

Mini Car Club of Auckland

Incorporated



June 2005

IN THIS MONTHS ISSUE:

Ellerestlie report(the real one,)
The Genealogy of the Mini,
Upcoming events,club point, The Italian Job,
Mini racing report , New MINI gossip and lots more.

Mini Car Club of Auckland

Volume XIII

Issue 3

June July 2005

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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 July 2005

At the May Club night Graham Crisp and Keith Hargraves brought an engine in and showed us how to set up timing, point's gap and carburettor tuning. Many other tips were also given and Club members had many questions. Thanks to both Graham and Keith for a great presentation.

Don McVie also brought along his Super Mini Challenge Mini 7 Class winner, and gave us an update on the season. He had a good season, but not quite as good as last year.

The Committee has decided that 'Mini Car Club of Auckland' will once again sponsor Don. We will pass a list around on the June Club night for collection on the July Club night.

We are also looking for new members to be the Committee. Do not forget the Mini Fun Day at Taupo on Saturday June 12th. This is your chance to take your Mini out on the track, under safe conditions. No matter how fast or slow your Mini is – Have a go.

Initial preparations for the Mini Nationals to be held by us in Labour weekend 2006 are now under way. The Manukau City's Velodrome is shaping up to be a good place for the Gymkhana and single sprint.

EL PRESIDENTO

Club Captain's Report

Gary Ashton

Well if it doesn't rain it pours. Winter is usually the quiet time of year, but the activities keep coming thick and fast. As we have run out of garage space and are storing cars at the next door neighbour's place we have decided to erect another garage. Thrown into the mix we are still making progress with the van, working full time, picking and pressing our own olives, organising club activities and helping run Targa events, so please excuse me if this report is short and sweet.

The upcoming events are all listed on the events page at the back of this magazine. Please be aware that the AGM and prize giving is coming up in August. This is your chance to have your say on how the club is run and to be apart of how the club is run.

Also the Mini Nationals are coming up in Christchurch on Labour weekend. If you would like to go, you should get yourself organised and start booking your holidays accommodation and transport requirements.

I would like to take this opportunity to thank all who have been involved over the last financial year of the club for their contributions. I wish you all well for the upcoming year and hope to catch up with you soon.

Hang on a minute, I have an idea.....

Editor Ramblings

It's before the fifteenth of the month and I'm already typing up my bit of the magazine. Can't say much about the April club night. I was sitting at the Northern Sports Car Club to catch people that don't read the magazine. That was a good exercise to see how many actually read the noted changes in the magazine. Not bad, not bad at all. Only one person showed up at the club rooms. The rest of you got it right and ended up at Al's Mufflers. By 8:30 or so I decided to go home because going up north to Al's Mufflers this late would have been a bit of a waste of time for me. Pity though, I've not seen any photos of copy of the club meet at Al's Mufflers.

In this issue you will find the real story about the 2005 Concours d'Elegance. Somehow this years write up ended up on my desk after the magazine had gone to print. I love it when people are so polite and don't even make a mention of the fact that the story was last years one. Anyway, this years Concours d'Elegance is written up in this magazine.

Another event I missed out on was the Swap meet and engine competition at the Club Shed. But now I got some photos of it. Mike Bates was in attendance and send me the photos. And listening at the last club night it was all a lot of fun.

Did we had a good clubnight this time again or what. Engine tuning. Not for high performance or so no not at all. Just the

right way to go about getting your engine running reliably. Plenty of references were made to the engine competition the other week. With the right needle in your carburettor and a reasonably accurate timing of the ignition, the engine should run.

Don McVeigh gave us a quick lodown of his performance on the race track in his seven. He is doing very well sitting at the top of the leader board in his class and second in the overall ranking. Very well done, Don. Keep up the good work. He also reminded everyone about the upcoming event in Taupo on the 11th of June. It's the Mini Fun Day at the Taupo Centennial Raceway. Here is your chance to get on a real race track in your own car and go faster than the road speed limit, if you dare. There is no racing or so going on. It's just you and a few others off course, just testing their car and driving skills. And if you want to get a real buzz, get a ride with Don McVeigh in his race car. There will be others with their race car, in which you might be able to get 'the ride of your life'. And then there was the Italian Job fun run. The weather was absolutely miserable. Cold, wet and windy. Not like what it was in the movie. But it did not dampen the spirit and the turnout. I think there were about seventeen cars participating in this event. Pretty good turn out considering the weather.

Mini Ads



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<http://autoweek.com/news.cms?newsId=102232>

Maxi Mini: 2007 Mini goes large with longer-wheelbase version.

