

Mini Car Club of Auckland

Incorporated



June 2006

In this months issue

Reverse Good Bye Pork Pie run home	6
Taupo fun day	8
Mini Web	10
MINI in Tasmania	14
MINI Racing series on track	16
New R56 MINI spy shots	17
The Events	18

Mini Car Club of Auckland

Volume XIV

Issue 3

June/July 2006

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

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

Don't forget to touch base with:

<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 2006

President Report

Warwick Robinson

It is with deep regret that I have to announce the death of Lex Wallace.

For 18 years he has been a leading driver in the Super Mini Challenge Series.

He won the Super Mini Challenge in 2002 and 2003, then won the N. Island Mini 7 title 3 years in a row then progressed to the Limited Class and won the N. Island Championship another 3 years in a row.

I remember watching him at one of the award evenings after the Fun Day at Taupo doing a strip act and progressively strip to his many pairs of underpants.

A real character in 'Car 34'. He will always be remembered.

You would have all read about the Engineering restructuring of Air NZ Engineering with Management offering voluntary redundancy to staff. Don McVie has taken advantage of this offer and is moving to Sydney in a "Continuous Improvement" position.

Don is leaving very shortly but may come back to NZ for some of the Mini races.

He will be a sad loss to our Club as Don has done a lot of work promoting our Club with large decals and our web address on his car.

He has also brought his car along to all the Car Shows.

Don thanks for all your help over the last few years in bridging the 2 Clubs – Super Mini Challenge and MCCOA together. Our members have benefited from your racing experience.

All the best to you & BJ in Australia. (By the way his car is up for sale).

Arrangements are progressing well for our Club running the Mini Nationals over Labour weekend in October 2006.

Details so far are:-

1. Friday - Registration & Scrutineering at Prestige Tyres & Automotive.
565 Great South Rd – Manukau.
Time: 1400 – 1800hrs
2. Saturday - Show-n-Shine at Manukau City in front of Kotuku House.
Time: 0800 – 1200hrs
3. Saturday - Navigational Trial – Around Auckland
Time: 1300 – 1700 hrs
4. Saturday - Split Roast dinner – Northern Sports Car Club
Time: 1700 – late
5. Sunday – Motorkhana & Autocross @ Manukau Velodrome
Time: 0800 – 1600hrs
6. Sunday - Dinner & Prize giving @ Greyhound Club of Manukau Velodrome
Time: 1800 – late
7. Farewell Breakfast – possibly being organised for Monday morning.

Lesley and myself will be away in England & Europe for a bit over a month so will catch up with you all in late June.

Club Captain Report

Gary Ashton

I don't know about you, but the newspaper and television news media really bug me at times. In the last few months there have been a few motor sport incidents that have injured or nearly injured spectators. If you are to believe the television and newspaper reports, the drivers, tracks, roads and safety measures are at fault. They do not report that the spectators are on the outside of corners, are sitting down and cannot escape quickly, have been moved by the marshals several times, totally ignore the marshals, that the safety fences actually arrest the progress of the car, or that the camera man is standing on the outside of a corner that is known to incidents on it.

The point that I would like to make is that we all make choices, and if you choose to attend an event that has objects moving at speed, you could get injured or killed!! It does not have to be motor sport, if you attend a golf tournament and instead of driving the ball down the fairway, it is sliced to the side and if it hits you it will hurt. In fact, if it hits you in the right place at the right speed, it will kill you!!

It does not matter how good the competitors are or how good the safety measures are, you must use your common sense to lessen the risk at such events. Try and find a safe place to view the event. If you are asked by an official to move, please do so. Look for an escape route in case of emergency. Don't fool around, stay sober, and use your common sense.

I would like to pass my condolences onto the family and friends of Lex Wallace. Lex was a well respected competitor in the Super Mini

Challenge and was the life and soul of a party. He will be greatly missed.

Others that will be missed are Don and Belinda McVeigh. Don has been offered a position in Sydney and they moved across the ditch in the middle of May. I would like to thank Don and Belinda for their help and support of the club in the last couple of years and I wish you well for the future.

I would like to congratulate Peter Aimies on being first in the open class and second overall in the 2005/06 Super Mini Challenge, and to ex Mini7 racer Angus Fogg for winning (provisional at time of writing) the Parker Enzed New Zealand V8's.

At our June club night on Tuesday 6 we have a guest speaker from Carburettor Specialists giving us a talk. Saturday June 10 is the Best of British Car Show at the Bruce Mason Centre in Takapuna. This was a great show last year and looks to be even better for 2006. If you would like to attend, please contact Ian Ferguson on 021 446 164. Saturday June 24 is our annual night trial in the Franklin District on quiet country back roads. Meet at the Karaka Bloodstocks at 6pm with a navigator, clip board, pen and torch. We will finish for dinner. A few of the Datsun Z club may also join us.

