

# Mini Car Club of Auckland Incorporated



But I still want that extra Mini...  
I do use it...

IN THIS MONTHS ISSUE:  
New Mini Gossip, MOTAT pictures and story, Mini Maintenance,  
Mini Beauty and much more....

# Mini Car Club of Auckland

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This magazine is the official Newsletter of the Mini Car Club of Auckland. The opinions expressed in this magazine are not necessarily those of the Mini Car Club of Auckland, the Executive or Editor. Nor will the Club be held responsible for any information or advice in the Mini Car Club Magazine.

The Mini Car Club of Auckland is an affiliate member of MotorSport New Zealand

Don't forget to touch base with our web site at:  
<http://www.minis-auckland.org.nz>  
Lots of goodies, the Club's points list, the mag in full colour!!

# President's Report

Warwick Robinson

The year has started on a really good note for the club.

1<sup>st</sup> was the 'Galaxy of Cars at Motat on Sunday 1<sup>st</sup> February. 23 great looking Minis turned up and we colour coordinated the display under our new great looking tent.

This was also our Club Show-n-Shine and the results are else where in this mag. We were placed 3<sup>rd</sup> in the Clubs display and received a cup and a Magnum of Champagne.

Sunday 15<sup>th</sup> February.

Concourse-de-Elegance. Les Gubb had made up display boards of an Austin/Morris garage, which were integrated underneath our tent. Inside the tent were workbenches complete with engines/gearboxes and manuals. It looked really good and we got 3<sup>rd</sup> equal place for the display. We won a cup and \$250.

Saturday and Sunday 28 – 29<sup>th</sup> February. (Weekend of the Big Storm)

Our annual MCCA Annual Camp Trip.

This year our co-ordinator Les Gubb took us up to Whangamata. 12 Minis met at the BP Drury, @ 8.30am. First

stop was at Te Aroha for morning tea, coffee and muffins. This is where we met up with our fellow drivers from the Hamilton Car Club. Photo shoot up the back of town, then onto Paeora and the big L & P Bottle. Another photo shoot, then through the Karangahake Gorge, alas it was raining, hence caution was the word, shame really, a good windy road for Minis. Arrived at Waihi for lunch, and it just teamed down with rain. Looked around a bit, then onto Whangamata. Checked into our accommodation, time to unwind and relax before we headed off for a BBQ at Paul's place, one of the Hamilton members. Next morning displayed the cars on the main road of Whangamata, and from there drove over the big hill to Kopu where we all went our own way. Thanks Les for a most enjoyable weekend, despite the rain persisting down!!

The March club night was another great success where we had for the first time, over 50 people at a club night. Keith Hargraves gave a speech and display on building engines and gearboxes.

Thanks to all club members on their support for recent club events.

El Presidento  
**Warwick Robinson**

# Club Captain's Report

Gary Ashton

**T**ime for another magazine already!! That came around quick and so much has happened since Christmas. The Dawn Breaker run was a great success, I was amazed to see seventeen Minis ready to go at six o'clock on a Sunday morning.

Galaxy of Cars at MOTAT was a brilliant show. Twenty five cars on display and the level of presentation was awesome. Those who won prizes in the Show n Shine really deserved them. Congratulations. And to top it off, the Club was awarded second place in the Club Display category.

Concours at Ellerslie was another great display. Seven cars represented the Club, the weather was kind to us, only one shower throughout the day. This was probably the best display that our Club had put on and it was fitting that we achieved third equal for Club display.

Then the Club camp trip to Whangamata. What a brilliant weekend. Thirteen Minis and two support vehicles travelled around Te Aroha, Waihi, Whangamata and back to Auckland. The weather was terrible, with a low that had come over from Australia and a cyclone bearing down on the country, it made for some

difficult driving conditions.

Full reports on these trips will appear elsewhere in the magazine. The efforts that people have gone too to organise these events is awesome. I would like to thank Chris Roper, Les Gubb, Howe and Weston Motors, Graham Crispe, the guys that judged our Show n Shine, Kevin Patrick and Landscape Cars, David Handyside and Car Valet Services. Without these people, we would not have the Club that we have today. The support of the businesses is also important in helping to prepare our cars, advice and the donations of prizes to the Club.

I think that is enough from me at the moment, so we will see you on the road.

**GARY ASHTON**



# Editor Ramblings

The committee has decided and Chris put pen to paper. Here is what he has to say:

Hi all.... Yes, the committee agree with what most of you are all thinking! We will be strongly enforcing the time in which guest speakers have from now on. We have asked them not to exceed 45 minutes in the past; obviously some have a problem with this. The time given in future will be 30 minutes after which the address will formally be concluded. This can then be followed by an informal look at whatever they have brought to show or sell along with our usual mix and mingle. We want to keep club nights fun and informative for all. Isn't that what its all about? Happy Miniing, Chris...

