

# Mini Car Club of Auckland

Incorporated



Our stand at the Classic Car and Hot Rod Festival, Kumeu.

February 2005

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Targa report,  
points table,  
upcoming events,  
New Mini spy photos  
and lots more.

# Mini Car Club of Auckland

Volume XIII

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President:	Warwick Robinson	(09) 479-1825	(021) 186 5520	President@minis-auckland.org.nz
Vice President:	Micheal Wigmore	(021) 2662316		
Secretary:	Cathrine Ashton	(09) 232-1233		
Club Captain:	Gary Ashton	(09) 232-1233		Club-Captain@minis-auckland.org.nz
Treasurer:	Linda Biffen			Treasurer@minis-auckland.org.nz
Webmaster:	Lee Norman	(09) 302-2686	(021) 898-050	Web@minis-auckland.org.nz
Editor:	Frits schouten	(09) 235-7859	(021) 963-894	Editor@minis-auckland.org.nz
Committee:	Chris McMurray	(09) 279-3052		
	Chris Roper	(09) 817-4080	(025) 959-971	croper@value.net.nz
	George Brown	(09) 535-8228		jigs@ihug.co.nz
	Ian Ferguson	(09) 446-0663	(021) 446-164	minim@ihug.co.nz
	Kevin Patrick	(09) 620-7474	(025) 210-6233	
	Les Gubb	(09) 298-5201	(025) 294-8293	les.marion@ihug.co.nz
	Peter Watts	(09) 266 6857		
	Rick Vine	(09) 376-2899		
	Alan Smith			
	John Turner			

Club Website: [www.minis-auckland.org.nz](http://www.minis-auckland.org.nz)

## Clubrooms

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

Address correspondence to:

Mini Car Club of Auckland Inc  
P.O. Box 72-970  
Papakura  
Auckland  
New Zealand

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

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

Deadline for the next issue:  
15 March 2005

# President's Report

Warwick Robinson

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From: <bearsfour@xtra.co.nz>

To: <fritss@ps.gen.nz>

Subject: Presidents report Jan-Feb05

Date: Monday, 24 January 2005 12:55 p.m.

One thing I have noticed over the last year or so is a slight culture change in our car club.

Before we seem to get together to just talk about Minis. Now the Mini is a catalyst for bigger things.

I have noticed the good friendships have started up amongst a lot of members, both inside the club and outside. This is great to see.

We are now regularly getting 40 - 60 members to each club night and they are a good social event. But we still need more members to come allong to the car events.

Don't forget the Big event of the year.

The Mini Nationals at Canterbury and Track Time at Ruapuna, at Labour weekend. Start planning your leave and finances now.

The Committee are looking at ways of getting across Cook Straight cheaper etc. Watch this space.

EL PRESIDENTO.

Warwick Robinson.



Dawn breaker run. All lined up for the start from Connought Road Green Bay.

# Club Captain's Report

Gary Ashton

I hope you all had a happy and safe festive season and that Santa brought you everything that you desire. I made some progress with our van project over the Christmas break with the seats, headlining and carpets being finished and the motor and gearbox is back together.

Even though we have had a couple of events already, the year starts properly in February with our first club night on Tuesday the 1<sup>st</sup>. The Galaxy of Cars show and swap meet is on February 6. Our Club's annual show and show takes place at this show, and we have even more prizes than in previous years. The following weekend is the Inter Marque Concours at the Ellerslie show grounds. We are only allowed to show three cars, which we have already chosen, but come along anyway and have a look at the show and support your club. Last year we won awards from the organisers of these two shows, it would be great if we could do it again.

The Chevrolet Enthusiasts Club is running the 28<sup>th</sup> annual Swap meet and car show on 27 February with great prizes and a good day promised.

On Tuesday March 1 we have Penrite Oils coming to our club night to educate us on different oils.

