

Mini Car Club of Auckland

Incorporated



IN THIS MONTHS ISSUE:
The Glenbrook run, Dawnbreaker run,
And much more....

February 2004

Mini De Joux at the '4 n Rotor nats'

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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.

Printing and copying courtesy



PRESIDENTS REPORT

Our club president is on holiday somewhere up the wabwabs, where ever that is. That created an opportunity for our Vice to put a few words on page 2. We will catch up with Warwick later.(ed)

First I'd like to welcome everyone into another great Mini year. Last year saw us attending many events. Some old and some new. With membership numbers skyrocketing, I'm sure this year is going to be full of good times and great fun at events.

So, be sure to pop along and support your Mini Club and enjoy another year.

Your Vice President,
Michael Wigmore.

Well, what do you know. I received an e-mail today with the presidents report! I better make some room and publish it as well.(ed)

Happy New Year to you all.

The Club Captain and other committee members put a lot of effort into organizing club events, so it would be appreciated if more members turn up for these events.

The police seem to be having a campaign on cars towing trailers. I have spoken to many people at my work and Mini 7 members and many say they have been tick-eted by doing just over 90 Km. The limit is 80 Km. This is just a way of revenue collecting for the government and does nothing to improve road safety. Talk to you local MP about this issued. Trucks are now allowed to do 90 Km.

The season for car shows is about to hit us.

February 1st at Motat is also the club Show'n'Shine competition.

February 15th is Intermarque Concours d'Elegance. Les Gubb is ordaining the show. The theme for this years event is "Years Gone Past" and we are organizing a display of an old garage. Even if your car is not nominated to display please come along and support your club.

EL PRESIDENTO
Warwick Robinson.

CLUB CAPTAINS REPORT

JANUARY 2004

Hi everybody and welcome to 2004. I hope you all had a good Christmas and a safe New Year. Did Santa bring you everything you wanted? By the time you read this, the first couple of club events will have been run. Hopefully they will be as successful as most of last years events. We have a fairly full calendar coming up and I think that there will be something for everybody. Don't forget the Nationals this year are in Hamilton, our club should be there in force.

At the moment it is New Years Eve 2003, I am sitting on the deck with a cup of coffee, the sun is shining and a light breeze blows across the paddocks. What a great time to reflect!

Galaxy of Cars 2003, and our club puts on a display of over twenty cars.

The first of our clubs annual camping trips, at one stage twenty Minis in convoy on the Coromandels. What a great trip! Cannot wait for the next one.

Possum Bourne gets a well earned factory drive with Subaru.

Over twenty cars on the Italian Job run. What a hoot!

Mark Tookey joins us for our A.G.M. Thanks Mark, a great night.

Possum Bourne's tragic death.

Scott Dixon's wonderful season in the Indy Racing League.

Mini Fun Day at Taupo, another great weekend!

The Mini Nationals at Palmerston North.

The speeding tickets.

Greg Murphy winning Bathurst twice, the Pukekohe round for the third time in a row, and runner up in the championship for the second consecutive time.

The V8 Supercar Championship being won by a Ford team run by Pukekohe's Ross and Jimmy Stone.

The convoy up the motorway to Whangaparoa to watch the release of the new Italian Job movie. Another great day!

The annual Night Trial. Them Franklin roads are just awesome!

The deaths of Ross Jenson and Jack Inwood.

While on Targa 2003, Sue, Chris, Catherine and myself were walking to the Wellington Town Hall for dinner. As we walked past the service park, a taxi pulled up beside us. It was a late model Ford Fairlane Corporate Cab. The service crew that was there grabbed a wheel each, threw them into the cab, issued instructions and the Fairlane took off. Them wheels travel in style don't they. Probably not the cheapest way they get them to the tyre shop. But that's motor racing and sometimes you have to do what you have to do.

Well that's just some snips from last year, for me, I think it was a great year! Hope 2004 will be just as good. We will see you all in the New Year. Enjoy yourselves and drive safely.

Gary Ashton.