A foot note from me. This is, for obvious reason, not applicable to club member presentations, technical nights, Mini's in the shop, Mini video presentation, etc, etc.

I don't want to discourage any of our members to have a topic he or she wants to present and I'm sure that this is not the intention of the above explained rule. The more Mini topics, the merrier.

Summer wasn't the greatest this year. My Mini got a bit soaked, inside out. Thing is, the racer is in the garage and the road Mini is out in the cold. For some reason the left hand door rubber has decided to let some water in. Well, skip the some. There was more water inside my Mini than there is in a 50m Olympic Pool. But then this was a very special summer. I heard from Les that it wasn't all dry during the Coromandel trip either. I rang him while he was on the way up and I was slaving away on someone elses Mini that needed some attention. I could not refuse the request from a 15 something year old to have a look at his Mini and give it a bit of a tune up. Anyway, at the end of the day the carb was set, the timing was done, ball joints checked and the rear wheel bearings were replaced. That was one happy customer driving away from my place. And I had an enjoyable day too. I missed out on painting the house. O well....

It's already time to start thinking about the Mini Nationals which are this year held in Hamilton. Only 8 months away which is gone before you know.

The AGM is coming up too, in August. Think what you want out of the club and think what you can do for the club.

Again, put your thinking cap on and let those brain cells do some overtime. They can do with some exercise outside the square. And if something pops up, put it on paper, give it to me or any other committee member. We'll float it during the AGM.

Another thing that rolled out of the committee meeting is something well worth utilising.

Lee Norman, who I would call our resident graphics designer, got into organising embroidery.

You can have your own Mini patch on anything you like. Just go to:

## **Capabilities, 277 Broadway Newmarket.**

They are by the entrance to 277 on the second floor of the car park. Just ask for the Mini Car Club design and they will know. You can provide your own garment i.e. t-shirt, sweat shirt, jacket etc or choose from a range in the store. Embroidery costs are \$12 for a large patch and \$10 for a smaller size that will suit hats, caps etc.

Lee will be happy to take orders or items in to be embroidered for people who don't live near town and return them the following club night provided he get the cash up front.

You can also drop him a line at:

**[Web@minis-auckland.org.nz](mailto:Web@minis-auckland.org.nz)**

ED.

# MINI Maintenance

## WHAT'S IN A NUMBER!

C-A2S7L-309721. Any one out there know what that code represents? It is the ID plate of one of over 5 million Minis produced from August 1959 to October 2000.

I am going to attempt to lead you into the complex world of identification and the way that vehicles in the Mini world are tagged.

First off, Mk I and II Minis produced up to 1969 had the old BMC ID tags so we will deal with those first.

The first prefix represents the make:

A= Austin  
M= Morris  
C= Austin Cooper  
K= Morris Cooper  
R= Riley  
W= Wolseley

The second prefix is the engine type: In this case, 'A' stands for 'A' series engine. (I guess that means 'H' would stand for "Honda" V-Tec!)

The third prefix represents body type:

2S= 2 door saloon  
U = Pick-up or Ute  
V = Van  
W = Dual purpose (Traveller or Estate)  
B = Moke

The fourth prefix is the series of model

4 = fourth series of Morris,  
7 = seventh series of Austin)

Some cars have a 5<sup>th</sup> prefix

D= Deluxe  
L= Left hand drive  
S= Super deluxe

The numbers represent the actual serial number of the car on assembly.

So, the example above is: C-A 2S 7 L-309721

Austin Cooper  
'A' series engine  
2 Door Saloon  
7<sup>th</sup> series  
Left hand drive  
The serial number

The ID plate below is actually off an Austin Cooper 997 imported into the USA in 1962. (since wrecked) hence the 'L' on the plate.

At the beginning of the Mk III and Clubman models in late 1969, the ID's changed.

Eg: XC2W2-442655A

'X' is non significant (It used to represent the make.)

The 2<sup>nd</sup> prefix represents the engine type:

A = A series engine (up to 1973 model)  
C = 1098cc (1974 to 1979)  
E = 1275cc (1974 to 1979)  
K = 848cc (1974 to 1979)  
L = 998cc (1974 to 1979)

The 3<sup>rd</sup> prefix is the same as the MkI & MkII models.