As the pictures are copywrited, go on the above website for spy shots and info

Mini Web

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.

<http://www.hybridtechnologies.com/products.php?sec=3&id=6>

Whistler Investments has successfully provided the British Embassy in Mexico City with the World's first lithium-powered Embassy vehicle.

The vehicle is a BMW group MINI Cooper 5 speed. It was selected by the Embassy and Whistler Investments as it was both a highly popular vehicle that had high "British" recognition value as well as being a technically sound vehicle to engineer and convert.

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Concours d`Elegance

On Saturday 12 February, John Turner, Gavin Agnew, The Martins, Catherine and I participated in one of the Concours Fun runs that that started at Ellerslie and ended up in the Awhitu Regional Park. Leaving Ellerslie, we went south down the motorway as far as Manukau. Leaving the motorway we went up Redoubt Road, down past Ardmore and into Clevedon. At Clevedon there was a traffic jam so Gavin and I took off down a side street which linked up with the route a bit further down the road. A Ford



Mini Club cars at Awhitu Regional park after the Classic Run

Mustang and a Morgan Plus 8 followed us. We ended up with four cars on a clear road. Both Gavin and I know the roads around Clevedon, Hunua and Maramarua down to Te Kauwhata quite well, and being good Mini roads it was play time. We lost the Moggie fairly quickly and although the muzzie hung onto us you could see they were struggling on the tight twisty roads. From Te Kauwhata we went over the other side

of the Waikato River up through Tuakau, Pukekohe, Waiuku and up the main road to the Awhitu Regional Park for lunch.

We decided that we had not had enough playing, so I led the Minis down the Western side of the peninsula and finally finished back at our place for afternoon tea and a look at the Mark 1 and the van. What a great day! One of the things that made we laugh was at the pit stop in Te Kauwhata. We were almost ready to move off after a 10 minute break when the Morgan Plus 8 pulled up. The driver got out of his car and walked over to the 1300 where I was standing. He said "Shit that thing can bloody well go"! Sunday was show day. We met at



Club display at Ellerslie Foodtown Greenlane, then travelled to the showgrounds in convoy. We put the Clubs tent up first to use as a backdrop. We parked Chris McMurray's truck on one side of the tent, then tried to decide where we were going to put the hoist and how we were going to get it off the trailer.

For those who have not seen Dave's hoist, it is a hydraulic device that will lift a complete car off the ground. As you can imagine, to do this, it is of fairly solid construction and is bloody heavy. As we contemplated this dilemma, a car transporter arrived to unload another car. Bingo, that truck has a hiab on it, thanks to that man in the truck the hoist was positioned where we wanted it without too much hassle. All we have to do now is dress the stand up a bit and position

judging will be finished and the motorkhana starts. It will give us a couple of hours to have a look at all the other cars and displays. Luke Martin and Lee Norman entered the Motorkhana. Only problem was, Lee had forgotten to bring his club membership card. Brent Martin loaned Lee his for the day, and we christened Lee BCM Junior. The Motorkhana was run as a teams event with 2 drivers and 2 cars from one club making up a team. Luke and BCM



Jumping buildings.



Club Display.



Getting into moving trucks.

the cars. The Italian Job set is looking good.

With all that done, we are free until about lunch time which is when the morning

Junior worked well together all day and finished with first place in the small car class. This is an excellent result, especially when you look at some of the Frasers and Targa cars they were up against.

Not long after the Motorkhana had started, Kevin Patrick and Phillip Walters got the call to move their cars from the club display to the main show ring. If I am correct, this is the first time our club has been invited to display cars in the main arena at Eilerslie. In the morning judging, they achieved fifth place and after

the final judging, they had been pushed back to sixth place. When you look at the standard of the cars presented for judging at Ellerslie, to gain sixth place is a fabulous result and a credit to all involved in preparing these cars.

Events like this highlight to me how far the Mini Club has come in the last five years since we joined. The standard of cars is getting better all the time and the number of people willing to get involved to make these events a success is absolutely fabulous.

From John Turner building the stand, Chris Roper sourcing materials, Dave Handyside and Chris McMurray loaning the club equipment, the use of people's cars to display, I know this was more people involved than them that I have named, so to everybody that helped in this event, I would like to thank you all.

We have a great club and working together and having fun like this is what it is all about.

Gary Ashton



ITALIAN JOB 8 May 2005

Even though the day was wet, 19 cars, including 2 from Waikato Minis turned up to support this event and driver's comments are listed below.

Breakdown so limped home.

Go left! No, No it's 6 left.

Damn good fun.