***DO YOU HAVE MORE CARS THAN SPACE?
DO YOU NEED MORE STORAGE FOR YOUR PROJECTS?
ARE YOU SICK OF CITY STORAGE PRICES?
IF YOU ANSWERED YES TO THE ABOVE QUESTIONS,
AND REQUIRE SAFE, SECURE, CLEAN, DRY,
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IN SOUTH AUCKLAND THEN CALL,
DAVID HANDYSIDE ANYTIME ON (09) 2385487
OR GARY ASHTON (09) 2321233
OR E-MAIL Club-Captain@minis-auckland.org.nz***



KARAKA VINTAGE DAY

28TH MARCH 2004

AT

THE KARAKA SPORTS GREEN

CNR LINWOOD & BLACKBRIDGE ROAD, KARAKA

*Organised by
Karaka Historical Society
&
Vintage Engine Restorers
Auckland*

- VINTAGE STATIONARY ENGINES
- STEAM TRACTION ENGINE
- VINTAGE TRACTOR RIDES
- VINTAGE FARM MACHINERY
- PLOUGHING DEMONSTRATION
- VINTAGE/CLASSIC CARS
- VINTAGE TRUCKS
- VINTAGE MILITARY VEHICLES
- VINTAGE MOTORCYCLES
- CRAFT VENDORS
- PIPE BAND DISPLAY
- TRADE DISPLAYS
- VARIETY OF FOOD AND WINE STALLS



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*PLEASE SUPPORT OUR PRINCIPAL SPONSORS
FUNDRAISING WILL BENEFIT THE KARAKA HISTORICAL SOCIETY*

ADMISSION: FAMILY PASS \$15.00 - ADULTS \$10.00 - CHILDREN 6-15 YEARS OLD \$2.00 - CHILDREN UNDER 5 YEARS FREE

THE WAITAKERE TRAMLINE SOCIETY Inc.

We are a small group of enthusiasts dedicated to operation on the Waitakere Line, and all of us have rail-based interests.

THE TRAIN

The locomotive was built in 1976 and was rebuilt in 1985, and again in 2000 using a 16hp Kubota diesel and variable hydraulic drive.

Most of the carriages were built in 1978 and were rebuilt in the 90's to increase their riding and seating qualities. All work is carried out by Society Members, and we are also responsible for the maintenance of the tramline itself and of Picnic Flats.

One return trip PRICES

Adults NZ\$8.00

Children (school age) NZ\$4.00

Pre-schoolers carried free.

This entitles the passenger to one return ride on the Society's train on that day.

TIMETABLE Sunday

Trains leave East Portal at:

10:00am 11:30am 1:00pm 2:30pm

Train seats 20 adult passengers

TRAIN TRIPS ARE BY BOOKINGS ONLY

Sorry NO CASUAL RIDERS.

Special arrangements can be made for larger parties. Maximum practical is 60 adults.

IMPORTANT NOTE: The tramline passes through two tunnels, one is 0.7km long- The lights are dimmed to enable passengers to view the glowworms. Please be aware of this (you suffer a fear of darkness, or are claustrophobic).

The Society reserves the right to cancel any train, as circumstances dictate.

THE WAITAKERE TRAMLINE

A BRIEF HISTORY



By the early 1900's it was obvious that the growing city of Auckland had an inadequate water supply. The Auckland City Council searched for a suitable dam site and chose a site on the Waitakere Stream due to its high rainfall and height above sea level providing gravity feed to Auckland.

A 2ft 6in, gauge railway was built from the Swanson station on the N.Z.R. North Line to the dam. All the materials for the dam along with the cast-iron pipe sections were horse-drawn along this tramline. The entire construction took four years to complete and was opened in 1907.

The lower portion of the line from Swanson up past the Filter Station was lifted around 1927. Christian toad more or less follows the old formation. The upper part, about 2,4km has been retained for pipeline maintenance, and was narrowed to the present gauge of 2ft. (610mm)



THE LINE TODAY

The tramline begins from the end of the short private road above the Filter Station. It immediately enters George's Tunnel, to cut under the ridge carrying the Scenic Drive. At the far end of the 0.7km long tunnel is an interesting glowworm display. The line then crosses two bridges as it winds its way through a lamb setting to Picnic Flats... there used to be a caretaker's cottage here, where the dam, construction camp was.

The track continues through the bush to a short tunnel, then rounds a curve with a magnificent view of the 350ft (107m) Waitakere Falls - spectacular if the dam is overflowing but fascinating even when dry. The line passes under a wooden chute that carries Kelly's Stream over the train before a climb up to the end of the line.

Thanks, Les.(ed)

Time and money savors

Car washing tips

by Dave Handisides

Mini Club car valet expert, Dave Handisides, has kindly accepted an invitation by The Mini Car Club of Auckland to write a column giving car washing tips and this column will appear in each issue of the magazine and is designed to give readers simple tips on how to look after their vehicles.

First, rinse your car with a hose to remove any grit or road dust before you begin washing.

Remember that dish-washing liquid is for removing fat and grease, so if you use it on your car, you are very likely to strip the polish.

From Car Valet Services, or your local garage, you can purchase an automotive wash and shine which will leave a nice wax finish. Just pour a small amount into warm water.