The 4<sup>th</sup> prefix is series of model:

1 = 1<sup>st</sup> series (round nose Minis)  
2 = 2<sup>nd</sup> series (Clubman type)

The number is the serial number of the car on assembly. However, some ID's have a letter after the number. This is mostly an 'A' but is an internal reference number at the assembly plant.

So, if you have worked it out you will see that the ID plate above belongs to a Mini Clubman Estate with a 1098cc engine. (Mine, actually)

Also, on these cars, is a red 'Commission' plate that has a prefix and the actual commission number.

The prefixes are:

D 20 S = Mini 850  
N 20 S = Mini 1000  
B 20 S = Mini City  
T 20 S = 850 Super  
J 20 S = 1100 Special, UK only  
S 20 S = Clubman  
N 20 D= Mini Cooper S MkIII  
S 20 D = Mini 1275 GT  
20 W= Clubman Estate  
20 V = Mini Van  
20 U = Mini Pick-up

Again, the 'A' or other letter after the number is an internal reference only.

In February, 1981, ID's were changed to meet international and EEC standards.

All plates now have a prefix of "SAX" which represents the World Make identifier, in this case "Austin Rover Group" or in the 1990's

The Rover Group. (now called MG Rover) Another prefix was inserted just before the serial number to denote the specification.

Continue on page 9

# MINI Web

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There are a lot of good good places on the Internet for information on Minis. There are sites created by Mini owners, there are sites about Mini Car Clubs, there are sites that want to sell you just about anything about Minis.

What I will try to do is giving you a guideline and links to those sites. I'm not going to copy whole pages from those sites just to show you how they look. That's something you have to do yourself. In this issue I will focus on Mini Car Club sites.

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

This is our very own web site, maintained by Lee Norman.

This is a must visit site. Very easy to navigate. It's very informative and kept well up to date. Lots of club information. Find out on the history page how old our club actually is.

'What's new' will keep you absolutely up to date with the latest results with photos and all. At the moment it's featuring Motat Galaxy of Cars.

A colour copy of our Club magazine can be downloaded from there too!!!

[http://motoring.nzzoom.com/motoring\\_detail/0,2734,200117-388-392,00.html](http://motoring.nzzoom.com/motoring_detail/0,2734,200117-388-392,00.html)

Our Car Club also featured on NZoom.com some time ago.

<http://www.mr2mk1club.com/MiniMR2.html>

What do you get when you cross a Mini with a MR2. This site shows you all about it. Strip the body off an MR2 and put the body of a Mini sance floor panels on top. Bit of hacking and grinding and Bob is yo aunt.

<http://www.miniracing.co.nz/index.html>

Interesting site if you're in to this sort of thing. RACING. Need to know about the racing calendar. This is the site to check. Impressive image gallery and drivers profiles. You have to check out those cool in car video clips. Absolutely excellent.

<http://groups.msn.com/MiniFanClub/titlepage.msnw>

A very nice web site with lots of info about the Mini and its history. The owner of this site roams the internet world to gather information about Mini's and anything associated with the Mini

<http://www.carrott.org/mini/>

This is Tom Parker's Min contribution to the web. If you're after some technical bits 'n bobs, you should check out Tom's pages.

<http://www.fudmo.com/>

There are quit a lot of Mini Car Clubs in the USA believe it or not. This is one of them.

<http://nmcc.lmk.no/>

I don't know about the lingo but the front page picture is nice. Somewhere there is a Mini on this picture. I'll leave it at that.

<http://www.hotbricks.org.au/>

Australia is in Minis well and truly. This website has a links page to numerous web sites in Australia and again a very good site to visit for technical tips and tricks.



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# MINI Show

## GALAXY OF CARS

Anyone who follows the car show calendar will know that the first Sunday of February is the Galaxy of cars at Motat. The club has always had good support for this show, in particular last year when we saw around 18 cars on display. This year we hoped for a similar number, however a rather nasty weather report the night before didn't bode well.

I met up early with Gary, Catherine, George, Kevin and Ian outside Motat. It was decided the others would go ahead and set up our fabulous new tent while I kept guard for the rest of the posse. I'm not sure what Ian was driving but I do know it was one of those new electric hybrid cars. Very spooky when it glides past

At 9.00am we all drove in and set up the cars under the new tent. This has turned out to be an excellent addition to the club giving us somewhere to shelter from the sun and the odd raindrop. For those that went last year it was also going to be useful to keep off the soot from passing steam trains! Once set up there is ample room for a couple of picnic tables, chairs and the BBQ. If you haven't seen the tent let me tell you it has 3 main panels per side, each one being red, white or blue. It was decided to put cars of corresponding colours under each section with the remainder set in two rows to the side. The display



*Goes without saying*

making no sound! Apparently he's had great fun in it sneaking down his drive and frightening the cat. After 15 minutes waiting on my own I started to wonder if anyone was coming.

