

Mini Car Club of Auckland

Incorporated



August 2005

Californian Moke photos supplied by Mike Bates

IN THIS MONTHS ISSUE:

Taupo fun day photos

Night Trial photos

Upcoming events, club point

New MINI gossip and lots more.

Mini Car Club of Auckland

Volume XIII

Issue 4

August/September 2005

President:	Warwick Robinson	(09) 479-1825	(021) 186 5520	President@minis-auckland.org.nz
Vice President:	Micheal Wigmore	(021) 481-380		
Secretary:	Cathrine Ashton	(09) 232-1233		
Club Captain:	Gary Ashton	(09) 232-1233		Club-Captain@minis-auckland.org.nz
Treasurer:	Maureen Turner	(09) 357-0025		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	(027) 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	(09) 357-0025	(021) 653584	
	Lynda Biffen			

Club Website: 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

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:
<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

President's Report

Warwick Robinson

The Mini Fun Day at Taupo on Saturday 11th June turned out fine and warm after the fog lifted. We had about 30 people from our club and 10 Minis did track time.

There were smiles all round as people came into the pits after 6 – 8 laps. The Minis from our club were busy all day, with quite a few driver changes.

Saturday night out for dinner at the Cosmopolitan Club was also a great success and Maoris beating the Lions. All in all a fantastic weekend.

On the weekend of 18 – 19th June at the Bruce Mason Centre in Takapuna, the “Best of British Festival” was held, where our club members Aidan Hill, Phillip Walters and Lee Norman displayed their cars. The organisers promised a bigger event in future years.

The Educational afternoon at Landscape Cars on Saturday 9th July was also well attended.

John Turner's Pajero was given a transmission flush and Phillip Walter's fuel injected Cooper was given an injector clean. Both using Wynn's rigs.

The Wynn's representative gave a speech on their products and a few giveaways.

Thanks to Kevin Patrick, Landscape Cars (Murry) and Wynn's.

Don't forget the AGM on Tuesday 2nd August.

**EL PRESIDENTO
WARWICK**

Club Captain's Report

Gary Ashton

By the time you read this the club's AGM and prize giving will have taken place. I would like to take this opportunity to thank the 2004/2005 committee for all their effort in running the club over the last twelve months.

I would also like to welcome the 2005/2006 committee, it is going to be a full on year for the committee with the Nationals being held in Auckland in 2006.

I would also like to thank the rest of the club for your contributions in helping this club to be the success it is. If it wasn't for your support of the club's events, and the organisers, we would not have the great club we do.

On Sunday 14 August we are having a fun trial on the North Shore starting at Stafford Park at 1.00pm. The Bruce McLaren Trust have invited our club to participate in the Coast to Coast classic car run on Saturday August 28. A few members of our club did this run last year and it was awesome. If you would like to go, full out the entry form in this magazine and send it off.

The guest speaker at our September club night will be from High Performance Coatings. This should be an interesting night, some of the protective coatings available are quite incredible. We will run a follow the leader in West Auckland on Sunday 11 September starting at Westgate Shopping Centre at 9.30am. The run will visit the Iron Park Museum in Helensville and finish at Crystal Mountain for lunch.

I am organising a garage bash on Sunday 2 October, if you are working on a project that you would like the club to see, let me know and I will try and incorporate it. While I am talking of garages, have a bit of a tidy up before the October club night, as we will have a swap meet.

Don't forget the Nationals in Christchurch on Labour weekend. Details have been forwarded to our club and we have published the programme and entry form in this magazine.

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

Editor Ramblings

I feel terrible. The last event I've been to was the Italian Job. And that's not because there haven't been any events, no not at all. It's just that I'm too busy with work and so. And then suddenly it's the fifteenth of the month and a write-up need to be done. Right, have you booked your trip down South yet. Better be quick because the ferry tickets are running out fast. I'm looking really forward to the convoy trip to ChCh for the 2005 Mini Nationals. The trip alone is already a great event. Wouldn't it be nice if we showed up with 20 odd cars or so. Look what's coming up during that weekend. Show & Shine, Drag & Sprint races, Navigational Trail and much more. It's going to be a totally fun packed weekend. Being such a long trip there are a few things that might be worth checking. The usual oil change wouldn't go amiss. After all, it's at least 2000km round trip if you take the shortest route but for most of us considerably more because of the planned touring around the South Island. Spark-plugs, air filter, coolant, brake & clutch fluid need checking. Oh, and don't forget the fan belt. When was the last time you checked your spare wheel? Is there still some air left in it? How about the jack? Perhaps a few spare lightbulbs can do. And if you have some time left, give the Mini a decent clean and vacuum. What has happened in the last two

months. Mini Fun Day at the Taupo race-track must have been the highlight for many of you. Mike Bates gave me a good set of pictures which you will find later in the Magazine. You can also check out Tom Parkers web site at <http://carrott.org/mini/taupo/> He took a lot of pictures too. Rumours have it that the flying red DeJoux did it again, the spinning around time on a race track that is, but this time it did not escape the damage. Fortunately the driver, although somewhat embarrassed, was okay.