I can't believe I volunteered to do this.

Your left hand makes an L for left, your right hand doesn't.

Nice going sideways.

If the cops get to the bridge before us, we are done for.

Is that a Stop sign!!

What about the caution!!

This is a four wheel drive course.

Go, Go, Go.

What the hell's that idiot doing?

Hang on a minute guys, I have an idea





Briefing



At the finish



The trial mapped out



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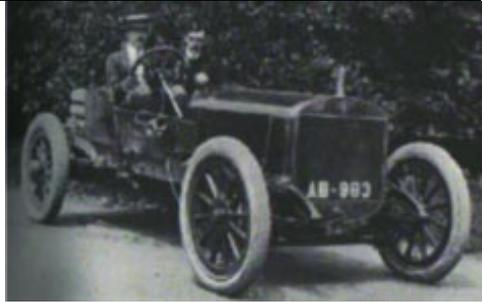
The Genealogy of the Mini

Herbert Austin

If you remember three years ago, I wrote a series of articles on the Genealogy of the Mini. As this year is the Centenary of the founding of the Austin Motor Company, I thought it would be good to run the Austin part of the series again to celebrate the centennial of this great man and his company.

Herbert Austin was born 8th November, 1866, in Little Missenden, Buckinghamshire, and died 23rd May, 1941. When he was 18, he migrated to Australia, settling in Melbourne where he found work in a factory as a foundryman. He also attended the Melbourne Technical Institute and studied engineering, and then started building a number of experimental prototype cars, almost single-handedly. Four years later, in 1887, he was offered a job with the then new Wolseley Sheep Shearing Company in Sydney. (Refer to article on Fred Wolseley) In 1889, the company was transferred and set up in England. Herbert Austin now the chief engineer, still had this desire to build a car. In 1895 he entered a prototype lightweight three-wheeler car as an exhibit at the Crystal Palace.

In 1899, after Fred Wolseley's death, Austin was made general manager of Wolseley.



A 1908 Austin 100 hp car boasting six cylinders just under 10 litres. That could be Herbert Austin at the wheel.

That year, he brought out the first four-wheeled Wolseley car and this single cylinder machine was a prize winner in the 1000 mile Trial of the Automobile Club. This event went a long way towards establishing motoring in Britain, especially as King Edward VII, (then Prince of Wales) followed it enthusiastically and soon took to motoring himself.

In 1905, after a row with the Wolseley Board, Austin went out on his own, and produced the first car to bear his name, a four cylinder 25-30 hp model. At the same time, he built the nucleus of the Longbridge factory that is still there today, and is now the headquarters of MG-Rover Cars. It is also the site where the Mini as we know it, remained in production until October, 2000. (I was fortunate to tour the Mini assembly plant in 1994 during the 35th Birthday party at Silverstone.) The first Austin was soon followed by other models, a wide range being offered in 1908, the largest being

a 60 HP six cylinder car.

There was even an Austin Seven in 1909, but this single cylinder utility car only theoretically anticipated the historic best seller of 1922, the famous 'Chummy' which stayed in production right up to the Second World War.

Herbert Austin ran for parliament and was an MP from 1919 to 1924.

However, not everything was rosy, for in 1921, the Austin Motor Company was in serious financial trouble. As a last resort Herbert Austin decided to design a baby car to compete against the motorcycle and sidecar combinations then popular in England. However, the receivers refused to entertain the idea or to authorise the expense of such a project, so Austin, aided by a young draughtsman by the name of Stanley Edge, designed the proposed new car on the billiard table at home

In early 1922, the prototype tourer, with a four cylinder 747 cc engine and an all-

up weight of only six hundredweight (330kg) created great amusement and scorn amongst the English car trade, who dismissed it as a cheeky piece of entrepreneurship. But the car performed so well that the scorn soon changed to admiration, and the Austin Seven 'Chummy' as it became known, made a huge impact on the fortunes of the Austin company.

Herbert Austin was so sure of his design that he decided to immediately enter the car into motor sports. It won it's first race in August, 1922 at the Shepsley Welsh hill climb, and went from strength to strength, collecting many trophies on the way. In 1923, Arthur Waite, Austin's son-in-law, won the small handicap race at Brooklands at an average speed of 94kph. and the next race at an average speed of 112 kph. In 1925, a super-charged Seven won the 90 kilometre handicap race at the amazing average speed of 144 kph. In 1930, a super-charged Seven covered 10 miles (16 Ks) on the Montlhery track in France at a speed of 109.06 MPH (174 kph), a world record for the 750 cc class. The Austin Seven proved itself to be a world beater, for not only did it put the Austin company back in the black financially, but it also made the world take notice of the British car industry in general.

