weeks.

The cars to be used are the actual Melbourne Grand Prix celebrity race cars, which have been brought to New Zealand by MINI New Zealand specifically for this event.

Each left hand drive car has received a John Cooper Works performance upgrade, and has a full roll cage, fire extinguisher, racing harness seat belts and race seat fitted. The cars have a top speed of 200 km/h, and are expected to reach up to 180 km/h on the fast straights of Pukekohe. The organisers have contracted former international Formula Three race driver and New Zealand Touring Car Champion Brett Riley to provide practical tuition to the celebrities.

Riley says his job will be to help make the day as safe and enjoyable as possible. Many of those selected have had little or no celebrity race experience, ensuring the racing will be close and exciting.

Media release by MINI New Zealand.

A legend celebrates birthday: 40 years MINI Cooper S

11.09.2003 Munich.

No other model coined and shaped the sporty character of the MINI marque more strongly than the Mini Cooper S. The sumptuously motorised top Mini model with front wheel drive wrote over four decades of automobile history around the globe, both in the traffic and on racing and Rally courses.

In the spring of 1963, the British racing icon John Cooper presented the first Mini Cooper S to the public. The Finnish racing legend Rauno Aaltonen obtained in a few months after its debut, the “Coupe of the Alps”, the first victory for the sporty top model. The first Mini Cooper S was properly developed for conditions at that time. The crosswise inserted 1.1-Litre Motor (1071cc) carried 70 HP output and developed a maximum torque of 92 Newton metres, and accelerated to 80 within 9.5 seconds. The 148 km/h fast small cars with the ten-inch wheels road-hugging properties were soon an icon in the automobile world owing to their agility and supremacy. 40 years later these exact characteristics help the new MINI Cooper S obtain enormous popularity. The ingenious vehicle and propulsion principles were maintained, and under the curved hood of the strongest MINI Cooper S in the marque’s history, most modern vehicle technology provides for maximum driving fun and optimal passenger security. With an engine performance of 163 PS/120 KW and a maximum torque of 210 Newton meters, the exclusive 218km/ph driving machine is fast and accelerates from zero to 100 km/h within 7.4 seconds.

The ancestor of the modern top models provided a sensation in January 1964: Paddy Hopkirk won the world-famous Rallye Monte Carlo with a Mini Cooper S. Two further victories (1965 and 1967) were to follow. The agile Flyer was built from 1963 to 1971. In this time more than 45,000 Mini Cooper S cars in three different engine variants with 970, 1,071 and 1,275 cubic centimeters capacity were produced. When after four decades, the era of the classical Minis had come to the end, the name MINI Cooper S was revived in 2002 with the new MINI model.

On the occasion of the 40th birthday of the Mini Cooper S there is an attractive roof flag with the label “40th Anniversary 1963-2003 MINI Cooper S” available immediately for MINI fans. It costs 211 Euro (inclusive of VAT) and lends an extra portion of tradition-conscious Britishness to the MINI, as well as the mirror housings in the union Jack Design. The new roof flag for the MINI Cooper S is to be seen first on the IAA Show in Frankfurt. Mike Cooper, son of the racing legend John Cooper, will be present on the visitor days in an exclusive appearance for all MINI fans: On 13 September at 12 to 3 o’clock fans may be

able to talk shop and get autographs from the man with the famous name from old and new Rallye times.

Courtesy of MINI Press Germany

Mini Cooper S facts



The Cooper S was launched in April 1963 as a higher performance version of the standard Cooper on which it was based. It was, as with the standard Coopers, available in both Austin & Morris versions. In Mk 1 form it first of all used a 1071cc version of the BMC A series engine, which developed a full 15 bhp more than the standard 998cc

Cooper. The Cooper S also benefited from other improvements including larger front disc brakes. In March & June 1964 two new engines were added to the range these being the 1275cc and 970cc respectively. This was to enable the Cooper S take part in the under 1000cc and under 1300cc categories in motor sport, and it was in 1964 that a Cooper S driven by Paddy Hopkirk achieved an outright victory in the Monte Carlo rally.