The June club night was again very good with Matthew Banks from Soda Blasters Auckland giving us a life demonstration of what he can do with his Soda Blasting machine. You will find some pictures, later in the magazine, of Lee Normans spare wheel being half blasted. Last weekend we saw the annual Night Trial. This year the attendance was absolutely beyond expectation. Were we getting around 8 to 10 cars in the past, this year a whopping twentyone cars participated in the event. The finish was topped off with a nice dinner at Castaways restaurant near Karioitahi Beach just about 7 km from Waiuku. Great event, great friends and a great dinner.



TORQUE ABOUT IT

I heard a conversation between two Mini Club members the other day at Landscape Cars. They were discussing the difference to their Minis after changing from 12 inch to 13 inch wheels. Certain that I had some info on the subject, I went home and did some investigating. Changing from 12 to 13 inch wheels is a simple plus one conversion, where a relatively narrow tyre is replaced by a wider tyre with a lower profile and a larger diameter wheel. This can give you a reel headache when trying to calculate the effect it will have on the cars overall gearing.

Let's think of the relationship between the tyre and the road as a rack and pinion. As the tyre revolves, the road moves rearwards, the more the tyre turns, the more road is pushed out the back of the car. If we make the tyre larger, more road is covered for the same number of turns. Make the wheel smaller and less road will be pushed out for the same number of turns.

Let's find a way of calculating the relationship between tyres and gearing. A gearbox multiplies the torque of an engine. It also varies the number of times that the crankshaft rotates in relation to the number of times the gearbox output shaft rotates. If your cars first gear ratio is 3 to 1, then the crankshaft turns three times for every turn of the gearbox output shaft. If the differential has a ratio of 3.55, then the drive axles turn once for every 3.55 turns of the gearbox output shaft. If we multiply these two together, we find that the engines crankshaft turns 10.65 times for every revolution of the drive axles, and therefore the tyres.

The next gearing factor in this is the relationship between the tyre and the road. To do this we need to find out how many time the tyre will rotate in a kilometre. For this we need to calculate the tyre circumference. Now as everybody who has been to school will instantly forget, circumference is equal to the diameter times pi. This is where the first problem is , $\pi \times d$ works well in the classroom but not on tyres. For these calculation pi does not equal 3.1416, but 3.05 or 2.99. So, the rolling circumference can be calculated using the following formula,

$C_r = f \times d$ where,

C_r is the rolling circumference,

f is 3.05 for radial tyres and 2.99 for cross-ply tyres

D is the overall diameter.

Here is an example, the Dunlop Le Mans 60 series tyre in 215/60HR15 size has an overall diameter of 640mm. Using the formula above we find the rolling circumference to be,

$$640 \times 3.05 = 1952\text{mm.}$$

This calculation is accurate to plus or minus 2.5% and must now be converted to metres before proceeding. By moving the decimal point three places to the left we find 1952mm becomes 1.952metres. Now we can work out how many times this will turn in a kilometre. By using the formula rolling circumference divided into 1000metres. So,

$$1000 \text{ divided by } 1.952 = 512 \text{ revs / km.}$$

Now we are getting close to a use for all this info. If I was going to change the drum brakes and 10 inch wheels on the van to discs and 12 inch wheels, this is what we would end up with. The tyres on the van are 165/70-10 Bridgestone, with a diameter of 485mm. From this we can calculate the rolling circumference, $485 \times 3.05 = 1479\text{mm}$. Now move the decimal point three places and we get 1.479 metres. To get the revs per kilometre we divide 1000 by 1.479 and get 676 revs / km. Now lets see what happens when I fit the 12 inch wheels with 165/70-12 Khumos. The diameter is 500mm, times by 3.05 gives 1525mm as the rolling circumference. Now convert to metres, which is 1.525 and divide this into 1000 which is 655 revs / km.

So there you have it folks, if I change from 10s to 12s I will have a difference of 21 revs / km. Now this has to be a change in the gear ratio, and shows that your speedo will be out also.

SODA Blasting

The following information appeared in the Woodworker's Journal, February 2005, as part of the article entitled "Chemical-free Stripping" by Michael Dresdner.

Soda Blasting

The most unusual method of abrading off finish is an odd contraption called a soda blaster. It's a variation of a sand blaster that uses safe, edible baking soda instead of sand. Soda blasting was developed during the restoration of the Statue of Liberty, whose delicate copper skin would have been harmed by regular sandblasting. Unlike sand, which must be swept up, and whose dust is dangerous, baking soda is harmless – except to paint.