It seems ironic that in 1924, Herbert Austin approached William Morris and requested that they merge. William Morris turned him down flat! There was no



The little Austin Seven was born in 1922 and changed the fortunes of the Austin company. It was simple, versatile, light and rugged, and a very easy car to drive. 250,000 were sold.

love between those two.

The Seven chassis was used by William Lyons to build his "Swallow" bodies when the company was known as "SS Cars", before he went out and built his own car, and then changed the name of the company to Jaguar. The Seven was also built under licence in Germany by a new group called Bavarian Motor Werken (BMW) and marketed as the BMW Dixi, and in the USA, it was built and sold as the Bantam. In France a new company formed by Lucien Rosengart, an ex colleague of Andre Citroen and former manager of Peugeot, started building Austin Sevens under licence and sold as a Rosengart 5 CV. They proved to be a huge success throughout France. In Japan, DAT (Datsun, now Nissan) illegally copied the car, using their own name. (How else would the Japanese have got started!!!) The Seven ceased production at the outbreak of war in 1939 and the name reappeared in August 1959 with the Austin Seven Mini

The Austin Seven "Chummy" is really classed as the first 'true' baby car, in that it was a big car in miniature, even down to four-wheeled brakes—of sorts—. It had a 747 cc four cylinder engine mated to what is now a conventional three speed gearbox and dry plate clutch. It boasted full electric's and could carry two adults and two children at 45 to 50 mph (70 - 90 kph)

In 1938, Austin secured the services of one Leonard Lord, who had had a big

row with his previous boss, William Morris. The influence that Lord had over both companies from then on was immense. Lord and Morris never got on after that row, although the personal feelings had mellowed enough by 1950 for Lord to approach Nuffield for a merger. It nearly happened except that Reginald Hanks, the then Nuffield chief executive objected. Lord put pressure on the Nuffield board for the take-over of 1952. Even after the BMC merger, Leonard Lord remained very cool towards anything to do with the Morris name. It created many problems for Morris staff, but more of that in a later article.

In 1941, Herbert Austin died and the company remained in operation until the merger with Morris in 1953. It is interesting to note that both Austin and Morris had agreed in 1948 to standardise some of their parts to effect greater economies for their suppliers. This was brought about because of the impact that both Ford and General Motors Vauxhall were having on the decreasing sales of both Austin, Morris and Rootes Group cars. (Hillman, Humber, Singer and Sunbeam The latter company was taken over by Chrysler Corp. and later sold to Peugeot. The site is now a Peugeot assembly Plant.)

Another interesting note, At the beginning of the 2nd World War, most car manufacturers were pressed into building war machines. Austin was no exception, and one of the lines they made un-

der licence was the Seagull outboard that was used so successfully in the evacuation of Dunkirk. Because of the shortage of raw materials, the pistons in these little engines were made of hardwood. After all, they only had to last a couple of crossings of the Channel. They also made parts for, and assembled the Hurricane fighter, and Stirling and Lancaster bombers.

I made reference earlier about the Bantam company in the US making the old Austin Seven under licence. When the war looked like it may affect the US, Bantam made up a general purpose vehicle based on the simplicity of the little Austin. This vehicle eventually was made by both Willys and Ford and called the GP (General Purpose) vehicle, which was then nicknamed the "Jeep".

After the war, all government contracts were cancelled and Austin was left with 20,000 employees and little work. Austin was faced with closing the factory, or putting an alternative plan to the workforce. Apparently he tossed a coin; heads to stay, tails to close. It landed heads up, so Austin went and spoke to the workforce himself.

He told them that if they were prepared to work for one month without pay, the Austin Motor Company could survive. In return, he promised full employment for life as long as the company was there.

The half-crown coin that Austin tossed is now mounted in the wooden panelling of Austin's old office at MG Rover. This office, although moved to a different part of the building, is now set up as a museum. It is still furnished pretty well as much as Herbert Austin left it.

Austin cars were still popular enough. The range was quite extensive, from the A30 and later A35, up through the range to the luxurious Austin Princess and Sheerline models. In the 60's, the Princess came out with a Rolls Royce 6 cylinder engine. There are still some of these about. In the USA, the Nash Company designed a car around the Austin A30, and called it the Nash Metropolitan. When the Mini started selling in the US, 85% were Austin badged Minis, mostly Cooper 'S's.