Don't use a car wash brush on a dark coloured vehicle. as this will leave tiny scratches over a period of time. Use a large sponge instead. Washing a car in the hot sun or the heat of the day is like tipping cold water on to a hot barbecue plate. You will end up with water scale marks on the paintwork and windows.

A special warning to rural people - bore water is very hard on paintwork, so place water softener in the rinse, washing the bucket afterwards. When you have finished washing, move the vehicle into a shady spot to dry.

To save a lot of time drying down, use a window blade and couple of old towels.

Blades are available from Car Valet Services, or automotive spares shops.



Basic Maintenance Pt.4

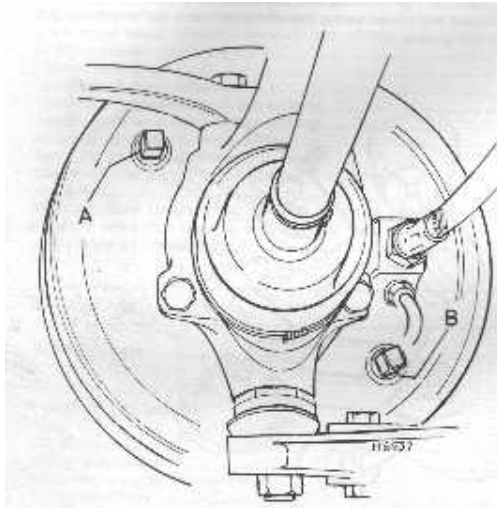
Brakes

Keeping brakes adjusted on the Mini has always been a never ending job, especially on the earlier models. Cars built between 1959 and 1964 had single leading shoes which, to put it mildly, were pathetic. In September, 1964, twin leading shoes as fitted to the Riley Elf/Wolseley Hornet were introduced giving better brakes. Cooper and Cooper "S" models were fitted with 3 types of disc brakes, and at that time, were the first and smallest car in the world to receive such an advanced system of brakes.

In 1969, the Clubman GT was introduced, to replace the Cooper "S"s, and were fitted with servo assisted Cooper disc brakes until 1976. At this time, 12" wheels were introduced with 8.4" discs and the brake calipers were those that were fitted to the early MG and Riley 1100's, Vauxhall Viva's, MG midgets and TR 7's. Front drums stayed with the standard Mini until June, 1984, when all Minis went to the 12" wheels and disc brake assemblies as standard equipment until production ceased in

October 2000. Rear drum brakes remained virtually unchanged (except for various cylinder sizes) for the 41 years of production.

It takes practice to adjust the drum brakes on a Mini. Starting with the front ones, jack one wheel up until clear of the ground. As most brakes are twin leading, there are 2 adjusting nuts on the backing plate. These are part of a concentric adjuster on the shoes. Turn one nut at a time (using a 5/16th open end spanner,) in the **forward** direction of the wheel rotation until the wheel locks. Now back it off slightly until the wheel turns freely. The wheel may bind a bit in turning. As long



The two front adjusters, A & B (LH side)

as it is not locking this should be okay. Do the same with the other adjuster. Now repeat the process with the other front wheel, and once on the ground, road test.

The rear brakes are a little easier. The adjusting nut is at the top of the backing plate, but please make sure that the car is in gear and the front wheels are chocked before jacking up each rear wheel. Then let the handbrake off. Now, you can adjust the brakes. Sometimes, it pays to press down on the brake pedal a couple of times or

operate the handbrake to re-position the shoes as you adjust them. Turn until the wheel locks, then back off a couple of 'clicks' or until the wheel rotates without binding.

Check the level of the Master cylinder regularly and top up as needed. If you have disc brakes on the front, it is normal for the level to drop gradually as the pads wear. Just remember, with disc pad replacement you may need to drain some fluid out.

If you find the need to replace front or rear shoes, I recommend that you refer to a Haynes manual. If you do not have one, most Repco stores have them or can get one within 24 hours. Or, you may pick up one 2nd hand out of Trade & Exchange.

Leaky wheel cylinders may be a bit much for the average person to manage. I would suggest getting these replaced professionally, or talk to one of the club members who can advise you, or even help out. It is a dirty job and not always easy for the novice to bleed the system once tampered with. Refer to the Haynes manual if you want to take the plunge and try.

Rear shoes on all Minis up to 1990 are the same as are the shoes on Morris Minors and Austin A30's. Part # E1332. Front shoes are 1 ½" P/n E1333.