At the club night on July 4 we will have a guest speaker from Fuel Star. Sunday July 9 is our annual Go Cart challenge. This year it is being held at Auckland Raceway. The cost is \$45.00. Meet at the track, 82 The Concourse, Henderson at 1.15pm. We will have a technical afternoon at Jaguar Restorations on Sunday July 23. Though Jaguars are their

Editor Ramblings

Frits Schouten

mainstay, they also carry out work on other makes and currently have a Rover P5B Coupe, 1969 Camaro, Triumph TR6 and Morgan Plus 8 being restored. Come along to Jaguar Restorations, 8 Newark Place, East Tamaki at 1.15pm to see what it is all about.

The club's end of financial year is approaching quickly which means that subscriptions will be due soon and the club's AGM and prize giving is also coming up. You should find notices for both in this magazine. To make life easier for our Treasurer, please **DO NOT PAY YOUR SUBS UNTIL AFTER JULY 1.** Our AGM and prize giving is on Tuesday August 1. This is your chance to say how your club is run and maybe go on the committee.

As I do not intend to stand for Club Captain this year, this is one position that will need filling.

If you were awarded a trophy at the 2005 prize giving, could you please return this to me on or before the July club night.

Well that's all for now. Hope to see you on one of our events soon.

Keep the shiny side up and the greasy side down.

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

Gary Ashton

There is the need for more input from the club members to get this magazine filled. For the last 6 months or so I've not been able to attend any of the club nights and events due to ill health. As the Editor I can only dream up so much. Photos and a few lines is all I need to make this club magazine a real treasure. Just send your photos and stories to:

Editor@Minis-Auckland.org.nz or pop it in the mail. Any format goes, typed, handwritten, on CD, anything.

The Mini Nationals 2006 Committee is making good progress with the planning of this event. With some major sponsors secured and the full support of the Manukau City Council this looks like to become the best Mini Nationals ever. That shows you that we don't need Auckland to get a good show off the ground. The Manukau Sports Bowl will be center stage of the Mini Nationals 2006 with the Gymkhana and the Autocross being held there. A massive Navigational tour through the greater Auckland area is also on the program as well as the Show n' Shine in front of Kotuku House (Manukau City Council building) which is conveniently close to the Manukau shopping centre.

I hope everybody brings a drip-tray of some sort. After all, we're talking about Minis here which have this unfortunate issue with a weak bladder (read oil seals) and we don't want any oil stains on the **white** pavement in front of Kotuku House, do we.

I hope you are all coming to this National event. The more the better.



REVERSE GOODBYE PORK PIE RUN HOME

by Greg Wenzlick.

I recently made a trip in a 1980 Mini 1000 purchased from a Palmerston North owner, some 520 kilometres to my home in Howick.

After flying down to Palmy on Air New Zealand taking only one hour, the drive home seemed pedestrian. The old owners wished me luck and good fortune as they shook their heads in disbelief that I should even attempt the journey. “Have you got AA Breakdown insurance”, he asked.

I took the occasion to try and visit a few of the stops and places that featured in the **Goodbye Pork Pie movie**.

After leaving Palmy just before 11am, I headed north to Feilding and Taihape. A quick petrol stop at Waiouru and onto the first of the PP places – **Smash Palace Car Wreckers**. Situated at Horopito just north of Oakune on the main road to Taumaranui, it’s still as it was in the film.

The next stop was the **gas station at National Park** – alas no souvenir pen-nants for the radio aerial were available.

After a quick detour off the main road to visit Kakahi where my Dad went to school it was onto Taumaranui for a rail-

way pie – but the railway station is not as it once was in the good old days of the overnight train from Auckland to Wellington.

The next stop was in Otorohanga at the local Subway for a sub six-incher. A local warned me that my headlights were on and my battery might go flat. I headed to Auckland by the Kawhia / Pirongia route.

Next point of call was the **Meremere Power Station** where the PP Mini stopped to pick up the woman hitchhiker. Alas the Power Station is a mere shadow of long gone coal burning power generation days.

Onto the last of the points of interest – the **Pokeno Petrol Station** where PP Mini forgot to pay for the petrol. Woe is me – its not a petrol station anymore.

So after my journey where the Mini travelled in most parts at the legal speed limit of between 100-110 km per hour, albeit that some hills slowed us to 60 kph, never missing a beat, we reached our Howick home at around 5.30pm after two tank fills of petrol and a pleasant day’s drive.

Greg Wenzlick.

UK Trip photos.

by Jeff Milne.

You see the weirdest adaptations of the Mini. Have a look at the two photos (below and right) that Jeff took during his trip to the UK last Septembers. Mini sub-frames, suspension, interior, engine, etc, etc, but can you tell it from the outside? I can't....