For those with a sense of adventure, you can join Michael Wigmore on a long weekend in Northland visiting the Waipoua Forest, Opononi, Omapere, Kaitaia, North Cape, Bay of Islands, Whangarei and back to Auckland.

We then have a break for a couple of weeks until the Eastern Navigational Trial on Sunday April 3. This is a fun trial starting at the club rooms and finishing at a café for afternoon tea.

**THE CLUB NIGHT ON TUESDAY APRIL 5 WILL BE HELD AT AL'S MUFFLERS, 147 TARGET ROAD, GLENFIELD, AT 7.00PM.**

Hope to see you soon. Enjoy your Mini.

GARY ASHTON



Gary's engine ready to rock.



# Editor Ramblings

---

A new year with new ideas and new promises. One of them is to finish off the race Mini that is occupying some much needed space in the garage. Really, there is nothing to it. Just finish off the dashboard and terminate the wiring under the bonnet. And then, suddenly, out of the blue, summer began. I don't think there will be much time spent in the garage. I suppose the canary yellow racer will stay where it is for the next few months.

You know, when you're just about alone on the road, like Sunday morning 5:30am or so to get to the start of yet another fabulous Mini event, you can get places real quick without breaking the speed limit. It took me less than 50 minutes from Waiuku all the way to Green Bay. Now, that's moving. I thought about it for a little while and decided to see where the delays would be on a normal day.

Okay here we go traveling the route to Green Bay on a "normal" day.

Just out of my street getting onto the main road: +2 minutes,

Averaging 60km/h in stead of 80km/h to Drury: +5 minutes.

The motor way to Manukau doing 80 versus 95: +2.5 minutes.

The drag through Manukau doing only 35 (if you're lucky) in stead of 70: +8.5 minutes.

The motorway past AKL International with a lot of professionals (e.g. truckies)

on the road makes not a big difference until you hit the Mangere Bridge. Total standstill for 6 minutes and the remaining 8km of motor way covered in 20 minutes: +26 minutes.

Hillsborough Road is not too bad with it's traffic flow only loosing 3 more minute to Green Bay.

The difference: 48 minutes over a distance of about 75km. I'm sure I'll be hammered for this calculation. But never the less, if Governments in the past and today had spent some of our dollars we pay to them in road and petrol tax actually on the road we travel, things would not be as bad as it is today.

The motorway behind Manukau should be at least 6 lanes with room to expand to 8. At the Hillsborough end the motorway should carry on and connect to a 6 lane SH16 and at the Manukau end the 6 lanes should extend passed Manurewa and Karaka and connect with SH1 around Drury or perhaps extend onto SH22 past Pukekohe and then connect to SH1 at Pokeno. This all, off course, with not a single level crossing. 'Fly overs' and 'clover leaves' should be used to get on and off the motorway. This would create just about the perfect bypass of Auckland.

But, as we all know, the policy is to discourage the use of a car and encourage the use of nearly non existing public transport.

ED.