Disc pads are easier to replace, the hardest part is to press the caliper pistons back into the cylinders. Things to watch is make sure pistons are clean before pressing back through the seals and also that the master cylinder is not going to overflow into the engine bay. **Caution!** Brake fluid is a great paint remover. Wash off with plenty of water if it gets on anything! On GT and 1984 and later Mini's the pad part # is DB 815Std. On Cooper "S" it is DB 820Std. However, Repco have come out with Lucas brake pads which are Non asbestos and are supposed to be very good. Apparently, they can be used on all road and track work with virtually no fade. I will try them out next time I replace pads and report back. Part # is GDB 332.

WARNING! Brake dust is extremely hazardous and can cause lung cancer. Do not use an airgun or blow away loose dust.

Les Gubb

Don't forget to touch base with our web site at:

<http://www.minis-auckland.org.nz>

Lost of goodies, the Club's points list, the mag in full colour!!

DAWN BREAKER RUN

What better way to start the year than with a dawn breaker run?

Well at least it seemed a good idea when I put my hand up a few months ago to show interest. As I turned the alarm clock off at 5am on a Sunday morning I wasn't quite so sure. After a quick splash of cold water to the face I hopped in Seymour and set off for Portage road and our start point. By the time I arrived there were already half a dozen eager beavers with subsequent arrivals taking the final number up to 17. We also had some newcomers arrive in a very tidy Moke, sorry I didn't catch your names but welcome. All in all a fantastic turn out considering how early it was and that some folk were still on their holidays.



Chris Roper had organised our route and handed everyone a very well laid out set of instructions which included a few mystery questions to be answered along the way. Setting us off at half minute intervals we heading out west. After a short time we were doing the twisties around Titirangi and heading out towards the Waitakeres. These roads are perfect for Minis, despite the tightness of the bends you can drop to 3rd

and nail the car into each corner without losing any pace. After about half an hour I had caught up with a group of five and played follow the leader for the remainder of the run. You might think this is cheating but there was more than one U turn required before we finally made it to the finish at the Train stop cafe in Kumeu. Once there everyone had a good catch up, clearly the adrenaline had woken a few people up. Also, thanks to a local farmer taking his herd across the road it was a good opportunity to compare the amount of cow pooh each car was wearing!

Chris had asked the cafe to open early for us so we ordered our food and found tables out in the sun. After breakfast and a well deserved first coffee of the day it was time to head home. And the best bit? It was only 9am so I still had the rest of the day to look forward to. Maybe this getting up early isn't so bad after all.

Well done Chris for putting on such a good event. It ran like clockwork and we all had a lot of fun. Lets do it again!

Lee

Kaukapakapa(To swim with too much flapping)

Settled circa 1860 and nestled in the peaceful midst of New Zealand's rural heartland between the reaches of the Upper Waiwera Valley and scenic mudflats of the mighty Kaipara Harbour.

Latitude: S36° 22' 14" Longitude: E174° 17' 36"

If you don't know the rules, stay out of Auckland.....

THE RULES OF AUCKLAND

1. You must learn to pronounce the city name. It is "Ork - Lund", not JAFATOWN."
2. Forget the traffic rules you learned elsewhere. Auckland has its own version of traffic rules... Hold on and pray. There is no such thing as a dangerous high speed chase in Auckland. We all drive like that.
3. All directions start with, "Go down the motorway"
4. The Chamber of Commerce calls "getting through traffic" a "Scenic Drive."
5. The morning rush hour is from 6:00AM to 10:00AM. The evening rush hour is from 3:00PM to 7:00PM. Friday's rush hour starts Thursday morning.
6. If you actually stop at an orange light, you will be rear-ended, abused and possibly shot. When you are the first one off the starting line, count to five when the light turns green before going, to avoid getting into any cross-traffic's way.
7. K' Road can ONLY be pronounced by a native Ork-Lunder.
8. Construction on motorways & other main streets in peak traffic is a way of life and a permanent form of entertainment.
9. If someone actually has their turn signal on, it is probably a factory defect.
10. All old ladies with coloured hair in a crappy car have total right-of-way.
11. The minimum acceptable speed on Motorway is 120 kph. Anything less is considered downright sissy.
12. The wrought iron on windows in South Auckland is NOT ornamental.
13. Never stare at the driver of the car with the bumper sticker that says, Keep honking, I'm reloading. In fact, don't honk at anyone. THIS IS NOT A JOKE EITHER (Refer to the New Road Rage rules)
14. If you are in the left lane, and only going 100 km in a 100 km zone, people are not waving when they go by.
15. The Auckland Harbour Bridge is our daily version of Speedway.
16. If it's 25 degrees, Xmas must be next weekend.
17. When in doubt, remember that all unmarked exits lead to Auckland city.
18. You don't have to wait for an exit to get off a motorway, just follow the ruts in the grass to the frontage road like everyone else. This is how Auckland residents notify Transit NZ & Govt Departments where exits should have been built.
19. You must get as close as possible to the car in front of you. Some people have a bumper sticker *Horn Broken, Watch For Finger* or you may not see the finger in time.