Out on my driveway, I donned goggles and a dust mask and put the rig through its paces. I learned to control the flow by reducing the pressure, backing off, and aiming at an oblique angle, much like using a pressure washer. My first attempt cut through lacquer and made a depression in the mahogany below, but I

soon had enough control to peel just one coat of paint from a chair painted with several layers.

The ultimate test was to partially strip to a sharp, masked line, something impossible with other stripping methods. After a little experimentation, I got a crisp line simply by masking the area I wanted untouched. Conversely, by cranking up the pressure, I was able to strip the toughest powder coating, and quickly add "washboard" erosion to a piece of Douglas fir.

I didn't bother sweeping up. The next day it rained. The baking soda simply disappeared, and with it, an oil spot left by my daughters car.

Michael Dresdner

Editors note: The above article courtesy <http://www.ace-sandblasting.com> Matthew Banks came along at club night and gave a very impressive demo of his mobile SodaBlasting unit.

Look how clean Lee's spare wheel got. Only half though.



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6 - Hour Endurance Race

Stephen Miller

On Saturday 28 May I was lucky enough to be part of the pit crew for car number 36, a Jaguar XJ6 4.2 that was running in the six-hour endurance race at the Pukekohe Race Track. This was organised through the Young Guns' Car Club and Paul Jenkin. On the Friday night beforehand the Young Guns' Car Club had also helped with the scrutineering at the VTNZ station in Pukekohe.

more permanent repair made. The car then went out on the track where it was running well, continuing to circulate on the track for an hour and a half. The pit crew was beginning to get ready to refuel the car and change the drivers when the yellow flags went up and our car was not seen. The next time we saw the car, it was being towed into the pit lane, having lost its clutch. This was very disappointing as there was no way that we could fix this problem quickly, so the Jaguar had to pull out of the race.



There was a field of 46 cars in the race and they were divided into five classes - The Jaguar was in Class E - 3501 cc and over. The drivers of the Jaguar were Eddie York, Robert Moston and Andrew Turpin.



The winning car was a Porsche 911 Turbo 4WD driven by Jody Vincent and Grant Baker. Second place was a Toyota Corolla which had a 3 Litre turboed Supra engine and was driven by Craig McDermid, Peter Swaney and Evan Thomas. Third was a V8 Holden Commodore driven by Peter Roberts, John Penny and Chris Coleman.

Despite the disappointing end for the Jaguar this was an enjoyable experience and gave me first hand knowledge of what happens in pit lane at Pukekohe.




The car was well prepared, but after a couple of laps there was a problem with the top radiator hose. After temporarily repairing this, the car went back on the track and consistently got lap times of about one minute sixteen seconds. Soon after, the car pitted again and a

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DON'T FORGET AGM this month.

Don McVeigh and Angus Fogg will be
guest speakers.

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.

simple-pages.homeunix.net

The editor's new home page. I'm building more and more pages with lots of photos. I've also created an online Club magazine archive that goes back all the way to 1997. Not all old mags are complete but if I find the originals, I will update them.

carrott.org

This is Tom parker's home page. Lots of photos of the last Taupo event. Follow the Mini link to see more about what Tom does with Minis and so on.

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Canterbury



Mini Owners Club Inc.
P O Box 27135, Shirley, Christchurch

Affiliated to Canterbury Car Club



Canterbury



11th Annual National MINI Meet

22-23 October 2005
Christchurch

PROGRAMME

Friday 21st	5:00-9:00pm	Registration and Scrutineering. Just Rust/Race Ready, 234 Main South Road, Wigram
Saturday 22nd	8:30am-12:00pm 1:00-5:00pm OR 1:00-5:00pm 5:00pm onwards	Show and Shine. Air Force World grounds, 45 Harvard Avenue, Wigram Option 1: Drag Racing and Bent Sprints. Ruapuna Raceway Option 2: "Tiki Tour" around Christchurch and Canterbury Barbeque Dinner – Clubrooms, Ruapuna Raceway
Sunday 23rd	10:00am-afternoon 7:00pm onwards	Navigational Trial, starting from the Riccarton Workingmens Club car park Dinner and Prizegiving, Casual Dance, Riccarton Workingmens Club
Monday 24th	9:00am	Farewell Breakfast, "Hoofbeats Restaurant", Racecourse Hotel, 118 Racecourse Road, Riccarton

PLEASE NOTE: If you wish to participate in the drags and/or sprints, you will need a helmet, cotton or fireproof overalls, a fire extinguisher tied down in an easy to reach position in your car, AND you must belong to a MotorSport NZ affiliated car club OR you can join the Canterbury Mini Owners Club for one month for a cost of \$10 per person.