No	Name	F/Name	C/Nite	M/Meet	Events	Rallys	Shows	Visits	Econ	Duties	Camp	Runs	Total
331	Watts	Peter	4	12	5	6	4	2	1		2		36
334	Agnew	Gavin	3	10	4	2	2	2	3		2		28
259	Turner	John	4	5	3	10	3				2		27
307	Hargraves	Keith	4	7	12	1	2						26
236	Ashton	Gary/Catherine	4	3	7	1	4	2	1	2	2		26
381	Martin	Luke & Brent	4	8	3	1	2	2	5				25
88	Carter	Andrew		20									20
261	Patrick	Kevin	3	10		1	2	2		1			19
189	Crispe	Graham	3	2				2	10				17
300	Hartshorne	Peter	4		2				8		2		16
306	Banks	Jim	1	12			2						15
368	Miller	Stephen	2	2	1	4	4	2					15
367	Hill	Aidan	3	10									13
378	Hartshorne	Kevin	3						8		2		13
59	Gubb	Les	4	2	1	1		2	1	1			12
146	Taylor	Kevin	2	10									12
127	Norman	Lee	2	2		1	2			4			11
	Munn	Charlotte	2	2	2		1	2					9
264	Bates	Mike & Janice	4	2	1			2					9
365	Walters	Phillip	4	2			2						8
308	Handyside	David	3	3	1					1			8
231	Brown	George	4	2				2					8
351	Laycock	Valmai &	4	2				2					8
298	Biffen/ Smith	Lynda/Alan	3	2	1			2					8
153	Wigmore	Michael	2	2		1	2			1			8
12	Robinson	Warwick	4	2						1			7
361	Saggers	Jason	4	2		1							7
371	Smith	Matthew/Phillip	2		1	1	2		1				7
121	Schouten	Frits	2			1				4			7
243	Marks	Tony	4				2						6
27	Maulder	Tony	3	2		1							6
293	Roper	Chris	2	2		1				1			6
37	Leahy	Paul	1				2	2					5
343	Vine	Rick	3			1				1			5
	Murie	Alan/Shelagh	1				2			1			4
383	Greenland	Robin	1	3									4
180	Parker	Tom		2				2					4
356	Patten	Daniel	4										4
	Coryl	David	1			1		2					4
216	Hammonds	Ross	2				1						3
394	Wilson	Roy	3										3
313	Spittal	Andy	3										3
386	Asplin	Gary & Pat	3										3
193	Landon	Steve	3										3
391	Miller	John	2		1	1							3
396	Jenkins	Troy	2		1								3
203	Russell	Susan	1								2		3
144	Ritchie	Allen		2									2
	Gilanders	Jan	2										2
393	Reed	Malcolm	1		1								2
398	Cargill	Ross	2										2
376	Cater	Steve	1		1								2
377	Aplin	Tim	1		1								2
366	Thompson	Chris/ Evan	2										2
	Beets	Malcolm	2										2
97	McMurray	Chris	1			1							2



By E-mail From: "Ian Ferguson"

Can anyone tell me what a 'new body' De Joux is worth?

It's never been finished and it has some spares. Its only a rolling chassis but the car was a runner 20 years ago until the guy decided he wanted to put on a new body but then he got married. Its always been under cover.



Don't know if its something I want to do but I may do a deal to secure it and find it a good home.

Let me know your thoughts.

Cheers Ian,  
minim@ihug.co.nz



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# Mini Web

[www.minis-auckland.org.nz](http://www.minis-auckland.org.nz)

Our own site which highlights some of our recent exploits as well as giving general information about the club, member profiles and membership details.

From: "Mike John" <mike@targa.co.nz>

Car Clubs

Compliments of the season to you all

TV3 will be showing the expanded 90 minute version of the 2004 Dunlop Targa NZ on Sunday February 6th from 4.30pm.....tell everyone you know this action packed programme is on and after you have relived parts of the event better get pen to paper and get your Application in before February 28th to take advantage of the Earlybird entry discounts. This applies to both Dunlop Targa Tauranga and to Dunlop Targa NZ.  
[www.targa.co.nz](http://www.targa.co.nz) go to 'forms'



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# Targa news

Targa, 2004; From the eyes of the Pit Crew

A month before Targa, I was asked by my nephew, Paul Jenkin, if I would like to come along on Targa to help out where needed. Being IOC, Paul would be general dogs body when problems occurred, especially if accidents happened. He also had a few stages to time keep at. So, I agreed. It certainly is a neat way to see some of the North Island that I had not seen before plus it would be company for Paul.

On the Wednesday before the start, I was at Paul's place going over the map with the stages that Paul was to timekeep. I started planning the routes to take to get there and was checking the times we had to be on station, when the phone rang. It was Paul's mate, Alistair Baker, from Whitby, just out from Plimmerton. He and his co-driver Ross McLean had just lost their main pit crew. Paul says, "Les is here standing beside me. He's helping me!". Oh no he's not! We need him. Put him on." (Change phones)  
"You want to help us?" says Al. "I'll let you know" says I

After hanging up, I thought, Wow, pit crewing for a Mini sounds like more fun than the other. "Well," says Paul, "I guess you would rather work on a Mini!"  
"However did you guess?" I reply.