HAVE FUN AND ENJOY YOUR TIME IN AUCKLAND.....



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Step back in time and travel with us to the old houses and antique shops of Te Aroha; Check out the fantastic scenery as we take in the rugged Karangahake Gorge and the old goldmine ruins. If you like walking there is the 1100m old railway tunnel or perhaps part of the old track bed; Check out the Waikino Railway Museum. If you wish, there is a tramway ride around the old Victoria stamping ruins.

Then, we stop at Waihi for a look at the great hole they call the Martha Mine. This historic town has so much to offer.



We also have lunch here.



Mini Car Club of Auckland

Annual Camp Trip
February 28-29th, 2004
(Meet at BP Drury, 8.30am)

Garden Motor and Tourist Lodge

Rates: (Mention Mini Club when booking)

Studio; \$79-\$89:

Tourist Lodge (own rooms with shared facilities) \$49 either twin or double beds.

Bunks, \$20 pp.

Big Unit, \$25 pp minimum 6 people.

Call Anne-Marie on 07-865-9574. Fx: 865-9580

Email: gardenlodge@xtra.co.nz

Web: www.gardenlodge.whangamata.co.nz

There is also a sheltered BBQ area available to us for Saturday evening.



After lunch, we drive the typical, Coromandel winding roads (great Mini country) to our destination of Whangamata, where we will stay the night. Our Hostess is Anne-Marie at the Garden Motor Lodge. Once there, and settled in, your time is your own. Walk down the superb beaches, or just browse around the shops. Sunday, we breakfast at "Sandz" licensed café and icecream parlour, 603 Port Rd.

The morning is free.

After lunch, we will head out north via SH 25 and SH 25A to Kopu, then home.

From the editor ("The wishor") to you ("The wishee").

Please accept without obligation, implied or implicit, our best wishes for an environmentally conscious, socially responsible, politically correct, low stress, non-addictive, gender neutral, celebration of the summer / winter solstice (depending on the hemisphere in which you reside), practised within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all.

We wish you a financially successful, personally fulfilling and medically uncomplicated recognition of the onset of the generally accepted calendar year 2004, but with due respect for the calendars of choice of other cultures or sects, and having regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform or sexual preference of the wishee.

By accepting this greeting you are bound by these terms that: -
This greeting is subject to further clarification or withdrawal.

This greeting is freely transferable provided that no alteration shall be made to the original greeting and that the proprietary rights of the wishor are acknowledged.

This greeting implies no promise by the wishor to actually implement any of the wishes.

This greeting may not be enforceable in certain jurisdictions and/or the restrictions herein may not be binding upon certain wishees in certain jurisdictions and is revocable at the sole discretion of the wishor.

The greeting is warranted to perform as reasonably as may be expected within the usual application of good tidings, for a period of one year or until the issuance of a subsequent holiday greeting, whichever comes first.

The wishor warrants this greeting only for the limited replacement of this wish or issuance of a new wish at the sole discretion of the wishor.

Any reference in this greeting to "The Lord", "Father Christmas", "Our Saviour", "Rudolph the red nosed reindeer" or any other festive figures, whether actual or fictitious, dead or alive, shall not imply any endorsement by or from them in respect of this greeting, and all proprietary rights in any referenced third party names and images are hereby acknowledged

This greeting is made under Common Law.

Is there a lawyer in the club? I feel a bit sick. Whoops, that was the other joke where a doctor was needed. You gotta laugh. (ed)

Glenbrook Vintage Railway

On 23rd November, our Sunday outing was a drive to Glenbrook Vintage Railway. We all met at the Karaka Bloodstock Centre on Hingaia Rd. There were 8 cars, 1 Motorbike 6 of which were Minis. We received word that Cooper Enthusiasts of Hamilton were also on their way, so we waited, and waited! Meantime, we saw the two Red Bull Minis (the Classic ones) coming off the Papakura off ramp and frantically tried to attract their attention. Darn! They didn't see us. What a pity!

Anyway, not long afterwards, we hear what sounded like Minis coming off the Motorway. Yes!! Here comes the Hamilton group, with four cars. That gave us 10 Minis, all but 2 of them Clubmans.

Anyway, the Ashtons led us off on a round-about way to Glenbrook, via Karaka, Te Hihi, Kingseat, Patumahoe, Mauku, eventually arriving at Glenbrook Station. Only drawback was the steady rain.



Glenbrook Station

We went up to the platform where the train was waiting, headed by the old tank engine, Ww 480, bought our tickets off Nigel at the ticket office. "All aboard!" the guard yells out, and with a few rattles and thuds, we were on our way.