I needn't have worried. Before too long there was a respectable line of minis eager to get on with the show.



*Les checking out his car*



*Lots of Minis*

looked great, with a good cross section of models. In total we had 25 cars, beating our previous record.

Motat is also the club's annual show & shine. For the second year we were fortunate enough to have some professional judges who had kindly offered their services. They did a very thorough job of checking out all the cars top and bottom. General comments were that the standard of presentation was incredibly high, so well done to all and thanks to the judges.

To top the day off we were awarded 2<sup>nd</sup> place for the best club stand. All in all a great day out. If you didn't make it this time put it in your diary for next year, you won't regret it.

Lee Norman

**And this are the results of the Galaxy of Cars Show and Shine**



Who's mini is it any way?

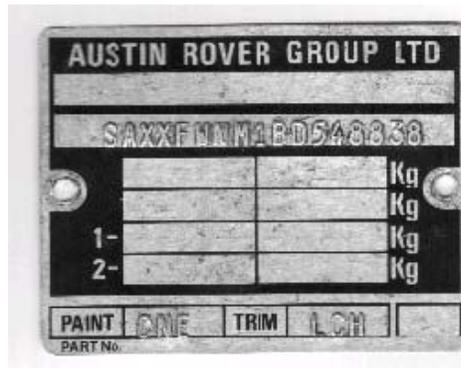
1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	1 <sup>st</sup> overall
1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Original
2 <sup>nd</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Original
1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Original
2 <sup>nd</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Custom Body
1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Modified
2 <sup>nd</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Modified
3 <sup>rd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Modified

Mini Cooper	AJB770
Austin Mini Clubman GT	TI5640
Austin Mini 850	BDN633
Mini GT	MINI GT
Mini De JOUX	ON5708
Leyland Mini HL	KC3541
Mini Clubman Estate	IP4034
Mini Clubman 1275 GT	BEJ712

Continue from page 6:



ID plate, 1970's



ID plate, 1980 onward

(Eg. N = HL, Special, HLE, and Mayfair models R = Ltd. Edition, Mini 25, etc.)

In 1986, another two prefixes were added, (10<sup>th</sup> & 11<sup>th</sup>) 10<sup>th</sup> represents number after the 1984 model year (when all cars went to 12" wheels) and the 11<sup>th</sup> represents steering. (0 = RHS; 1 = LHD)

In 1990, more changes occurred. This time the codes were re-arranged as follows:  
SAX XN N A M B A D 100001 Serial Number

Prefix letters XN = Mini 1300  
Class (N= Sport, Cooper; W= HLS, Mayfair, Y= City)  
Body (A= 2-door saloon; B= Cabriolet)  
Engine (D or M = 1300 carb, X = 1300 Tbi, Y = 1300Tbi Hi)  
Assembly Plant (Longbridge)  
Model change (A=1300 Special; B=1300)  
Steering (7 different types)

I hope you can now fathom out how to de-code your car's ID plate. I know that most Mini's have had a transplant of one thing or another over the years, but you will now know what your car had as original equipment. Next issue, we will deal with engine codes and also the Aussie codes.

Happy motoring.

Les

# MINI Trip.

Weekend Camp Trip; 28/29<sup>th</sup> February

We had just had a bad month of atrocious weather, and I had hoped that the weekend would be better. But, alas, it was not to be. A front was coming up from the south and the remnant of a tropical cyclone was heading in from the north, so it did not look good at all. Friday night, the odd person called, but we decided to see what the morning would bring. We met at BP Drury at 8:30am and there were already 8 Minis and a couple of "Jappies". The weatherman had given the forecast as "Rain from North Cape to Bluff".



*Wet start.*

Anyway, we decided to go ahead. Two more Minis joined us at Bombay and we headed for our first stop at Te Aroha. On the way, I received a phone call from the DJ for Coromandel FM who was following our progress for



*The L&P bottle*

the day.

The weather had eased by this time so when we arrived in Te Aroha, the rain had stopped although the wind was strong. The Minis Waikato group arrived about ten minutes after us with three cars. We then headed for the coffee shop.

Unbeknown to me, a certain Lynda Biffen had taken it upon herself to organise special "T" shirts for the event. I didn't even see them on most of the guys including my wife. Not very observant am I!