REGISTRATIONS CLOSE ON 26 September 2005 (NZ Post stamped). Late Registrations close on Friday 21 October 2005 and will incur an additional late fee of \$50.00.



REGISTRATION FORM (page 1)

EVENTS	Cost	Qty	Total
OPTION 1 Entry for full weekend \$50.00	\$50.00		
<i>Option 1 includes: Show & Shine, 1 person Drags & Sprints, 2 people BBQ Saturday, 2 people Nav Trial</i>			
OPTION 2 Entry for full weekend \$50.00	\$50.00		
<i>Option 2 includes: Show & Shine, 1 person Tiki-Tour, 2 people BBQ Saturday, 2 people Nav Trial</i>			
Additional Driver – Drags and/or Sprints \$20.00	\$20.00		
Additional Person – Tiki Tour \$12.50	\$12.50		
Saturday night Barbeque (additional adult) \$10.00	\$10.00		
Sunday night Prizegiving Dinner – Adult \$25.00	\$25.00		
Sunday night Prizegiving Dinner – Child 5-15 yrs \$12.50 (children under 5 free)	\$12.50		
APPAREL			
Cap	\$15.00		
WHITE Polo shirt (please indicate size) S M L XL XXL XXXL XXXXL	\$35.00		
BLACK Polo shirt (please indicate size) S M L XL XXL XXXL XXXXL	\$35.00		
TOTAL PAYABLE (PLEASE MAKE CHEQUES OUT TO CANTERBURY MINI OWNERS CLUB INC.)			

YOUR DETAILS

Name: E-mail:

Address:

Phone:(home)(work)(mobile)

Please post to: P O Box 27135, Shirley, Christchurch

PLEASE TURN OVER →

Accommodation Options

All of the motels listed below are in the suburb of Riccarton, Christchurch, which is central to the location of all events at the 2005 Mini Nationals

306 on Riccarton Motel (phone 0800 304 306)
306 Riccarton Road, Christchurch. Tariff \$90-\$125 (2 persons).

AAAAA Motor Lodge (phone 0800 341 3274)
208 Riccarton Road, Christchurch. Tariff \$85-160 (2 persons).

Aloha Motel (phone 03 343 9911)
68 Main South Road, Christchurch. Tariff \$85-\$120 (2 persons).

Apollo Motel (phone 0800 862 765)
288 Riccarton Road, Christchurch. Tariff \$85-\$120 (2 persons).

Ascot Vale Motor Lodge (phone 0800 274 207)
296 Riccarton Road, Christchurch. Tariff \$79-\$125 (1-2 persons).

Bush Inn Court (phone 0800 287 446)
45 Main South Road, Christchurch. Tariff \$89-\$135 (2 persons).

Christchurch Motel (phone 0800 252 258)
252 Riccarton Road, Christchurch. Tariff \$80-\$110 (1-2 persons).

Clyde on Riccarton Motel (phone 0800 280 282)
280 Riccarton Road, Christchurch. Tariff \$75-\$125 (1-2 persons).

Middlepark Motel (phone 0800 800 876)
120 Main South Road, Christchurch. Tariff \$65-\$90 (1-2 persons).

Riccarton Mall Motel (phone 0800 474 222)
142 Riccarton Road, Christchurch. Tariff \$85-120 (1-2 persons).

Westside Motor Lodge (phone 0800 200 371)
298 Riccarton Road, Christchurch. Tariff \$85-\$145 (1-2 persons).



REGISTRATION FORM (page 2)

Name of additional driver(s):

Car(s) entered:

(Make, Model and Rego please)

What Car Club do you belong to?

Show and Shine Category (please tick box)

- | | | | |
|---|--------------------------|--|--------------------------|
| A Mark I and II | <input type="checkbox"/> | B 1970-1976 | <input type="checkbox"/> |
| C 1977-1982 | <input type="checkbox"/> | D 1983-1986 | <input type="checkbox"/> |
| E 1987-1991 | <input type="checkbox"/> | F 1992-2001 | <input type="checkbox"/> |
| G Clubman | <input type="checkbox"/> | H Cooper and Cooper S (Pre-Rover) | <input type="checkbox"/> |
| I Rover Cooper & Cooper S | <input type="checkbox"/> | J BMW Mini | <input type="checkbox"/> |
| K Variants (i.e. Wolseley Hornet, Riley Elf, Moke) | <input type="checkbox"/> | L Race car | <input type="checkbox"/> |
| M Commercial (i.e. Van, Ute) | <input type="checkbox"/> | | |

Canterbury Mini Owners Club Inc. would like to thank the following sponsors of the 2005 National Mini Meet:



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Taupo fun day

Got a lot of photos from the Taupo fun day. Unfortunately I wasn't there so I can't put much of a story here.