Steam trains are a great experience irrespective of the weather. I found out that Kevin Patrick had never been out here, so someone had a first time experience. Many of the club members had not been on a train

for years, especially by steamer. We steamed on down to the Fernleigh terminus, where the engine swapped ends and we were off again.

This time we stopped at the maintenance depot at Pukeowhare, and were allowed to wander through the workshop. At present, they are rebuilding another tank engine, Ww 644, This engine was built at the NZR Workshops at Hillside, in Dunedin, in 1915. It was bought by GVR in 1970, in Greymouth, and delivered under it's own steam from there to Glenbrook. 'J' class 1234 on lease from Steam Incorporated at Paekakariki was also in the building and we had the opportunity to "look



her over”. She was built at North British Loco works in Glasgow in the early 1940’s to a NZ design. The other engines are Ja 1250, ‘Dianna” (a South Island Express engine built at Hillside in 1949 and used sometimes for Mainline excursions), the “Mallett” (this engine, built in the USA and shipped to NZ in 1913 for the Taupo Totara Timber Co. is now the only example of it’s type left in the World) plus a few diesels. There are a couple of others waiting for restoration, an Ab and “F”233 built in England in 1886.



Ww 480 glides into Glenbrook



Swapping ends at Fernleigh

The engine on our train, Ww 480, was built in 1910 at Hillside as a Wg class locomotive. NZR at the time needed a new tank locomotive for light goods and passenger service. They had already built a very successful 2-6-4T tank engine designated Wf and developed it further by increasing the grate area, increased the weight (for traction), larger tanks, four-wheel front bogie making it a 4-6-4T and designated it as a Wg.

In 1916, Hillside introduced superheating in the boilers, increased the piston size, and with other improvements, really enhanced the performance of an already successful Locomotive. Thence, they changed the class to ‘Ww’. Over the next four years, Hillside churned out 50 of the class. Fourteen Wg’s were later converted (including 480, but not until 1951) to Ww class bringing the total produced to 64. They were a highly successful locomotive, popular with crews, and easily maintained. They were excellent branch line freight engines, great shunters, and many were used on suburban passenger trains in both Auckland and Wellington. Most were used right up to the end of steam in the mid-60’s.



Specs: Tank engine, 4-6-4T layout. Driving wheels 45" (1.23m) Weight: 52 tons

After our day out, some of us travelled to Frits Schouten's home "just down the road" for a cuppa. Thankyou Brenda and Frits for your hospitality. We actually tried Graham Crispe first as he only lives a few meters from Glenbrook station, but he wasn't home. Thanks for your turnout guys, and a special thanks to Hamilton Cooper Enthusiasts for their support.

Les Gubb

FAST MINI DE JOUX



I don't know too much about the car.. Did notice the spec board had power output of 188kw 250hp which I thought was big for a mini! Pics were taken at the 2004 4 and rotary nationals show day 24.01.04 at Auckland showgrounds Greenlane (by Mark Buckland). Above is the other pic I took.. Pity people were standing in front of the spec board =(

Check out the latest from Haynes at:

<http://www.haynes.co.uk/sexmanual.asp>

Remember the famous Haynes frase "assemble in reverse order"?

For crying out loud, how does that one goes in the above mentioned manual.....

ROXANNE

On the 2nd of January 2004 Catherine and I adopted another member to our family. On a wet Tuesday, 30th December 2003, while Catherine was at work, I was playing around on the computer, as you do. I stumbled upon a little orphan in need of a guardian, so I got on the phone and arranged a meeting for Friday the 2nd January 2004.

On Friday we left the farm just after nine in the morning and cruised up to Whangarei to meet with the orphans caretakers at 1.00pm. After about an hour, Roxanne was signed into our care and we drove back to the farm that afternoon.



Roxanne

By the time this magazine is published, some members of the Mini club will have been introduced to Roxanne, our orphan. Roxanne is a 1969 Wolseley 1300. Catherine and I are the fourth guardians of this vehicle. The first guardian took delivery of Roxanne in October 1969 and she lived in Kerikeri. She was passed onto her second caregiver in 1970, and her third in 1971.

The third guardian took care of Roxanne for a staggering 32 years. Roxanne is totally original and unrestored. She has a few minor blemishes, but for a grand old lady of 35, Roxanne is in remarkable condition.

Her 1275cc twin carbed motor purrs like a kitten, even with 120,000 miles on the clock, she was able to accelerate uphill and still be accelerating at 70m.p.h. So keep an eye out for Roxanne at the next club event. Come and say hello, she is not shy.