Anyway, we headed up to the Spa Bath Park for a photo shoot then headed for Paeroa for another photo in front of the L&P bottle.



*Coming through the gorge.*

Travelling to the Karangahake Gorge, the weather closed in on us and by the time we got to Waihi, it was bucketing down. We left the cars on display at the Info Centre and headed to a café for lunch. The DJ called again and I let him know I didn't appreciate his weather. After answering his questions, we headed for Whangamata and our digs for the night. Paul Jones of Minis Waikato and his mother were our hosts for the night with the BBQ at their beach house. Well done, Paul, and thank you again for your hospitality.

# MINI Beauty.

Spillage

By Dave Handyside

Over the holidays, this may have happened to you!

Dad left the fish bait on the back floor of the car and mum spilt the casserole on the floor on the front passenger side.

The neighbour's lovely child was sick on the back seat and couldn't get the electric window down quick enough.

Or did the boys just party up and spill beer and wine? Whatever, this is what not to do in the future.

You would be amazed though, at the number of people who try to clean up spillages of this magnitude by themselves., e.g. the fish.

Mum wets and scrubs the carpet and puts baking sod on it to get rid of the smell. The outcome? We have a marinade of baking soda, wet carpet and fish, and a car of which you can't close the windows because of the smell of fish.

The answer? Don't try to scrub the carpet or add some old recipe to remove the smell. The carpet in your vehicle is a thin, commercial carpet with thick, sound-proof underfelt which is usually three times as thick as the carpet, and it acts as a great blotter.

Yes, you appear to have cleaned the carpet but what you have actually done is drive the smell down into the underfelt.

What is needed is for you to clean the spillage off with a putty knife and soak the rest up with a sponge. Should you still have a smell, give us a phone call or pay us a visit.

You would be amazed at the number of clean-ups we have had to repair over the years. We have had to strip the car on 90 per cent of these, remove the carpet, throw away the underfelt and replace it with new underfelt.

All of this could have been prevented.

So, remember, think before you clean, or if in doubt, give us a ring. It could save you a lot of money and just as much heartache.

Money Savers

Regards, Car Valet Services.



# Mini Points list

Name	C/Nite	M/Meet	Events	Rallys	Shows	Visits	Econ	Duties	Camp	Runs	Total
Gubb	6	5	2		4	2	1	9	3	2	34
Tuffs	1	30			2						33
Ashton	6		4	1	6	2	1	8	3	2	33
Wigmore	6		4	1	4	2	10	2		2	31
Watts	5	3		10	2		8		3		31
Turner	5	8		8	2	2		1	3	2	31
Patrick	5	5	2	1	6	2	1	3	3	2	30
Brown	5	5	2	8	2	1	1	1	3		28
Carter		26									26
Robinson	3	14			2			2	3	2	26
Maulder	4	16	1				2	1			24

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ties Camp	Runs	Total
3	2	34
		33
3	2	33
	2	31
3		31
3	2	31
3	2	30
3		28
		26
3	2	26
		24

Continue from page 10.

Next morning, we headed for “Sandz Coffee bar and Ice cream Parlour” for breakfast. A darn good meal plus the rain had stopped apart from the odd mist. We arranged our cars on the side of the road by the Info Centre where we received moderate attention. It just so happened that this good looking young lass pulls up wanting to know what was going on? She happened to be the reporter for the ‘local rag’ so after the interview and some photos, (including a “flash” from Lynda) I encouraged her to buy a Mini. “Nah!” she says. “Too small.

Anyway you would never fit in it!” I promptly opened the door to my Mini and told her to hop in. She was quite taken aback at the room in the car.

Towards lunchtime, we drove up and down the main street tooting our horns; all 12 cars (there were 13, but George Brown’s fuel pump gave out....again!) Then we headed for the beach to watch some of the Surfboard competitions. Man! Were those waves huge. Weren’t too many boarders out there either. We then headed out for home via SH 25 and 25A over the Kopu Hikuai Ranges.

In some ways, we were lucky with the weather, as the promised storm didn’t eventuate, at least on the Coromandels. Although we got very wet at Karangahake and Waihi, the fellowship more than compensated. We heard that Auckland had got soaked. worse than us. There’s talk of wanting to run the same trip again in a few weeks. Any one else interested?

Many thanks for those brave enough to participate. It was good fun. Special thanks to Minis Waikato for your participation, and also the excellent BBQ on Sat. night.