After the Mini Meet at Hamilton, I took off for Huntly for the Prologue day and to see how car 292 was faring. I took the blue wagon up to the starting line, and presently Al and Ross came up to the start. We exchanged pleasantries and off they went. I took off back to

Hamilton for the prizegiving dinner, then left early to go home, get some tools and my kit bag ready. I was to meet Al's wife Lynn, early next morning. The first pit stop was at Te Awamutu after the Taupiri and Te Kowhai stages. The next three stages took us to Otorohanga for lunch and because there were some major stages coming up we checked the car over thoroughly.

The car was going really well and the next pit stops at Te Kuiti and Mokau (on the West Coast above New Plymouth) were mainly for fuel and oil and just making sure everything was ship-shape. Al's wife, Lynn, was a great companion and very efficient at what she did. It was a pleasure to work along side her.

One enjoyable feature of Targa is the input and co-operation of all the schools that we came across from time to time. Many of our pit stops were on school grounds and to see the excitement on the faces of the children as the cars came into the pit area was really great to see. Of course it was also a fundraising exercise and we were constantly forking out two-dollar coins for the "Bucket Brigades" at each school gate.

At most schools, the children were allowed to mingle with the pit crews. Many questions were asked and some kids were pressing for autographs from the drivers and co-drivers.

Our first two nights were at New Plymouth, the second day taking in seven stages around Mount Egmont. The Mini was still performing well, although I did get a text message at the end of the day saying a funny noise was coming from the clutch release bearing. We decided to replace it. So, down to Repco for the replacement, and we had it done in a little over an hour.

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Day three took us from Stratford, down through Hawera, and Patea, lunch at Wanganui, then Marton, Hunterville through to Kimbolton, the racing stage at Manfield track at Feilding, then the night at the Square in Palmerston North, a total of eight stages. Mini 292 performed well and we were running eighth in class. Not bad; not bad at all. By this time, we had got friendly with the crew of the Fiat Abarth and the other Mini Cooper of the Munroes (father and son) from Christchurch.



the Munroes @ Pahiatua

Our car was just fair purring along. At the end of each day's run, all competitors cars had to be washed before entering the Pit area. This was done because the pits were opened for the public to view the cars and also another opportunity for another "Donation" in the bucket. In most cases, the car wash was carried out by teenagers of the female



variety, dressed in rather skimpy clothing. At Palmy, we were entertained by a Wellington female singing group, also in similar attire. Must admit, I have some good video footage!

Day four, we left Palmy for Ashurst and then through the Gorge for the Wairarapa, heading south to Eketahuna, the first pit stop of the day, then backtracking to Dannevirke, Waipukerau and then up to Hastings, another eight stages.

Day five saw only four stages with the afternoon free, BUT for us, it was not to be. Trouble struck 292 during stage 36 from Crownthorpe. We had serviced the car before the stage and headed back to Hastings when we got this terse message. "Get back to the end of the stage pronto!" We doubled back to find the Mini GT with bonnet up and two backsides protruding from underneath. The engine was running on two cylinders, possibly a blown gasket. It was off with the head and Alistair took one look. The bore between 3 and 4 had a chunk of metal missing! "Right folks, that's it! We're finished. Let's head back home."

We hooked up the "A" frame and started towing 292 back towards Hastings. I said to Al. "Let me make a couple of phone calls. I know quite a few Mini guys down here." (After all, this was Hawke's Bay Mini Club territory. I have some good contacts here)

We had a cuppa at Al's and Ross' digs back at Napier, and after three phone calls, I found what I wanted, and said to Al.

"We're in business. We have a workshop and a few engines to choose from. Let's go!"