Gary & Catherine Ashton.

For Sale: Acid dipped Mini MkIII shell. With roll cage. \$500 ono
Call Tony on (09) 2383704 or (025) 2871216

NEW MINI GOSSIP!

A lucky motorist in South Africa spotted and got busy snapping shots of an 05 spec MINI Cooper Convertible at a petrol station. Thanks to www.motoring.co.za for permission to reproduce the following images:

While not as revealing as previous Cooper S photos these show some other nice details. The new bumper trim for the Cooper/One can be seen lurking beneath some black tape, the rear fog light is centred and low, and the new lights are also there to be seen (while slightly disguised). You can also see the boot latches on this



Cooper are chromed, and the "high level" brake light has been very neatly integrated into the chrome "waist band" of the car.

The official unveiling is at the 2004 Geneva Motor Show this March.

Photos courtesy of/full story at Motoring.co.za

MINI records highest-ever UK registrations

MINI GB has achieved record UK sales in 2003 with MINI vehicle registrations.

MINI recorded in excess of 40,500 registrations, its best annual sales performance since the vehicle's UK launch in July 2001 and 14 per cent higher than in 2002. Strong demand for the Oxford-built MINI continues with a UK market share of 1.57 per cent, helped by the introduction of the MINI One D in June 2003.

The MINI Cooper remains the most popular MINI with 19,000 vehicles registered in 2003, just under half of all MINIs sold in the UK.

Worldwide MINI sales have exceeded 175,000 in 2003 corresponding to an increase of more than 21 per cent or around 31,000 vehicles.

Courtesy of MINI Press

Call me a London MINI Cab

Here's the evidence of a real-life MINI adventure! The Cabriolet version of the massively popular car is out and about - and so were eagle-eyed readers of Auto Express Magazine.



Rather than discreetly snapping the newcomer ahead of its launch, MINI bosses decided official photography should take place somewhere spectacular. So this undisguised Cooper S Cabrio charged into the centre of London complete with a police escort as part of a photoshoot for a new sales brochure.

Unsurprisingly, the convoy turned heads and caught the eye of an Auto Express reader, who wasted no time in grabbing this shot much to the surprise and annoyance of the car's minders. "They asked me to hand over the film. I told them I was within my rights as we were in a public place," said the reader - who asked to remain anonymous - quite correctly.

These pictures are the first to clearly reveal the showroom-ready Cabriolet, roof down and with the 2004 facelift. The convertible, as well as the revisions to the rest of the range, will debut at March's Geneva Motor Show. After its debut, the car will go on sale in the summer and come in One, Cooper and Cooper S trim, probably with a premium of nearly £2,500 over the standard MINI - so the flagship Cooper S will cost nearly £17,000.

source: Dan Strong, Auto Express Magazine.

UK One & Cooper Convertible Launch Date Confirmed.

MINI UK have confirmed to MINI2 that the MINI Convertible will go on sale in the UK Saturday 26th June 2004. We believe the UK will be the first, or among the first markets to see the new soft top MINI go on sale. MINI USA are still officially quoting "summer", we expect late August, early September, but could be wrong!.

MINI, in any colour you want, as long as it's blue...

Or at least it's beginning to feel that way from the rumours coming into the MINI2 head quarters of late! We have received more news on future colours. We've shown "Blackeye Purple", which we believe will go across the range of MINIs, and we've shown you "Hot Orange" metallic, however we haven't yet seen or been able to show the other soft top exclusive colour yet, which is "Cool Blue" metallic, which we believe is the colour formerly referred to as "Shark Blue", rumours of which started on this site a very long time ago! This will be a sort of "purplish blue" from what we understand.

There will be a new "Hyper Blue" colour for the MINI Cooper S only, in both hard

and soft top form, insiders have told us this will be basically the same as the BMW Motorbike colour “Pacific Blue”. We can best describe this metallic colour as a very blue shade of blue! It’s lighter than Indi Blue, but much darker than Electric Blue. Apparently the noose still waits for Indi Blue, although reports are that the days when this colour will be no more have been put back... we’ll see.

We’ve also heard whispers of a new shade of metallic black being either planned, or already scheduled for release. We have no confirmation of this, but it seems that Cosmos Black hasn’t been a fantastic hit, so maybe the folks at MINI do have something new up their sleeve?! Again, only time will tell!

More convertible news.

Well, it seems MINI2 got it wrong. Contrary to reports on bridger.us/mini, we believed that the Convertible would not have a “sunroof” option that allowed only part of the roof to slide back for “semi-open top” driving. The latest shots in Auto Express show that’s not the case, and this WILL indeed be a feature of the Convertible MINIs, however our sources still say this seems more a feature for a features sake, and won’t be much use in real world driving above anything but very slow cruising speeds. We’ll soon see. You can see more details on that report by clicking the “previous” link at the foot of this page.