Hydrolastic suspension was fitted to all Mini's (except estates) from September 1964 including all Cooper models, and other minor detail changes were made at this time such as a combined ignition / starter switch to replace the floor mounted starter button of earlier models. Cooper S models were also fitted with 120 mph and later 130 mph speedometers. After production of just over 4000 cars, the 1071cc model was discontinued in August 1964, with production of the 970cc version being ceased in April 1965 after less than 1000 of them were produced, making this a particularly rare and desirable model today. The remaining 1275cc Cooper S had its formerly optional twin fuel tanks fitted as standard from January 1966.

The Mk II version of the Austin & Morris Mini Cooper was launched in October 1967 and these models featured many cosmetic changes, but most notably a larger rear window and revised rear lights. An all synchromesh gearbox came in 1968. The Mark III Cooper S arrived in March 1970, and was in appearance little different to the standard Mini 1000. The Mk III bodyshells were heavier than those used on the previous models, so performance was a bit down. This coupled with the fact that the Mini Clubman based 1275 GT had been introduced in 1969 - which in effect it was now competing with - meant that sales were slow. The Mk III Cooper was discontinued in June 1971 after just over 1500 were made.

Munich. 16 August 2003.

The MINI police car of the Munich Police.

Instructors of the MINI Driver training centre are now training the first drivers of probably the most popular police car of the city. No matter whether in civilian or with blue light guise, driving physics applies to all road users. "With our driver training we want to increase security on the roads. We are pleased about all participants, particularly however that also the police are participating in our training" said Franc Isenberg, director/conductor of the MINI Driver training centre.

The MINI Driver training takes place in the driver training centre of the BMW Group resident at the Munich airport. Under the slogan “More Safety. More



Fun”, participants obtain from the MINI instructors, theory and practice valuable Tips and cheats for a better vehicle control. Particularly for drivers of police cars, this is indispensable as in the traffic situation they must keep control of their vehicle under all conditions and in each speed range - particularly in an emer-

gency during travelling with blue light and siren. The fact that the training units apart from success in learning, offer still another whole quantity fun is because of the MINI's Go-kart feeling and because of the versatile training program. In different exercise units the participants become acquainted with their frontiers. The sense of how one controls a car correctly in an emergency, is preparation for critical moments in traffic conditions.

The MINI Driver Training places all participants in the training cars, however the drivers of the Munich Police MINI could not complete some exercises with their police car. Participation in the MINI Driver training can be for everyone with a valid driving licence. The daily schedule costs 325 Euro per person.

Exercise makes the master: In preparation for cases of control of an automobile one needs exercise and experience. The driving licence training can carry this out only conditionally, because emergency braking, emergency track switching or “catching” of a car, which in a curve pushes the car to under-steer over the front wheels outwards, does not appear on the schedule of the driving schools.



The MINI Driver training is of theory and practice learnt on safe terrain under the observation of experienced instructors. The participants can measure limits of the car and from their own limits also improve vehicle control step for step. Therefore it makes sense for each conscious driver to participate in regular intervals in a driving safety training.

Information to the MINI Driver training is available in the Internet under

www.MINI.de or telephone Hotline 01805-minidrive or 01805-646 437.

Courtesy of MINI Press.

More than a quarter of a million MINIs delivered to customers since introduction. Two years after introduction of the MINI in July 2001, the 250,000th MINI was delivered in June 2003. In the first six months of 2003, a total of 89880 customers purchased a MINI, an increase by 44.0 per cent over the same period last year (62,420 units). In June 2003 deliveries of MINIs to customers amounted to 15,240 units (previous year: 12,240/+24.6 per cent)."

In the UK, Sales of MINI rose by 24 per cent to 20,099 vehicles from 16,170 during the first six months of 2002.

As well MINI Car Clubs have sprung up everywhere around the world or joined forces with Classic Mini Clubs, and have a growing following of fanatics.