Lee's Mini being checked out



Mini De Joux

It didn't look the same at the end of the day. An argument with a tyrewall did put a dent in both the car and the owner's pride.



Our corner on the day



Ready to rock



Foggy start of the day



Targa Mini

Taupo fun day



Around



This looks like pretty fast



and around



and around

Night trial results.

- 1st Les Gubb
- 2nd Peter Watts
- 3rd Carl McIntosh
- 4th = Mike Bates
- 4th = John Turner

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Night trial

Gary told me that last time he had like 6 Minis showing up and thought 'lets have fifteen copies of the trial run'. That should cover the increase of interest for this event.

Twenty one cars showed up!! There was some imediate action required to get some more copies for the participants. That's where Les grabbed a copy and shot off home to make some more copies. This is really like the Italian Job we held in Auckland two months ago but then with the lights out. The start was in Papakura just over the bridge on Beach road. I could not believe my eyes when I arrived at 6:30pm. The number of Minis was phenomenal.

There were so many cars that I couldn't get them all in the one shot. Mind you, it was kinda dark. I suppose that's what you get with a night trial.



Night trial



Scramble at the start.

The trial was taking us through the fast and flowing roads in western end of the Franklin District. To give you a bit of an idea where we ventured out, we cruised the roads around Patumahoe, Waiau Pa, the Waiuku Forrest and to the coast at Karioitahi beach where the Finish was at Castaways restaurant. Of course, when we showed up with twice as many people than previously expected there was some improvisation required by the restaurant. A set menu was created consisting of the following

There is no questions about it. Nobody went hungry with this menu. I had the Seafood chowder and a Chargrilled Scotch fillet topped of with the Chocolate pud and ice cream. I could not finish off the pud. It was just too much. We occupied four long tables to cater for everybody. As soon as one table was full the waiters were taking orders and yet the last person did not leave the restaurant until after 11:30pm. It was a really nice social happening.



Menu

MINI gossip.

Mini has a major role in the season finale of the BBC TV's new series of Doctor Who, with a new MINI featuring as an extra. This episode (Season 27 Episode 13, "The Parting of the Ways") aired in the U.K. on June 18, 2005. North American viewers watched this episode (and the Mini & MINI) on Canadian Broadcasting (CBC) on Tuesday, June 28th. No U.S. network is yet broadcasting the new Doctor Who, but most PBS affiliates carried the original Doctor Who series which ceased production in 1989.

In this scene, the Doctor's human companion, Rose, is trying to pop open a TARDIS panel with the help of her boyfriend...and the power of his classic Mini. We know from an earlier scene, with a new MINI in the background, that the TARDIS is in present day Earth. We also know, from another earlier scene, that there be Daleks!

The scenes are not hard to find in the episode, however. The classic Mini has something of a starring role, with an extended appearance. The new MINI is a bit harder to spot, but it's in the background as Rose's boyfriend (Mickey) runs to meet her after the TARDIS lands.

Earlier in the season Rose's boyfriend drove a classic VW Beetle, but there's no continuity explanation for his new taste in vehicles. Viewers can only assume he got wiser. Doctor Who, Daleks, Mini, and MINI. Now that's British.

Limited edition MINI Cooper S

In January, news broke from a reliable source that MINI are planning to release a light-weight limited edition MINI Cooper S, in a bid to help

the 1st generation MINI flagship go out with a real bang. We've recently acquired a few more sneak details of what might be in store, and really, if you think you could be tempted, then hens teeth might be easier to acquire than one of these little beasts once an official announcement is made (we have no idea when this might be but it could be in conjunction with the up-coming MINI United event in Misano).

Firstly, this limited edition model may be very rare indeed, we've heard that our initial reports estimate of 4,000 models to be made may have been a 100% over estimation, so there could be as few as 2,000 of these cars produced to serve the MINI market worldwide! So if your dealer will let you be put on some sort of interest list (as the car isn't announced yet, they may not want to), then get on that list pronto!

In terms of specifics, we believe you can expect an increased engine output that will at least match the output with the current JCW Cooper S tuning package. The car will feature unique carbon fibre panels to reduce weight, however it seems things will be even more drastic with unique interior AND exterior parts, including replacing glass with perspex in suitable panels, and lighter door casings, side panels and dash panels.

The car is planned to be as much as 15% lighter than a stock MINI Cooper S, and to go with this higher power and lower weight, expect a beefed up braking system too, with the John Cooper Works parts bin being raided for certain components. According to the rumours we've been hearing, this is sounding like being much more than a simple nick-n-tuck job,

MINI gossip.

this a full liposuction treatment, then testosterone injection!