We revealed some time ago on MINI2 that the Convertible will have a choice of hood colours. This appears to be true, however in countries where the MINI One is sold, this will be limited to a black roof only, no colour choices.

For more on this years MINI updates, see here:

www.mini2.com/news/news201.html

Article by MINI2.com

News from the internet.

John Cooper Motorsport 200bhp Cooper S to join John Cooper Challenge for 2004

The mighty ‘John Cooper Motorsport’ MINI Cooper S will make its racing debut in 2004 when it will be introduced into the John Cooper Challenge. Up to 15 of the 200bhp racers will share the grid with the existing Clubsport cars as the Challenge heads into its third season.

Unveiled to the press and potential competitors at Goodwood on Friday (28 November 2003), the new JCM Cooper S with the ‘Works’ 200bhp engine tuning kit, will take the Challenge to a new level in terms of performance and prestige. Reigning John Cooper Challenge champion Mark Speller was given the first chance to drive the racing version of the Works Cooper S at Goodwood, before invited journalists had the chance to try the car for themselves.

“The Works Cooper S is a fantastic car,” says Mike Cooper, managing director of John Cooper Works. “Given the great sporting heritage of the Cooper name, it was always our intention to



introduce the Cooper S into racing as early as possible. The 2004 season should be the best yet for the John Cooper Challenge.”

Just 15 of the 200bhp, 140mph JCM Cooper S will be built to racing specification for the 2004 Challenge and will compete in the MINI S Class Championship. The existing Clubsport cars will receive

an upgrade kit to boost power to 133bhp and will compete in the MINI Club Class Championship.

A maximum of 30 cars across the two classes will be eligible for the 2004 John Cooper Challenge, thus ensuring that all competitors can be accommodated on one grid. Initial response from existing competitors suggests that the 15 new cars will be snapped up very quickly.

The 2004 championship calendar will include a sprint, a hillclimb and 10 races. The race schedule will include four sprint races, two UK double-headers and one double-header in mainland Europe. The 12 rounds will be condensed into nine weekends, with a number of them being one day events, thus containing costs for competitors.

As before, the John Cooper Challenge will benefit from extensive support and promotion. Extensive TV coverage, including dedicated programmes on Sky Sports, will be central to the action, while press, promotion and marketing will all be delivered for competitors.



A full technical support from John Cooper Motorsport will be in attendance at all events, as well as a race centre and extensive support and assistance for all competitors. As before, all cars will use the Dunlop DO1J cut slick tyre.

“The John Cooper Challenge has enjoyed two excellent sell-out seasons,” says Cooper. “Now, with the introduction of the JCM Cooper S for 2004, we’re moving the championship up another gear!”



Events

SUNDAY 1 FEBRUARY-Galaxy of Cars and Swapmeet. MOTAT. This is also the clubs show and shine. Meet at 9.00am in Motions Road.

TUESDAY 3 FEBRUARY-Clubnight. Northern Sports Car Clubrooms 7.30 pm. Guest speaker from Engineering Adhesives and Lubricants.

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. Our club will have a stand at this show. Display cars by invitation only. Please come and have a look and support your club.

SATURDAY-SUNDAY 28-29 FEBRUARY- Annual Weekend Camp. Meet at B.P. Drury at 8.30am. Full details in the advert elsewhere in the magazine.

TUESDAY 2 MARCH-Clubnight. Talk on engine building by Keith Hargraves.

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

SUNDAY 21 MARCH-Fun run to the Waitakere Tramline. See advert in elsewhere in the mag. The day will start with a fun run, finishing at the tramline for a ride, then we go to a café for lunch. Adults \$8.00 children \$4.00. Limited numbers so please inform Gary Ashton by 14/03/2004 if you intend going on this trip.

SUNDAY 28 MARCH-Karaka Vintage Day. Our club will be putting cars on display. If you would like to display your car at this show, Please contact Gary Ashton before 06/03/2004.

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

1-4 APRIL- Rally of New Zealand.

TUESDAY 6 APRIL- Clubnight

SUNDAY 18 APRIL-Lunch run to Cooks Landing, Te Kauwhata. Meet at Karaka Bloodstocks, Hingia Road Papakura at 10.00am.

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

22 MAY-Mini Fun Day. Taupo racetrack.

31 APRIL- 2 MAY- V8 Supercars Pukekohe

SUNDAY 9 MAY-TACCOC Autumn Classic Pukekohe Park Raceway

SUNDAY 13 JULY-Targa Dash

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