Breakfast at SANDZ

Les

NEW TYRES			
165/70x10	\$109	185170x13	\$89
165/70x12	\$109	185/70x14	\$99
155Rx13	\$49	175165x16	\$105
165Rx13	\$70	185160x16	\$105
175170x13	\$79	195160x16	\$110
		205/65x15	\$110
SECOND HAND TYRES			
145Rx10 \$40			
Other Second Hand from \$57			
Contact Kevin, your club man from Landscape Cars on 09 6293523			
<b>LANDSCAPE CARS LTD</b> DOMINION ROAD AUTO CENTRE 919 Dominion Road, Mt Roskill Ph/Fax 629 3523 <a href="http://www.landscapecars.co.nz">www.landscapecars.co.nz</a>			

# MINI Storage.

You've all heard it. Our club has storage space available for a reasonable price. I don't know the very fine details of it but I can show you some pictures about the storage site and the space inside.



*As you can see, it's not small.*



*Secret Minis under cover, half finished Minis, dented Minis, purple mini, All sorts of Minis. looking at the parking lots, this is designed for Minis.*



*Gary and Catherine are just checking out the place. Looks good to me.*



*There are actually already a fair few Minis parked up inside the shed.*

## Mini Ads.

**FS:** Riley Elf 1967 MK3. Rolling body, disk brakes, Spax, adjustable suspension, All chrome complete with the car, no body ready for the paint shop. **SOLD**  
\$1200. Ring Thomas on 027-2576886

**FS:** 1972 Mini 1000. Mint condition. 63,000 miles. Garaged all its life. Never been crashed. I inherited the car from my Grandma. She was only owner. Car in Auckland area. Please email Grant on [gwallace@kingstons.co.nz](mailto:gwallace@kingstons.co.nz) or phone on 021 523773 to arrange viewing.

**FS:** Austin Clubman colour Gold/Buf 1972  
Chassis No YG257  
As new with 47866 miles on the clock  
New battery & current WOF  
Delivered 14/08/72 from New Zealand Motor Corp.  
One family owner.  
\$2,500 ono  
Contact John Coutts a/h 09 521 1509

**FS:** 1972 Mini for sale. I have started dismantling it for restoration, but need the room. No REG or WOF.  
\$250.00

Ph Mike 09 238 8187 or Email [fisher52@ps.gen.nz](mailto:fisher52@ps.gen.nz)

# MINI Show

## NZ CLASSIC CAR INTER MARQUE CONCOURS

This is a story of the trials and tribulations of classic car ownership. My first trip in Roxanne, our Wolseley 1300, was when we bought her home in early January. On the trip from Whangarei to Auckland, she performed faultlessly. By early February she had developed an intermittent miss so while helping Les organise the cars that were going to be on display at Ellerslie, I spoke to Graham Crispe to see if his Moke would be available. Graham was going to be at Pukekohe Park raceway on the day of the concours, but very generously offered me the use of the Moke to take to the show. Great!! No problems, I thought!!



*Moke in de garage. No rain in site.*

Catherine and I picked up the Moke a couple of days before the show and put it in our garage. The day before the show, we loaded the tent and BBQ into the trailer ready for the early start on Sunday. On Sunday morning, Catherine was inside, finishing a few things, I got the Moke out of the garage to put the trailer on. That is when I found problem number one. The towball on Graham's Moke is a different size to the trailer.

Okay, no problem, I will take the Moke and Catherine will take Roxanne. That brings us to problem number two. Catherine has never towed a trailer before. No problem, load everything into Roxanne and the Moke and leave the trailer at home. While taking gear out of the trailer, I felt a couple of spits of rain, that could be a problem with the lack of protection in the Moke. No sooner had I moved the Moke back into the garage and it started to hail. After a few minutes the hail stopped and we continued packing, and it was time to leave.

No problems you think. Well, this was problem number three. Roxanne had been sitting outside in the wet, something she was not used too. Her battery

was flat!! The word Bugger comes to mind about here!! Okay, so what's the next plan? We could take all the stuff out of Roxanne and put it in the Toyota, but we are both tired of turning up to classic car events in a Japa. There is only one thing to do, jump start Roxanne, no problems. Away we go.

After all this drama we were pleased that Roxanne behaved herself on her way to the show. Because of all the issues we had faced, we were late getting to Ellerslie and it was all hands on deck to get things set up. Well done to all that helped get the display set up. Our Club's centre point was the new tent, Les had made a timber front for the display which was painted and sign written to depict Howe & Weston Motors who were the BMC dealers in Pukekohe in the sixties. David Handyside had brought along an old petrol pump and a mannequin which was set up, and we had seven cars on display. All the cars were from the sixties and included Graham's Moke, David's Riley Elf, Kevin Patrick's Cooper S, Roxanne and a couple of Mark 1 Minis. Inside the tent we had motors, gearboxes, workshop manuals and other bits and pieces to make it look like a workshop. Gubb's Garage was up and running, and Les was in his element!!