As ever, if we get anything more concrete, or any more interesting rumours with more specific details on this exciting development, we'll keep you all posted!

More Diesel power for the MINI.

Diesel heads will be inspired, because in the autumn the MINI One D gets a higher performance four-cylinder engine. In the comparison to the predecessor the new MINI One D adds an extra 20 per cent performance achievement and is still sportier and more agile with 65 KW/88 HP. In addition owing to variable turbocharger geometry, the torque raised to 190 Nm between 1.800 and 3.000 rpm. The compact aluminium engine with 1,4 litres capacity was revised thoroughly and offers with optimised response mode noticeably better road performances, but remains as economical as its predecessor. Standard stability control of ASC+T adds to its sumptuous torque on the road. The new One D reaches a maximum speed of 175 km/h. Despite the increase in output the car consumes only 4.8 litres of Diesel fuel per 100 kms. Depending upon driving fashion a tank filling of 50 litres for approximately 1,000 km driving fun is achievable. The MINI One D fulfils all editions of the EU4 exhaust standard. In addition Common Rail injection with new motor control and new injectors, the cooled recycling of exhaust gases with integrated catalyst as well as the modified exhaust system with large volume oxidation catalyst. A price increase by approximately two per cent will be applicable from September production. At the same time the radio Wave is fitted to all MINI models as basic equipment. The price for the MINI One D increases by 700 euro to 16,900 euro.

Attractive Trio for each taste.

MINI Seven, MINI Park Lane and MINI Checkmate tie to the long tradition of the marque and are particularly cut to the desires of the different clienteles. With extensive equipment these three models at attractive prices still offer more MINI for your buck. But this not enough: exclusive Metallic paintwork in new colours, new light alloy wheels, pads, design elements and Interiors indicates the tone to the MINI models for everyone and underlines their self-sufficiency. The three new MINI characters can naturally be accordingly equipped and arranged additionally by the broad spectrum of external colours, coverings and special equipment for the complete personal taste, and set no borders to fantasy and individuality.

Firmly embodied roots.

Authenticity and genealogy of the famous predecessor are reflected not only in the vehicle concepts, but also again in the model designations. The naming of three successful models is taken from the old classic Mini range. The MINI Seven is a current interpretation of the first of all the Mini automobiles, the Austin Seven that Alec Issigonis presented in 1959 and in short time was later renamed "mini". It created at that time a new image of the Mini marque. The new MINI Park Lane took its name from an exclusive special model of the old mini, which was built 1987. And the sporty MINI Checkmate owes its name to a 1990 special edition model.

Global MINI Challenge Announced.

28-30 October, Misano, Italy

On 28-30 October, Misano Circuit (near San Marino), in Italy will play host to the first-ever

MINI gossip.

International MINI Challenge, pitting the best MINI racers from across the world head-to-head in a multi-discipline contest. The four leading competitors from this season's twelve-round UK John Cooper Challenge will be amongst the starting grid of twenty.

Now in its fourth season, the success of the John Cooper Challenge - developed in 2002 by Mike Cooper as a tribute to his late father, John's longstanding association with Mini and motorsport – has spawned many one-make MINI racing series, both official and unofficial, across the globe.

The four top British MINI racers will face opposition from as far afield as Australia, New Zealand and Bahrain as well as Belgium, Germany, Switzerland and Scandinavia.

The International MINI Challenge will consist of four driving disciplines: a circuit race, slalom, go-kart race and quad bike trial. The circuit race, which will account for more than 50 per cent of the points on offer, will be contested in twenty of the race-prepared 210bhp MINI Cooper Works S currently competing in Germany's MINI Challenge, for which all running costs will be covered by MINI.

The John Cooper Challenge points table after the final two rounds at Silverstone on October 8 and 9 will determine which four of its twenty eight competitors have earned the right to represent the UK on the inaugural international MINI stage; two places will be awarded to the first and second placed finishers in both the MINI Cooper Works S and the MINI Cooper Works Championships.

The announcement has caused massive excitement within the John Cooper Challenge paddock, not least from 2004 runner-up, Arthur Forster:

'It's a brilliant idea and has created a great buzz around the paddock. Having been part

of the John Cooper Challenge since it started in 2002, it's great to see how MINI racing is now taking off around the world. I will certainly be doing my utmost to be part of it and hopefully bring the first ever title back to the UK!'

Mike Cooper is thrilled at the prospect:

'It has already been a great year for the Challenge, moving up a gear to run alongside the British GT and F3 race package. Now to have the added incentive of the International MINI Challenge for our competitors is the icing on the cake.'

Article courtesy of John Cooper Works Press Office.