Mini inside.

I suppose you do need a hard top on a Moke in the UK. Mind you, most of the time we can do with a hard top Moke anywhere in New Zealand too. Particularly during this time of the year when you, from one minute to the other, don't know when the heavens open up.



Mini inside.

And what about the real meaning of the Mini Traveller. The next photo is saying it all.



Hardtop moke



Mini Traveller

Taupo Fun Day 2006

by Mike Bates

The Taupo fun day was held on 13th May. While the Auckland area experienced the usual rain and more rain, Taupo turned on a fine, cloudy day and not too cold. Scrutineering was well under way by the time we arrived. Several cars presented (including yours truly) did not pass initially because of the race car seat mounting regulations. Most of these cars were up to warrant of fitness requirements, but not to the racing reg's. This meant a quick dash into Taupo to find an open engineering shop, to have some of the specified washer plates made. Once the plates were fitted the cars were passed and the real day began.



Yep, all good except for the seat mount washers!

The club was well represented on the day, with very few “interesting moments” on track. Lee and Kevin would later be accused of executing a 360-degree spin, but they claimed that another car that looked the same, as theirs was responsible! Mark rolled a front tyre off its rim while cornering hard and had to exit into the pits. No harm done,



We all like to think we can get around the track pretty fast, but after taking some rides in a properly sorted race ready Mini – you soon find out that they are super quick. Cars.

The race Minis were kept busy throughout the day by those who wanted to experience an adrenalin rush. The Mini pictured is one that the Mini Racing Club has available for lease, and it was kept busy taking rides on the day.



At about 12:30 there was a break for lunch and a welcome barbeque was set up at the clubs tent. There was the odd mechanical issue being sorted and running repairs made.



Luke and Brent's car had to retire late in the day after the main oil seal started to leak causing clutch slippage.



Team Kevin Patrick and Lee Norman sharing the drive



Mark Thompson pictured enjoying the day with his 1974 Mini Clubman 1000.

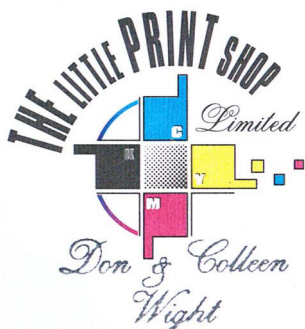
Saturday night saw a gathering of club members and supporters at the Sun Court Motel bar where the day's events were analysed and debated over a few drinks. Prize giving got underway with the generous support of the clubs sponsors – **BNT, Wynns and Landscape Cars.**

Once proceedings ended, we all headed for the Taupo Cossy Club for dinner to conclude an excellent club event.

Make sure you pencil this excellent event in for 2007!



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Mini Web

The Mini story was featured recently by Wikipedia. Everything you wanted to know but were too afraid to ask.

Check it out at the below link;

<http://en.wikipedia.org/wiki/Mini>

Custom made trailers and tow hitches for new MINI.

<http://www.miniaturetrailer.com>

MCCoA club magazine archive

<http://simple-pages.homeunix.net/mini/>

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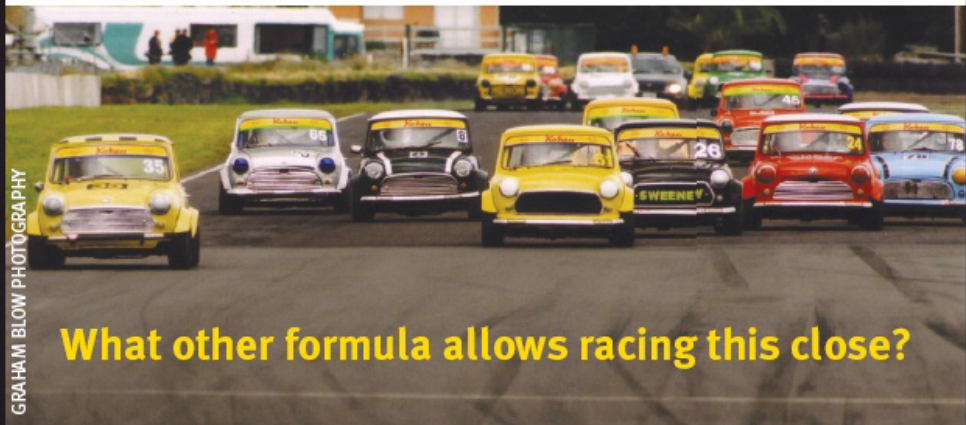
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A quick report of the Taupo weekend

After a miserable week of cold, rain & even hail over the Minibitz Henderson HQ things didn't look too promising for the Taupo Mini fun day. Friday morning greeted us with more rain but no point sulking, pack some warm clothes & a rain coat then time to saddle up and head off to the lunch time rendezvous at BP Drury.