*Gubb's Garage*

Well our Club's stand looked great, and despite being on the outside edge of the display area it created a lot of attention and we had people coming to talk and looking all day. So let's take a walk around the rest of the show. On one side of us we had the Humber club with the Volvo club on the other side. As we walk towards the front of the main grandstand we have the Renault and Citroen clubs on our left and on our right there is a large display of Ford and Holdens. At the end of the grandstand the Classic Trials Register, Historic Racing and Sports Car Club with various old racing cars on display. Next to them was Targa which had Don & Melissa Bell's 1380 Mini and Michael Fitzpatrick's BMW Mini Cooper S on display. Next to that was a beautifully restored Mark 2 Jag that Steve Millen used to campaign.



Behind the next stand is the Cooper Car Club with four Coopers on show, then Reliant Scimitar, Morris Minor, Lotus, BMW, Alfa Romeo, Ferrari, Jaguar, VW, Audi and so on. The number of cars on display is staggering. Sixty three car clubs attended, and with the car dealers and trade displays there is enough to keep the car buff entertained for a few hours. Everything from humble Minis and Morris Minors to the latest Lamborghinis and Ferrari Enzo.



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This is not only a car display, it is also a competition and the winners are as follows:

Teams Event	
1	1954 MGTF
2	1969 Ford Mustang Mach 1
3	1967 Ford Mustang Coupe
Masters Class	
1	1960 Alfa Romeo Giulietta Spider
2	1969 Mercedes Benz 280 SL Roadster
3	1959 Jaguar 3.8 Drophead
Club Display	
1	Sunbeam
2	Alfa Romeo
3=	Ford Mustang
3=	Mini Car Club

It ended up being a great day, even after the rough start. We only had one short shower during the day. Thanks to all that were involved for the great efforts you all went to.

After packing up, we all headed home. Catherine drove Roxanne and I drove Graham's Moke. At Karaka, Catherine pulled over and complained that the miss had returned. I looked under the bonnet but could not see anything obviously wrong, so I told Catherine to drive the Moke the rest of the way home while I took Roxanne. You wouldn't believe it, Roxanne did not miss for me. No problem!!

**GARY ASHTON**



*Whot?*

I don't know where this picture came from but it is well worth the look. I can already hear Les screaming. They've butchered an Estate. But I think it would look rather nice with a front like this. It would be the most unique Mini Estate in the world. If anyone knows the owner and or the origine of this picture, I would be really pleased to know. Just send an e-mail to the editor and I will put it in the next magazine.

# NEW-MINI Gossip.



*Ike's Jeepers-creepers Hummer special*

Yes, hot on the heels after MC40 celebrated the 40 years anniversary of the Monte Carlo Rally – new model DD60 celebrates 60 years since D Day with this strictly restricted special offer - UK price will be around £19,5k and the inside has got to be seen to be believed with stainless steel floor pan, and polished alloy facia ( only got outside pictures sorry ). Only available in UK and USA markets from Ike's Surplus Stores.

Only available in Olive Drab ( Humb prt 5342) with Desert Sand wheels and Optional chequered target or US flag roof, and US Army decals.

## The MINI Cooper S MC40 - A Salute to History

Competitors could not miss the distinctive red and white colors and tidy dimensions of the Mini that wrote history in 1964. Taking cues from the winning car, the same colors adorn the MINI Cooper S MC40. Special commemorative markings on the car include the famous "33-EJB" on the bonnet and a special 40th anniversary rally graphic on both the bonnet and rear quarters. The car proudly wears special magnetic door plaques with the unmistakable white and black "number 37". The plaques stay securely in place at speed, but can be easily removed if needed.

The MINI Cooper S MC40 comes with a set of distinctive 17-inch, multi-spoke alloy wheels. The two-piece wheels are finished in anthracite gray and feature a polished aluminum lip. Other special equipment includes rally-style driving lights with chrome bezels, a chrome

grille, mirror caps and rear boot handle. A tasteful 'GB' insignia adorns the rear boot lid, paying tribute to the car's place-of-origin in Oxford, England.

The standard equipment list also includes a sport package with Dynamic Stability Control (DSC), front and rear fog lights, on-board computer and Xenon headlamps with power wash - features a rally driver could have only dreamed of in 1964.