It was good to see the look on the faces of Al and Ross as they jumped out of the car to meet Glen. In the workshop was at least 12 minis, and rows of engines and gearboxes, shelves of parts, myriads of tools and to cap it all off, a hoist. As I had been there 6 months before, I knew all about the place and it was

what I was after. Glen, being jovial and generous, told us to just help ourselves, use whatever we needed and we could square up afterwards. He had to go out, but would be back later to give us a hand.



292 on the hoist

Al selected a 1275 engine, and I proceeded to strip it down while Al and Ross whipped the car onto the hoist and proceeded to drop and strip the power plant. We all worked feverishly on our respective jobs with occasional help from Tony Gawthorne and Glen of the Hawkes Bay club, and my Nephew Paul, who showed up after timekeeping, plus others who showed up. As the donor engine was standard, we had to make do with the pistons already in place. (Al's engine was a Lyn Rogers prepared 1380.) However, we made the decision to change the crank and camshaft, as they were more suited for racing and matched the



putting in the camshaft

Weber carb.

We started at 2:00pm, and fired up the rebuild at midnight. After all that, we only missed 2 stages, and were able to start stage 39 the next morning, perhaps down on power because of standard bore and pistons, but we were back in the rally.

For day six, there were 9 stages that took us down through the Wairarapa, over the Rimutakas, to the last pit stop at the Dunlop centre at Upper Hutt. Then, one more stage from Johnsonville to Karori and on to Queen's Wharf in Wellington, where we finished in style. Alistair and Ross deserved their finish, for not once did they lose the car on any of the stages, and the engine swap, although a big hiccup, could not stop the Mini from finishing Targa for another year. However, many thanks are due to the Hawkes Bay Mini people, and especially to Glen Thompson for the use of his facilities. There are some great people in this world, and on that day in Hastings, we met some of the finest of them. Thanks, guys. On reflection, we decided that the engine problem was caused by too low octane petrol. Al-



finish @ Queens wharf

though we put octane boost in with the petrol, it was obviously not sufficient for the job. There were times we could get 98 but, because a lot of the running was in the backblocks, 96 was all we could get. Not good for a race engine. Next time, we will use avgas.

Les Gubb

# Last Mini Cooper in Rally.

An era of world motorsport will come to an end this weekend, as the Mini Cooper makes its final appearance in the World Rally Championship in Rally Australia.

The small car, most famous for its exploits in the Monte Carlo Rally back in the 1960's, will no longer be eligible for competition in 2005.

Three old style Minis were due to compete in the event, but only one multi point injection machine has made it to Australia, to be driven by Trevor Godwin and co-driver Ian Harrop.

"This is the end of the road for a special car, the last chance to see it on the world stage," Godwin told Britains Independent newspaper.

"We were determined to get down to Australia and make sure we gave it this final run.

"It is sad to think that after 45 years this car won't be competing in world rallying again, and it's bound to be a weekend of mixed emotions. We're all going to be reminded of its wonderful history.

"But the important thing now is for us! to ensure the Mini goes out in style. We've no intention of just crawling around to the finish. We're going to give it a go and try to compete properly. This car deserves nothing less."

With local volunteers working to service the car throughout the event, Godwin is in no doubt as to which car will be the most popular car in the rally.

"The response we've had has been terrific," he said, "and the Rally Australia people [who paid the airfare] were obviously keen to get us down here. We've competed in something like 20 WRC rallies in Minis and we've always done it on the cheap, so this is nothing unusual for us. It's just a pity the other lads couldn't make it, because that would have been a truly great way to finish.

"At least we're here. We won't be able to compete with the top cars of the top teams, who

spend millions and have scores of mechanics. But I'm sure there will be no more popular car on this rally than our Mini."

The single point injection Mini made its final WRC appearance on last seasons Wales Rally GB - taking first in class.

Courtesy of Global Motorsports Crash.net

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## Dawn breaker

There is really nothing to it. Just get up at around 5am (if you live in the wabwabs). Dress up for a nice day, get in the Mini and drive for an hour or so to the starting line.