On the 8th February, 1968, BMC merged yet again to form the British Leyland Motor Corp., now taking in Austin, Morris, Wolseley, Riley, MG, Nuffield tractors, Triumph, Rover, Jaguar, Daimler, Lancaster, and Leyland truck and bus. In 1969, Nuffield tractors became Leyland, the Lancaster name had already been dropped when Jaguar had previously taken over the Daimler company. The Wolseley, and Riley names were dropped. In 1971, the famous Mini Cooper ceased production, to be replaced by the Clubman-

fronted GT. The 1970's were the really dark days of not only BL but the British motor industry in general as the workers unions almost crippled the whole of the manufacturing of cars in England.

Then the splits began to happen. In 1985, most makes had either been sold off or dropped altogether. British Leyland had already divested of the deadwood names of Wolseley, Riley and MG. The Morris name was relegated to commercial vehicles. Jaguar/Daimler, together with the Lancaster name was sold off. There was talk of reviving the MG name. Then the company reorganised and became to be known as Austin-Rover. Some Austin models were re-badged as MG's, (Montego, Maestro and Metro) The last Austin came off the assembly line in the form of the Metro and Montego, in 1989. By this time there was the joint venture with Honda, and the Triumph name finished up on the rear end of a Honda Accord and called Triumph Acclaim.

In 1994, BMW bought the Rover group, and announced that it was thinking of bringing the Austin name alive again as a sports car to be manufactured at its Spartanburg factory in South Carolina, USA and using the floor pan of the BMW "Z" roadster!

Then in 1997, the BMW board dumped Bernd Pischetsrieder, as manager of

BMW, and in 2000, BMW had had enough and sold off Land Rover to Ford, dumped Rover and MG into the laps of private enthusiasts, the Phoenix Group, but kept the Mini and Riley names for themselves. .

I doubt now that the Austin name will ever come back, but you never can tell. Austin's influence on the British and the World car industry in its early years has permanently stamped the company name into the motoring history books. In recognition of this, Sir Herbert Austin himself has just been honoured by the European Automotive Hall of Fame, joining such giants as Henry Ford, Karl Benz, Gottlieb Daimler, Andre Citroen, Ettore Bugatti, Alec Issigonis, William Lyons, Enzo Ferrari, and Armand Peugeot among others.

Meantime, the celebrations this year include a flypast led by a Lancaster Bomber, a motorcade of 100 Austin and Longbridge produced vehicles spanning 100 years of production from his earliest examples right up to the latest MG and Rover products. Incidentally, MG Rover have recently signed a deal with a major Chinese car manufacturer which will help the company financially and also provide expertise to the Chinese company.

by Les Gubb

The Don Report

Season Report Mini Seven No# 1

Hello to you all. Well the Koken Super Mini Challenge has drawn to a close for another year. We have had an eventful year with race meetings held all over the country. Of course I wouldn't have been able to compete in any races, if it wasn't for the support of my sponsors. So with this in mind I would like to thank all of you at the Mini Car Club of Auckland for your contribution to our team. The tyres were a real bonus for the team this year, as never before had we run the car with four new tyres. Below you will find detailed results from all of the Championships that we ran in this year.

North Island Mini Seven Championship
This was held over nine rounds, with three races at each meeting. We took out 1st place for the season, finishing all but one of the races. We also managed to go under the lap record at Pukekohe for a Mini Seven 1min16.37secs.

NZ Mini Seven Championship

This was held over two rounds, one in Timaru, the second at Taupo. We had a long journey to the South Island, to a track that we hadn't previously raced at. The weekend proved to be very challenging, and with some bad luck ended up Sixth after the first round. We went to

Taupo with a positive attitude, winning one race, & finishing second in the other two. The championship was one by Jason Ingrim from the North Island. Congratulations must go to him and his team as we know the effort it takes to win the NZ Title. Our team ended up 4th overall, a position we were happy with after the misfortunes of Timaru.

Koken Super Mini Challenge

This Championship is held between all of the Mini classes racing in the North Island. You accrue points within your own class, and these points determine where you finish in the Challenge. During the season we had three different leaders, and it went down to the last meeting to decide the winner. Kevin Townsend took out the title in his Super Mini, with our team coming second.

As you can see we had an up and down year. The team was very disappointed to lose the NZ No# 1, but we know we will come back stronger next season. It was very satisfying to win the North Island title again, and recognition must go to my very supportive crew of Mike Paulin, Belinda (my wife), Harold (my dad). I must also mention the huge effort put in by Phil Deane (PD Automotive) in building my engine, and the many hours we put in maintaining the car. Of course none of this would have been possible if it

wasn't for the support of my sponsors. I thank you for your contribution to our team, and look forward to continuing a successful relationship next season, when working together we can once again have that NZ No# 1 on our car.