In the cabin, the dash panel is clad in genuine, lightweight carbon fiber and the seats wear striking red and black leather upholstery unique to this model. A special gauge package is mounted in the center console and indicates voltage and oil temperature. The shift knob features a 40th Anniversary Monte Carlo insignia and has a satin aluminum finish. The interior also features a thick leather wrapped, three-spoke sport wheel and all-weather rubber floor mats to protect the carpets from



*MINI Cooper S MC40*

would be rally drivers' shoes.

To round out the unique features included in the MINI Cooper S MC40, there

is a special numbered commemorative plate in the center console indicating the exclusivity of each car.

"We have created this car to mark a great event in MINI's history", stated Jack Pitney, Vice President, MINI USA. "The 1964 Monte Carlo victory was the event that put MINI on the map to become a lasting motoring icon and the MINI Cooper S MC40 pays a fitting tribute to our rich heritage."

**Information Courtesy MINI Press (USA)**

# MINI Events

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**SUNDAY 4 APRIL-** Clubs shed/workshop open from 1.30pm.

**TUESDAY 6 APRIL-** Clubnight at the Northern Sports Car Clubrooms. Starting at 7.30, tonight we are featuring the New Zealand special, the De Joux. We will have three De Joux on show, ranging from a 1340cc road car to a full race Honda V-Tec monster. The cars designer, Ferris De Joux, will also be on hand to enlighten us even further on these unique vehicles.

**16-18 APRIL-** Rally of New Zealand

**SUNDAY 25 APRIL-**Lunch run to Cooks Landing, Te Kauwhata. Meet at Karaka Bloodstocks, Hingia Road Papakura at 10.00am.

**31 APRIL- 2MAY-** V8 Supercars at pukekohe.

**TUESDAY 4 MAY-** Club night at Northern Sports Car Clubrooms, 7.30 pm. We will have a Mini 7 racer on display.

**SUNDAY 9 MAY-** Follow the leader run to the Bruce McLaren trust workshops, followed by lunch. The workshop will only be open if it is fine. If wet, we will do a follow the leader run and finish somewhere for lunch. If this is the case, the Bruce McLaren Trust workshop run will be held on the 6<sup>th</sup> June. Meet at the BNZ bank on the corner of Great South Road and Ronwood Avenue Manukau City at 9.00am.

**SUNDAY 9 MAY-** TACCOC Autumn Classics, Pukekohe Park Raceway.

**SATURDAY 15 MAY-** Annual night trial. Fun navigational trial held on country roads and finishing with dinner. Meet at Karaka Blood stocks, Hingia Road Papakura at 6.00pm.

**SUNDAY 16 MAY-** Auckland Domain Hillclimb.

**SATURDAY 22 MAY-**Mini Fun Day. Taupo racetrack.

**SUNDAY 30 MAY-** Club shed/workshop open from 1.30pm

**SUNDAY 6 JUNE-** This is the postponement day for the Bruce McLaren Trust workshops. If it was wet on the 9<sup>th</sup> May, we will do a follow the leader run to the workshops followed by lunch. If we have been to the workshops, we will do a follow the leader run to end at a lunch venue. Meet at the BNZ bank on the corner of Great Sout Road and Ronwood Avenue at 9.00am.

**SUNDAY 6 JUNE-** Classic car display in Tauranga, more information in the next magazine.

**TUESDAY 8 JUNE-** Clubnight, ten pin bowling at Manukau Tenpin. Meet at 7.30pm, 573 Great South Road, Manukau behind Tower Motor Group. Prices are, under 16 \$5, students (with id) \$6, adults \$7, seniors \$4, per game plus \$1 shoe hire.

**SUNDAY 13 JUNE-**Targa Dash. Road race in Franklin District.

**SUNDAY 20 JUNE-** North Shore follow the leader run. More details in the next magazine.

**SUNDAY 27 JUNE-** Club shed/workshop open from 1.30pm

**SUNDAY 4 JULY-** The Italian Job. Please note the change of the start of this event. Meet at 12.00pm in the looped car park at the War Memorial Museum, just inside George and Titoki Streets. Navigators should bring a clipboard, highlighter, and a ballpoint of a different colour. Don't worry if you are a solo driver, you will be teamed up with a driver/navigator crew. Briefing at 12.45, first car away at 1.00pm.

**TUESDAY 6 JULY-** Clubnight at Northern Sports Car Club at 7.30pm. Guest speaker from Karting N.Z.

**SUNDAY 18 JULY-** Go kart racing. More details in the next magazine.

**SUNDAY 25 JULY-** Club shed/workshop open from 1.30pm.

**TUESDAY 3 AUGUST-** Annual General Meeting.



*Top team.*