Register your car and navigator and wait for the big moment when you get released. Before that, there is plenty of time to socialize with the other participants. This time there were 14 cars, I think, including two all the way from Hamilton. I suppose they took off a tad before 5am to reach the starting line on time.



The Hamilton Group

It was a crisp cool morning (look at the back page) and there was plenty to talk about. We trial started right on queue at 6am. It took us quickly out of town and into the Waitakeries and beyond. Lots of questions on the form which gave the faster movers an opportunity to pass the ones that were not so in a hurry, like me. I couldn't go fast. The wife was the navigator. Not that she was a bad navigator, no, not at all. She was really good. It's just, well, you know, I can't go flat tack with the



wife sitting next to me. Not on a Sunday morning. Not ever actually. The next Mini Nats will be different. I'm going with my best mate Chris as a co-driver. Things will be really different. Back to the Dawn Breaker run, which incidently was organized by Chris.

I don't think we came last. Not too many cars went passed us. After about an hour and a halve we arrived at the finish at The Carriages in Huapai where we had breakfast. I under-



The first cars in.



At the Carriages car park



Just about everyone has arrived

stand that they opened early for us which was very nice of them. Inside it looked like a railway station with two carriages at the platform. The variety of chooise was very good. I had a healty breakfast with bacon and eggs while the

wife went for a creppes with honey and fruits. I don't know about that one. Man, the coffee was good too. Here is where I got Cris to team



First the stories



Then the refreshments



Then some breakfast

up with me to go to the Mini Nats in ChCh. This was yet one of those beautifull runs organized for you. The Carriages could have handeled easely another 30 people or so which would mean double the number of cars in the run! The next run coming up is the "Tour of the North" which is three days and will take you all the way to Kaitaia and the Bay of Islands. Better start planning for 5,6 and 7 March. Keep your ear to the ground at club night. Frits.



# **BEST MOTORSPORT**

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## **NEWS UPDATE - JANUARY 2005**

Happy New Year everybody. Hope you all had a good & safe festive season.

Well, it finally all went back together. After a few minor tuning issues being improved, we entered the National meeting at Taupo for their New Year meeting. As we still haven't had an answer from the SS2000 people, we decided to enter in the allcomers class. (OSCA say we can run with them, but they weren't running at this meet.) Allcomers means any car regardless of engine size & modifications. Basically anything goes. We were somewhat reserved about our chances against V8's, RX7's, Turbo Toyotas, Nissans & Volvos, Fraser 7, Evo powered Starlet, Turbo Cosworth Cortina etc. At 1600cc we were by far the smallest engined car there, & expected to be dealt to well & truely.

It rained for qualifying. We had never driven the car in the rain & had never tried the wet tyres we have. No problems to Ben though. He qualified fastest on pole. Back to slicks for racing. Races 1 & 2 he won convincingly. Race 3 was a handicap with Ben off 30secs behind from the rear. By lap 4 he was up to 4th & then it went all wrong. The V6 Capri in front of him suddenly died & Ben had no where to go. So he crashed. Took out the LF corner, wrecked the LF suspension, steering, hub upright etc. BUGGER. That's racing!

The car is now cut off at the front of the doors & rebuild underway. We'll be back. The performance was very pleasing. Time to fit the good cams now. We were very pleased (except for the crash)

So until next time, with more news, all the best to you all.

Please visit our supporters if you have the opportunity to use the services of any of them. Tell them where you heard about them. [HERE](#).

Regards

Steve & Ben

Best Motorsport

Supported by: Cartridge World-Henderson; Sherlock Signs-Henderson;  
DBR Autocare-Glen Eden; Mag & Turbo Warehouse-New Lynn.

# New MINI gossip.

John Cooper Challenge joins UK F3/GT package.