Thanks to our Sponsors:

Banks Transport 2000 Ltd, Mini Car Club of Auckland, P D Automotive, Camellia Court Motel Taupo, Petro Canada Oils

Looking forward to seeing you all at the Koken Mini Fun day June 11th at Taupo.

Cheers
Don McVeigh

Quote

One of the sitting members of the standing committee is standing down, resulting in a vacant standing committee seat.

If anyone of good standing wishes to stand for this seat, will they please notify the sitting chair of the standing committee.



Top scorers in the Clubs points list

Name	F/Name	C/Nite	M/Meet	Events	Rallys	Shows	Visits	Econ	Duties	Camp	Runs	Total
Ashton	Gary/Catherine	7	3	9	1	6	4	1	18	2	1	52
Watts	Peter	7	12	6	2	6	4	1	5	2	1	46
Turner	John	6	5	3	8	3			9	2	1	37
Marlin	Luke & Brent	7	8	4	2	2	4	5			1	33
Agnew	Gavin	6	10	5	1	2	2	3		2	2	33
Patrick	Kevin	6	10		1	2	4		8			31
Norman	Lee	5	2			6	2		13			28
Hargraves	Keith	5	7	12		2			1			27
Crispe	Graham	6	2	2			2	10	3			25
Munn	Charlotte	4	2	3	10	2	2				1	24
Schouten	Frits	6							14	2	1	23
Wigmore	Michael	5	2			2			10	2		21
Carter	Andrew		20									20
Gubb	Les	5	2	1	1		4	1	6			20
Miller	Stephen (John)	5	2	2	3	4	2				1	19
Hartshorne	Peter	6		2				8		2		18
Brown	George	6	2	1	1		2		6			18
Bates	Mike & Janice	7	2	3	1		2				2	17
Hill	Aidan	6	10									16
Handyside	David	6	3	3					4			16
Banks	Jim	1	12			2						15
Hartshorne	Kevin	5						8		2		15
Taylor	Kevin	2	10				2				1	15
Robinson	Warwick	5	2						6	2		15
Reper	Chris	5	2						6	2		15

TIGGA'S DAY IN THE BIG SMOKE

TIGGA, Marilyn and I headed off for the big smoke on Sunday the 3rd of April. We were to meet up with Auckland Mini Club members in Otahuhu to start the trial through Auckland. After a quick chat and instructions on S.O.S call outs we signed on the dotted line and were given the instructions. Eager and ready to go, we lined up ready to start what would be an inevitable ticket for us Hamiltonians to getting lost...we thought!

First we cruised from Otahuhu to Mt Wellington. This is where our first and only mishap occurred...dodgy Auckland signposting was of course at fault! But when we found the road and drove TIGGA up the hill it was a fantastic sight. We then moved on through the streets of Panmure, Pakuranga and East Tamaki, where we named the colour of the horse and the car wrecker. We quickly visited Howick and then went up Point View drive and around the East Tamaki/ Manukau border. Lastly, we visited Whitford and then ended up back in Howick. This whole trial lasted close to two hours.

Most of the trial was without hiccup, except the odd swapping lanes at the lights to ensure the most direct route and not to mention the carpark cutting cheaters...we wont mention any names... Charlotte!!!

We reached the end of the trial where TIGGA was parked up with all the other minis while the crew went to have a few cold ones at a nearby restaurant. Quick sums were done on mileage and question answers. Charlotte Munn was the winner with correct answers and the smallest mileage. The trial was a great opportunity to blow out the cobwebs and show the Aucklanders how to well TIGGA runs in foreign land! Thanks heaps to Catherine and Gary Ashton for organizing this trial, and letting us come up for it. It was a fantastic way to spend a surplus Sunday afternoon. Expect TIGGA'S presence later on in the year, in the North Shore.

Koken Mini Funday

Date :11/06/05

Venue : Taupo Racetrack

Start Time: 9am

Scrutineering : 8.30am-10.30

Cost: \$50 per car incl 1 Driver

\$20 additional Driver

\$5 per ride in race car

Passengers only allowed in racecars

Checklist for Scrutineering

Helmet (must be of good quality)

Overalls (must be cotton)

Good footwear

Check that all suspension is tight

Check your wheel nuts as they will loosen

Check tyre pressures (35-40lbs)

Must have return springs on the throttle

Ensure that battery is secure (place strap over the top)

Ensure there are no loose objects inside the car

There will be a boot sale on the day so bring along your Mini bits!! For more info on the Funday go to www.miniracing.co.nz

The engine competition.