Worldwide sales of MINI continue their upward trend, but in stark contrast to the rest of the world New Zealand sales have dropped slightly bucking the world-wide trend. This could be due to the NZ winter season – not ideal for open-top motoring, or the NZ public is spoiled for choice of automobile brands and models when it comes to competitive pricing. The following article fresh off the press; The MINI brand worldwide is convincingly continuing its sustained growth course. In May, the increase in sales was 14.2% to 17,511 automobiles (previous year: 15,327), and for the period ending May, the figure is plus 11.7% to 88,459 (previous year: 79,197). BMW Group's Michael Ganai: "No other small car is so successful worldwide as the MINI and no other can demonstrate such sustained sales growth over its model cycle." With 20,721 cars sold, almost a quarter of sales volume was accounted for by the convertible version in the first five months of 2005. In May, the convertible actually accounts for a third of sales, with 4,449 open-top MINI sold.

Mini Events

SUNDAY 31 JULY- Track day at Manfield Raceway. Requirements are current WOF and Rego, approved helmet and fire retardant overalls and fire extinguisher mounted in the car. Cost is \$40 per competitor, payable at documentation from 10am onwards. For further info visit www.manfield.co.nz

TUESDAY 2 AUGUST- AGM and Prize giving to be held at Northern Sports Car Clubrooms from 7.30pm. Special guests for the evening are Mini 7 racers Don McVeigh and Angus Fogg.

SUNDAY 14 AUGUST- North Shore navigational trial. Meet at Stafford park, Denby Lane at 1.00pm for a fun trail. Please bring a clipboard, navigator, pen and map.

SATURDAY 28 AUGUST- Coast to Coast run organised by the Bruce McLaren Trust. A few of us did this run last year and it was awesome!! Details and entry form elsewhere in the mag.

SUNDAY 29 AUGUST- Track day at Manfield racetrack. Requirements are current WOF and Rego, helmet and overalls and fire extinguisher. Cost is \$40, for further info visit www.manfield.co.nz

TUESDAY 6 SEPTEMBER- Clubnight at the Northern Sports Car Club at 7.30pm. High Performance Coatings will be giving us a talk.

SUNDAY 11 SEPTEMBER- Follow the leader run. Meet at Westgate shopping centre at the end of the North Western motorway, outside the cinema, at 9.30am. We will proceed to the Iron Park Museum at Helensville to arrive shortly after 10.00am. Admission \$5 per adult. After visit continue through Helensville to Kaukapakapa turning right onto Old North Road. Continue on through Riverhead forest, cross State Highway 27, through Taupaki, Swanson and onto Crystal Mountain for lunch.

SUNDAY 29 SEPTEMBER- Trackday at Manfield raceway. Current WOF, Rego, helmet, overalls and fire extinguisher required. Cost \$40. Visit www.manfield.co.nz for more info.

SUNDAY 2 OCTOBER- Garage bash. Meet at the Northern Sports Car clubrooms at 10.00am. Follow the leader run visiting various club members garages to see projects that are on the way. Bring your own lunch, bbq at the conclusion, mid to late afternoon.

TUESDAY 4 OCTOBER- Clubnight at the Northern Sports Car Clubrooms from 7.30pm. It's time to clean out the shed, we will have a swap meet, remember, one mans rubbish is another's treasure.

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

Mini Events

LABOUR WEEKEND 22/23/24 OCTOBER 2005- Mini Nationals, Christchurch. Entry forms are now available and have been printed elsewhere in the magazine for you. It sounds like a great weekend is planned with a show and shine, a navigational trial and speed events.

23-29 OCTOBER- Dunlop Targa, Sunday 23, Twilight stage at Papakura, Monday 24, Prologue near Waiuku and at Pukekohe Park combining with Living Legends race meeting. Jim Richards, Robbie Francevic and Steve Millan are confirmed. Tuesday to New Plymouth, Wednesday to Palmerston North, Thursday to Palmerston North, Friday to Hastings and Saturday to Hastings. 770km of closed road racing and 1500km touring.

TUESDAY 1 NOVEMBER- Clubnight at the Northern Sports Car Club from 7.30pm. Takanini Powdercoaters will be giving us a talk.

SUNDAY 13 NOVEMBER- Motorkhana

SATURDAY 26 NOVEMBER- Concorso Euro car show to be held at Lotus Cars in Waiuku. Proceeds to Starship. Our club will have a display at this event. Sorry, cars to be displayed are invitation only due to space available. Feel free to come and support the event and the Starship.

SUNDAY 27 NOVEMBER- Concorso Euro fun run organised by Lotus Cars. Proceeds to Starship. If you would like to take part in this run, please let me know so I can forward numbers.