Following its elevation to 'promoted series' status by the MSA, the John Cooper Challenge has been confirmed as the primary support race series for the British GT and British F3 programme in 2005.

Next season will be the highly successful one-make MINI racing series' fourth, and will comprise six double-header race weekends selected from the GT/F3 calendar between April and October. As in 2004, the championship grid will comprise both the Cooper S and Cooper categories and, with a total of 30 starting spots available, the split is anticipated to be twelve 'works' Cooper S models and 18 'works' Coopers. Despite having only recently informed this year's competitors of the changes, 18 places have already been filled by drivers returning to the series next year.

"The John Cooper Challenge has packed out its grids with MINIs since its inception in 2002, and produces consistently close and exciting racing, which works well for competitors, spectators and TV," said Stephane Ratel, the MD of package organiser SRO clearly excited to have the Challenge as a support to his headline series, "It's great that they're on board."

As well as the elevation in its billing status, the Challenge will also undergo a hike in power for 2005, with the Cooper S benefiting from 210bhp, in line with the road car's upgrade, and the 'basic' Cooper running 133bhp.

Gary Robertshaw, reigning Club Class champion, is determined to join those already signed up for the 2005 grid, and is hoping to step up to the more powerful category.

"I was already looking for the

backing to step up to the 'S' Class for 2005, and the fact that we'll now be running alongside the GT and F3 programme should make a big difference for prospective sponsors," he reasoned.

There have been changes behind the scenes too, with the Challenge 'office' managed for 2005 by championship co-ordinator Alan Maynard and technical co-ordinator Paul Harvey. Harvey has an in-depth understanding of the Cooper business, having previously worked as a test driver and on engine and chassis research and development for the company, as well as driving the factory-backed Cooper S at the Nurburgring 24hr race for the last two years. In addition, both men have many years' motorsport experience behind them, including running race series, race teams, corporate track days and racing themselves.

Mike Cooper, Challenge creator and John Cooper Works MD, is thrilled with the changes.

"It was a revelation at the end of this season to see how many motorsport organisers were keen to run the Challenge as a support race," he commented, "We have always prided ourselves on the professional management and presentation of our series, and it has obviously not gone unnoticed. I am looking forward to 2005."

Article courtesy of Global Motorsports Crash.net



# New MINI gossip.

## Next MINI model caught in cold snap

Seems you can't go anywhere in the world without someone seeing something...here is an article from Dutch newspaper Autotelegraaf;

<http://autotelegraaf.nl/vanonzeredactie/?id=32291>

### Rough English translation

BMW has with the MINI, for the moment, a real sales-topper. The current MINI is built in the English Oxford at around 180,000 units per year, and they are going like the proverbial 'warm sandwiches' over the counter [i think we could safely translate as 'hotcakes' in english]. But there must always be followers, and BMW is busy with that as well. We snapped the MINI-follower [next MINI], that will probably make its debut in 2007, in the high northern parts of the Finnish Lapland, nearby Ivalo.

What do you do as a BMW tech, when just next to the hotel where you are messing around with all your new prototypes lands a whole procession of curious journalists? Well, then you're not too happy, and our encounter with the BMW delegation had a somewhat grim tone. We were in the neighborhood by chance, because the Volvo XC90 V8 was able to be ridden on snow and ice, but when you then see so many new BMW's and MINI's (there were also 3-series, 6-series, Z4's, and 5-series models in the BMW group), then your curiosity is of course piqued. Moreover, it's our opinion of the MINI

photographed here that it's merely a prototype with a modified front portion. The new 1.6 liter motor, developed together with PSA, was under the hood (at the same time there was also a Citroen C3 with the same motor being tested), and it was very clear to see that this car has a higher grill than the current MINI and that the headlights no longer sit connected to the hood, but simply are on the main vehicle body.