The following photos have been send in by Mike Bates.
It was all happening at the club shed.



Lets get this one going.



It's not my Mini anyway....



The best exhaust system on the planet.

Paddy Hopkirk, the darling of the golden years of rallying, has been honoured with a place in Irish sport's Hall of Fame, joining previous inductees George Best and Mary Peters at a ceremony organised as part of the Belfast Telegraph Sports Stars of the Year Awards.

Now 71, Hopkirk retired from international rallying in 1970, but remains one of the sport's best-known and loved stars. The most famous achievement of his glittering career was overall victory on the 1964 Monte Carlo Rally, where he took on and beat all-comers at the wheel of the giant-killing Mini. In those days, winning the Monte was front-page news worldwide and Hopkirk, co-driver Henry Liddon and the Mini were all flown home to appear live on British television's Sunday Night at the London Palladium, ensuring them of instant 'household name' status.

"As a Belfast lad, it gives me enormous pride to be recognised in this way, and it is a real honour to be ranked alongside such Irish national heroes as George Best and Mary Peters," Hopkirk said, after receiving his award from Olympic swimming star Sharron Davies, "This Awards night is one I shall not forget."

Hopkirk continues to succeed today, albeit in business rather than on the stages, and runs an automotive sales and marketing company called Smarter Direct, which represents numerous accessory, safety and emergency product manufacturers, many of whom carry the Paddy Hopkirk 'signature' brand. His rallying fame lives on, however, and, only last year, BMW built a limited edition Paddy Hopkirk/Monte Carlo Rally version of the new Cooper S for the American market. It was launched at the Chicago motorshow by the man himself and sold out immediately.

Courtesy of crash.net news.

MINI dons a Versace Outfit

A unique Fashionable Design piece is being auctioned in favor of the annual Life Ball of 20th- 30th June with eBay auction website. Fashion celebrity Donatella Versace exclusively sketched an outfit design for a MINI Cooper Cabrio for the Life Ball event. The MINI was painted in her fiery flower design for exhibition on the gangway with top international models during her Fashion show.

MINI supports the Life Ball charity event this year for the fifth time in succession. Together with international prominence, MINI will set a positive indication in the fight against AIDS on 21 May 2005 in the Viennese city hall.

The Largest AIDS Charity Event in Europe is a very good platform for MINI, in order to underline its socio-political commitment. Following the Life Ball from 20th-30th June 2005, the car will be on the Internet worldwide with eBay (ebay.de, ebay.at and ebay.it). All proceeds benefit the Life Ball. You can find more information to the commitment of MINI on the Life ball 2005 under www.mini.at/lifeball and general information under www.lifeball.org.

article courtesy of MINI Press

MINI gossip.



The first arrive at the gate of the drive in On Saturday April 16th 2005, more than 150 MINIs turned up at a special outdoor screening of the original "The Italian Job" at an Auckland City venue, a promotion packaged as the country's first drive-in movie.

Nearly all were new MINIs - hardtop and soft-top Cooper and Cooper S models. A handful were Classic Minis built before the new cars were even conceived.



All having some fun.

BMW public relations executive Mark Baker said the drive-in was a huge success.

"The first arrivals parked and drivers and passengers walked around looking at the other cars," he said. "I'd almost guarantee that no two cars were identical. Rood

decals, stripes, alloy wheels, spotlights, color schemes...everyone individualises these cars, much as was the craze back in the 1960s. It was a real gathering. People brought along picnic baskets and flasks of coffee and made the event a real outing".

Sound for the movie was transmitted by a local FM radio frequency to the in-car audio systems. "That was fine for everyone - except the owners of one classic Mini who didn't have an FM radio" said Baker.

Viewers were treated to hot dogs, french fries, popcorn, Ice cream, coffee, and drinks - all for free.

MINI NZ Manager Peter Jarratt indicated that similar events would be held in the future.

Article courtesy of MINI NZ and NZ Herald Automotive News.

Mini's radical 4x4 future
6 May 2005

BMW's top product development specialists are burning the midnight oil in Munich and California, putting together plans for a 'soft-roader' version of the third-generation Mini. The new car could

MINI gossip.

be fitted with a highly advanced all-wheel-drive system developed by specialist Getrag. Sources say BMW's engineering boss has already driven, and been impressed by, Getrag's own four-wheel-drive Mini Cooper prototype.

The US market is important for Mini and there's said to be considerable pressure for BMW to enter the booming cross-over market. The biggest problem BMW faces is the inherently compact nature of the Mini's platform, despite the rumoured upcoming wheelbase stretch. The company is also balancing the problems of investing in a brand new body style for an uncertain market segment.