SATURDAY-SUNDAY 3-4 DECEMBER- Race meeting at Pukekohe including Mini 7

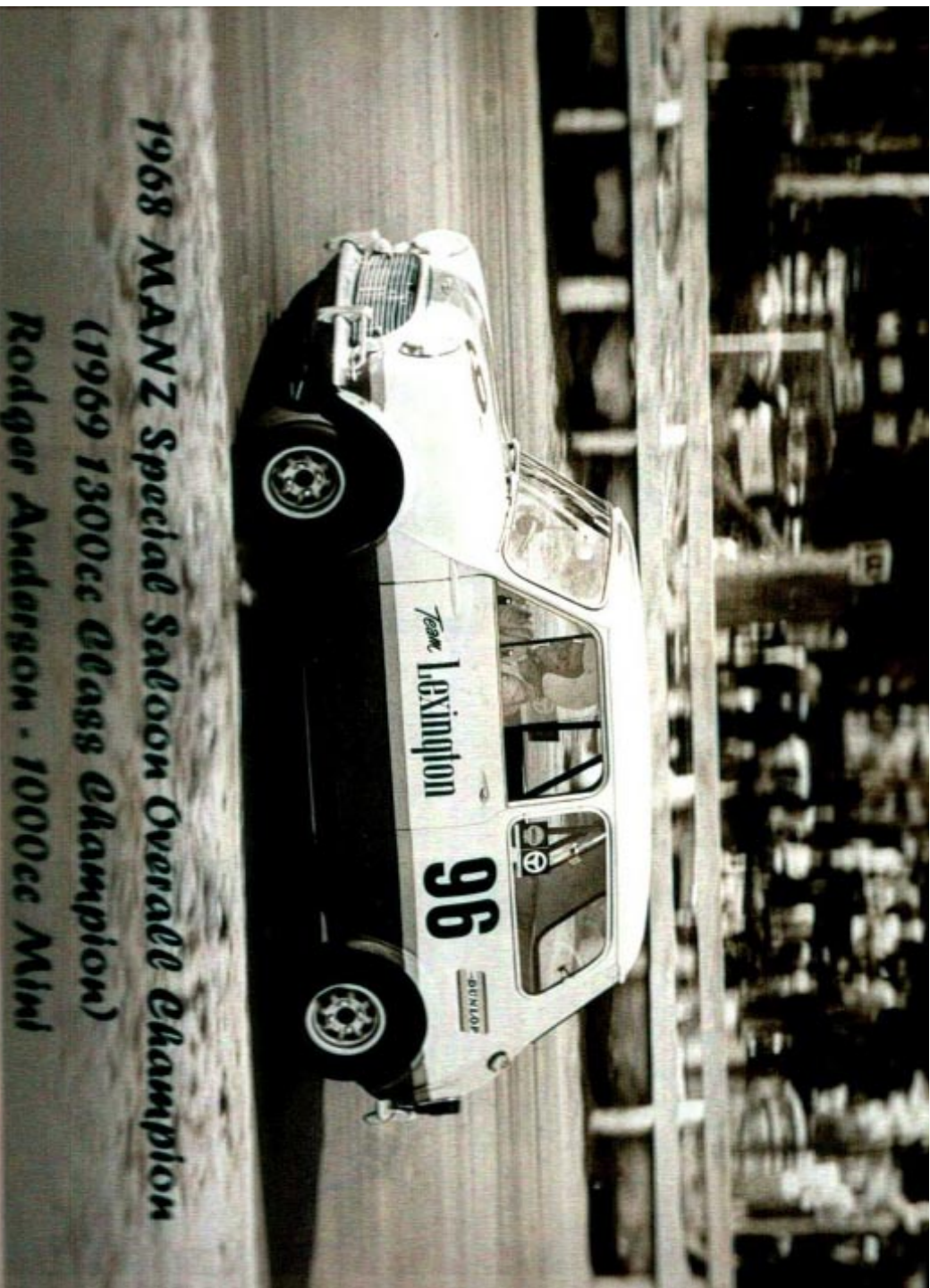
SUNDAY 11 DECEMBER- Economy run.

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

SUNDAY 15 JANUARY- Dawnbreaker run, fun navigational trial starting at Motu Moana, Connought Road, Green Bay at 6.30am. We will finish for breakfast.

SATURDAY SUNDAY 21-22 JANUARY- Kumeu Classic and Hot Rod show.

SUNDAY 5 FEBRUARY- Galaxy of Cars at MOTAT and Mini Car Club of Auckland show and shine.



*1968 MANZ Special Saloon Overall Champion
(1969 1300cc Class Champion)
Roger Anderson - 1000cc Mini*

Roger Anderson is driving his Championship Mini Cooper (1969). Photo supplied by Greg Wenzlick, BMW New Zealand.