After taking a few photos from our end, the BMW members got a bit too fed up, and we were rather curtly accused of 'impoliteness'. At which point one of the gentlemen kindly let us know that he could be "auch unhöflich" [German meaning "also impolite" - a threat by BMW member]. Whether that was intended as a threat we will leave up to you, but the fact remains that the BMW folks are going to have a big problem of a non-technical nature: lots of curious journalist eyes, because the Volvo-happening with the XC90 V8 is lasting a whole month and we won't be the only ones showing an interest in the new MINI.



Next MINI model caught in cold snap

# Mini Events

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**TUESDAY 1 FEBRUARY**- Club night at Northern Sports Car Club, Mt Richmond Domain, starting at 7.30pm.

**SUNDAY 6 FEBRUARY**- Galaxy of Cars. Car show and swap meet at MOTAT, Motions Road at 8.30am. This is also our clubs Show and Shine. Car and driver enter free, passengers \$6 each.

**SATURDAY-SUNDAY 12-13 FEBRUARY**- Inter Marque Concourse. This event has been expanded for 2005 to include evening functions and car trials as well as an expanded display on the Sunday. We will organise the clubs display, If you would like further information or to book for any of these other events, please contact Gary or Catherine Ashton.

**SUNDAY 27 FEBRUARY**- 28<sup>th</sup> Annual Pukekohe Swap Meet and Car Show run by the Chevrolet Enthusiasts Club. Meet at Graham Crispe Auto Electrical, 3 Stadium Drive Pukekohe at 7.30am. Prizes for best Veteran, Vintage, Post War, Modified, Modern, Peoples Choice and Most Original. Car and driver free entry, passengers \$8.

**TUESDAY 1 MARCH**- Club night at Northern Sports Car Clubrooms at 7.30pm. Guest speaker from Penrite Oils.

**SATURDAY-SUNDAY-MONDAY 5-6-7 MARCH**- Tour of the North. A long weekend in Northland. Leave Auckland on Saturday morning and travel up the West coast to overnight in Kaitia. Sunday will be spent travelling to the Bay of Islands for your overnight stop. Monday is the drive home. Accommodation costs are approx \$65 share twin per night. For further information or to book your place, contact Micheal Wigmore on 483-8336 or 021481380

**SATURDAY-SUNDAY 19-20 MARCH**- Classic race meeting at Pukekohe Park Raceway.

**SUNDAY 3 APRIL**- Eastern Navigational Trial. Fun trial in the Eastern suburbs. Bring a map, pen, clipboard, navigator and meet at the Northern Sports Car clubrooms at 1.30pm

# Mini Events

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PLEASE NOTE THE CHANGE OF VENUE AND THE CHANGE OF TIME FOR THE APRIL CLUBNIGHT!!!!!!

**TUESDAY 5 APRIL**- Club Night at Al's Mufflers, 147 Target Road Glenfield at 7.00pm

APRIL 8-10- Rally New Zealand.

APRIL 15-17- V8 Supercars, Pukekohe Park Raceway

**SATURDAY 23 APRIL**- Swap meet and engine competition at the club shed. Meet at Caltex Karaka on Karaka Road at 8.30am

**TUESDAY 3 MAY**- Club Night at Northern Sports Car Clubrooms from 7.30pm

**SUNDAY 8 MAY**- Italian Job fun Trial.

**SUNDAY 22 MAY**- Go Karting

**TUESDAY 7 JUNE**- Club night at Northern Sports Car Clubrooms from 7.30pm

**SATURDAY 11 JUNE**- Mini Fun Day at Taupo.

SATURDAY-SUNDAY 11-12 JUNE- Dunlop Targa Dash, Tauranga.

**SUNDAY 19 JUNE**- North Shore navigational trial.

**TUESDAY 5 JULY**- Club night at Northern Sports Car Clubrooms from 7.30pm.

**SUNDAY 10 JULY**- Night Trial.

**TUESDAY 2 AUGUST**- AGM and Prize giving to be held at Northern Sports Car Clubrooms from 7.30pm

LABOUR WEEKEND 2005- Mini Nationals, Christchurch.