Earlier this year BMW unveiled building work to increase capacity at its Oxford factory. Sources say that today's 190,000 annual output could be boosted to at least 250,000 when the new facility comes on stream in 2007.

BMW board member Norbert Reithofer said the expansion would allow BMW to increase flexibility 'with regards to various Mini model variants'. BMW sources insisted that no decisions had been made regarding an expansion of the Mini line-up beyond a hatchback and cabriolet. However this rendering (right), released by BMW's Californian

Designworks division, shows a slightly longer, taller Mini with distinctive off-roader styling cues. The concept also clearly shows the addition of rear-hinged back doors in the style of the Rolls-Royce Phantom.

Autocar's computer renderings, also above, show how BMW could realise a modern take on the Mini Moke based on the rumoured four-door Mini estate.

In any case, Getrag's Twinstar all-wheel-drive system could well find its way onto a Works version of the next-generation 1.6-litre turbocharged Cooper models. BMW had planned to build a 4x4 rally version of the Mini, but canned the project after the Rover Group sell-off. A Mini 'Monte Carlo' – and even a works WRC team – looks a dead cert if the Getrag transmission gets the green light from BMW.

Article and photo courtesy of Autocar Magazine



MINI 4x4

Mini Events

SUNDAY 5 JUNE - Compass classic and sports car day, Compass Community Village, 17th Ave West, Tauranga. Annual classic car show in Tauranga.

TUESDAY 7 JUNE - Club night at Northern Sports Car Clubrooms from 7.30pm. Soda Blasters will be giving a talk on paint and rust removal. If you have some bits that need cleaning up, bring them along.

SATURDAY 11 JUNE - Mini Fun Day at Taupo. This is your chance to take your car for a blast around a racetrack. You can also have a ride in a race car. Our club will go out for dinner on Saturday night. We will have two convoy runs down to Taupo, the first will leave the service centre between the Papakura and the Drury motorway off ramps at 1.00pm on Friday 10 June. The second will leave from the service centre at the top of the Bombays at 6.30am on Saturday 11 June.

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

SATURDAY-SUNDAY 18-19 JUNE - Best of British Festival, at the Bruce Mason Centre in Takapuna. We have been invited to display three cars on Saturday and Sunday. It does not have to be the same three cars each day, so if you would like to display your car on either day, or could help by being a marshal, please give Gary Ashton a call.

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

SATURDAY 9 JULY - We will be holding an educational afternoon at Landscape Cars, 919 Dominion Road, Mt Roskill. Meet at 1.00pm at Landscape Cars. Come and learn what makes your car tick!

SATURDAY 23 JULY - Night Trial. Meet in the car park opposite Karaka Bloodstocks, Hingia Road, Papakura at 6.30pm. Navigational trial in the Franklin District that finishes for dinner. Bring a navigator, pen, clipboard, torch and a map of the Franklin District.

Mini Events

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

SUNDAY 14 AUGUST- North Shore navigational trial.

TUESDAY 6 SEPTEMBER- Clubnight at the Northern Sports Car Club at 7.30pm

SUNDAY 11 SEPTEMBER- Follow the leader run to a winery for lunch.

SUNDAY 2 OCTOBER- Garage bash.

TUESDAY 4 OCTOBER- Clubnight at the Northern Sports Car Clubrooms from 7.30pm

SATURDAY-SUNDAY 8-9 OCTOBER- V8 Supercars at Bathurst.

LABOUR WEEKEND 22/23/24 OCTOBER 2005- Mini Nationals, Christchurch. If you are thinking of going to the Nationals, I would recommend you start thinking about booking you tickets to get your car across the ditch. Chris Manning can arrange to have you Mini transported to and from Christchurch in a container for \$500. Feel free to contact Chris on 833-9340 or 021-585-804. I will publish more details as they come to hand.

TUESDAY 1 NOVEMBER- Clubnight at the Northern Sports Car Club from 7.30pm.

SUNDAY 13 NOVEMBER- Motorkhana

SUNDAY 4 DECEMBER- Economy run.

TUESDAY 6 DECEMBER- Christmas clubnight at the Northern Sports Car Club from 7.30pm. We will have a bbq, please bring a plate.

AUSTIN

Incredible **mini** Saloon



- ★ Combined ignition/starter switch.
- ★ Safety sun visors and interior mirror.
- ★ Two-leading-shoe brakes at front.
- ★ Greater torque capacity gearbox.

...now with Hydrolastic suspension!