MINI is now sold through importers in the following countries; Austria, Australia, Belgium, Canada, Chile, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Japan, Lithuania, Luxemborg, Mexico, Middle East, Netherlands, New Zealand, Norway, Portugal, Russia, Singapore, Spain, South Africa, Sweden, Switzerland, Thailand, Turkey, United Kingdom, United States.

Information Courtesy MINI Press.

NEW MINI GOSSIP!

By Les Gubb

I thought it would be a good idea to start up a page devoted to the new car now that we have at least three of them in the club. If you would like to let us know your thoughts on the new car or anything else about New Mini, let us know. This is your page.

Mini World's October 2003 issue has a dyno shootout of the New Minis. Of all club cars tested the winner recorded was that of a Mini Cooper 'S' with modified supercharger pulley, modified head and remapped ECU. Result! 242bhp @ 6539 rpm. Now, that ought to show up the Boy Racer fraternity.

There's lots of after market stuff coming out of the UK and Europe at the moment. Moss has a catalogue available at catalogues@moss-europe.co.uk Also, Mini Spares is building up a good collection as well. Visit www.newminispares.com as well as Mini Sport's website at www.newminisport.com

Member, George Brown, has just returned from a visit to the UK. He managed to get to two of the many Mini Meets and noted that the New Minis were everywhere. Apparently they are selling very well over there.

Zeemax have just come out with a bodykit for the New Mini similar to that of the Classic Mini. Judging by the photos, the kit looks really good on the car.

The new Mini One D is now on the market in the UK and in Europe. The engine is a Toyota sourced 1364 cc direct injection turbo diesel unit of all alloy construction and developing 75 bhp. The turbo is mounted high up at the rear of the motor. (The Mini One is rated at 90 bhp) However, unlike the One or the Cooper, the diesel is mated to the 6-speed Getrag gearbox as in the Cooper S. According to Mini World, the diesel is more fun to drive than either the One or the Cooper S. Because of the turbo, it has bags of torque between 2000 and 4000 rpm which makes it feel more powerful than it really is. The 6-speed box helps to get the best out of the little engine. As the wheels are 15" alloys with standard 175/65 Pirellis.



The car handles better, just as the 60's and 70's Minis handled better with 10" wheels than the later 12" wheeled models. Wonder when we will see this model? Should sell okay.

The Mini Open cabrio has been sighted. The boot lid opens down like the old Mini and it looks like a roll bar just behind the headrests. Seems like it is due for release in the Northern spring, early 2004.

All for now. Les.



Mini Car Club of Auckland

Events

TUESDAY 7 OCTOBER - Club Night Northern Sports Car Club 7.30pm
Swap Meet.

Clean out the garage and bring all those spare parts that you do not need to the swap meet.

SATURDAY 11 OCTOBER – Car maintenance afternoon. Learn more about basic maintenance at Landscape Cars, 919 Dominion Road, Mt Roskill. Starts at 2.30pm and will be followed by a BBQ.

SUNDAY 12 OCTOBER - Bathurst 1000 View on the big screen at the Northern sports Car Clubrooms from 11.00am

LABOUR WEEKEND, 25, 26, 27 OCTOBER - Mini Nationals in Palmerston North. Check out the details elsewhere in the mag and get your entry in now. Should be a great weekend!

MONDAY 27 OCTOBER- 40 years of motor sport in Pukekohe. For those not going to the Nationals, put your car on show at Pukekohe Park Raceway and help celebrate 40 years of Motorsport in Pukekohe. Full race program, static displays, trade stands, Targa prologue and much more. If you would like to attend please contact Gary Ashton on (09) 2321233 or club-captain@minis-auckland.org.nz

27 OCTOBER - 1 NOVEMBER- Dunlop Tyres Targa, Auckland to Wellington

TUESDAY 4 NOVEMBER - Club Night Guest speaker David Handyside from Car Valet Services. Northern Sports Car Club 7.30pm.

7 - 9 NOVEMBER - V8 Supercars, Pukekohe Park Raceway.

WEDNESDAY 19 NOVEMBER- Pukekohe Car Club Twilight Sprints at Pukekohe Park Raceway. Documentation and scrutineering from 5.00pm. Contact Keith Hargraves for more info on (09)2388990

SUNDAY 23 NOVEMBER -Glenbrook Vintage Railway. Meet at Karaka Bloodstocks, Hingaia Road, Papakura at 1.00pm. A great family afternoon.

29-30 NOVEMBER- Mini 7 race meeting Pukekohe Park Raceway.

TUESDAY 2 DECEMBER - Club Night Christmas BBQ and social night. Northern Sports Car Club 7.30pm.

SUNDAY 7 DECEMBER - Economy run. Meet at BNZ Bank, Great South Road Manukau at 12.30pm. Can you all bring a \$2 gift as part of the fun. BBQ and games at the finish. Lots of fun for the whole family.

WEDNESDAY 10 DECEMBER- Pukekohe Car Club Twilight Sprints at Pukekohe Park Raceway. Documentation and scrutineering from 5.00pm. Contact Keith Hargraves on (09)2388990 for more info.

SUNDAY 11 JANUARY- Dawn Breaker Run

WEDNESDAY 14 JANUARY- Pukekohe Car Club Twilight Sprints at Pukekohe Park Raceway. Documentation and scrutineering from 5.00pm. Contact Keith Hargraves for more info on (09)2388990.

SATURDAY-SUNDAY 17-18 JANUARY- Kumeu Classic Car show

SUNDAY 25 JANUARY-Classic and Historic meeting Pukekohe Park Raceway

SUNDAY 1 FEBRUARY-Galaxy of Cars and Swapmeet. MOTAT.

TUESDAY 3 FEBRUARY-Clubnight.

WEDNESDAY 4 FEBRUARY- Pukekohe Car Club Twilight Sprints at

Pukekohe Park Raceway. Documentation and scrutineering from 5.00pm.
Contact Keith Hargraves on (09)2388990 if you want more info.

SUNDAY 15 FEBRUARY- Intermarque Concours d'Elegance.

SATURDAY-SUNDAY 28-29 FEBRUARY- Annual Weekend Camp

TUESDAY 2 MARCH-Clubnight

WEDNESDAY 3 MARCH- Pukekohe Car Club Twilight Sprints at Pukekohe Park Raceway. Documentation and scrutineering from 5.00pm. Contact Keith Hargraves for more details on (09)2388990.

SUNDAY 7 MARCH- Mini 7 race meeting Pukekohe Park Raceway

SATURDAY-SUNDAY 13-14 MARCH-Targa Bambina

SATURDAY-SUNDAY 27-28 MARCH- Historic Racing Club including Mini 7 Pukekohe Park Raceway.

1-4 APRIL- Rally of New Zealand.

SUNDAY 18 APRIL- MG/TACCOC Le Mans at Pukekohe Park Raceway

SUNDAY 2 MAY- Empower 6 Hour Endurance Race Pukekohe

SUNDAY 9 MAY-TACCOC Autumn Classic Pukekohe Park Raceway

SUNDAY 13 JULY-Targa Dash

My son and I used to be members of your club, but we are moving on to an other project and have two minis and lots of spares for sale. If you know of any one looking for mini projects or spares my number is 09 413 7177.

Regards Mike & Kevin Booth

I have a 1962 mk1 morris minor mini with a full service history and ownership details including the original sale receipt! It is still on its original engine and its really in pretty good condition all round of course it has rust but not to the extent that most mk1 mini's suffer the majority of the paintwork is original too. Don't get me wrong this car is in need of restoration, but I simply no longer have the time to do it. This would have to be the best base for restoration that I have seen yet (this is why I purchased it). I am very sad to have to do this but she has got to go. by the way she is still registered on the original plate. Rhys Snell 09 839 2224, 021 235 2499