I was traveling with KP & Roger from BNT who was our guest. We arrived at Drury to see plenty of eager beavers ready to make an early start. So off we went in convoy stopping at Tirau for a cuppa & cake.....which has become a bit of a tradition. By this stage there was some blue sky peeking through the clouds, fingers crossed eh!



Ready to rock...

Saturday morning we woke to find its cold but dry. A quick breakfast then off to track for a day of fun. A couple of the crew were pulled at scrutineering for not having seats bolted in to motor sport standard. A quick visit to the hardware store for thicker bolts and some fence post washers and things were sorted. Off to the track.....

Looks like our club members are getting into the swing of these track days, no spins or driving mishaps and very consistent lap times, improving steadily during the day. There was a fair bit of competition amongst the likes of KP & BCM as well as plenty of ribbing about



Coming through

who was going the slowest. Luke Martin suggested they form their own race team. Expect to see SCR Racing (Senior Citizen Racing) coming to a track near you, lol. Stand out drivers of the day were Luke Martin & Steven Miller who were progressively harder to catch as the day went on.

Saturday night we met up at the bar of the Sun Court for some well earnt drinks and rather a lot of tall stories. Murray Fell gave out some prizes, courtesy of Landscape Cars, BNT & Winns oils. Then of to the Cosmopolitan club for a good meal.

Once again a great event thanks to the mini divers club (www.miniracing.co.nz) and a superb weekend for the mini club. Can't wait for the next one!

Lee Norman

Successful start for MINI in Tasmania - MINI on track for more motorsport magic

Team MINI has burst back onto the Australian motorsport scene securing an outstanding finish for all three cars at Targa Tasmania, 40 years after Mini Coopers filled the top nine places at Bathurst.

The fledgling team has well and truly earned its racing stripes after finishing first and second of all front-wheel drive competitors in the hotly contested drivetravel.com Modern Competition. Team MINI scored second overall in the manufacturer standings behind the vastly-experienced

factory backed Subaru team, and ahead of Mitsubishi and Porsche team runners. In a David and Goliath-style struggle, the successful combination of Lowndes/Denyer/Randell finished strongly in 24th position overall, heading the Leahey/Flintoft car in 25th place by just 11 seconds, while the novice Targa pairing of Sinclair/Hunt finished 48th outright in the Unique Cars entry.

After consistently posting good times in the early stages of the rally, the MINI Cooper S John Cooper Works racers came into their own on the last day where they

relished the downhill sprints and fast flowing roads.

The highlight of Leg Five was Spencer Lowndes and navigator Chris Randell posting 15th outright on the notorious Mt Arrowsmith stage – well ahead of some of Targa's fiercest competitors and previous winners in powerful 4WDs and performance cars including the White brothers' Lamborghini Gallardo.



Team MINI

The perfectly balanced MINIs, which were practically standard road cars going into the event, tackled the tarmac rally with such flair and gusto that fellow motorsport teams and spectators alike left the event with a new found respect for the 1.6-litre four-cylinder supercharged pocket rockets.

Team manager David Vervaart was delighted with the team's results, particularly given the limited preparation time available. "This was our first event with cars that were untried and untested, but true to form the MINIs have been unbeliev-

ably reliable and shown fantastic durability and pace out there on the unforgiving roads of Targa,” said Vervaart.

Spencer Lowndes is now a MINI convert after he and navigator Chris Randell finished fastest of the three Team MINI chargers, despite being more at home on the unsealed roads of the Australian Rally Championship rounds.

“Coming into Targa I wasn’t sure how well our MINI would cope on the challenging roads in one of the world’s toughest tarmac rallies, but I was blown away by its balance, handling and power,” said Lowndes.

“The fast, flowing roads really suit the car. I don’t think I’ve ever come across a vehicle that can make the transition from road car to rally car with such minimal effort – it’s just sensational.”

Channel Seven personality Grant Denyer, host of Sunrise morning show weather reports and hot favourite in Australia’s popular Dancing with the Stars show was ecstatic after his drive with Chris Randell in the highest placed MINI on Saturday.

“That MINI is awesome! I can’t even begin to tell you how much fun I was having out there. I’ve wanted to do Targa for at least 10 years, so I’m thrilled to have finally been given the opportunity to have a go,” said Denyer.

“The MINI has got so much grip and it just loves it out there on the tight, twisty roads. You can quite confidently throw it around and it’s happy as Larry!” he said. According to first-time tarmac rally driver Tim Leahey, who along with co-driver Paul

Flintoft were just seconds behind the Lowndes/Denyer/Randell combination, the strong performance of the three MINI Cooper S John Cooper Works cars has made many people sit up and notice the new team.

“Targa Tasmania is a fantastic event and proved the perfect proving ground for Team MINI,” said Leahey. “Our corner speed and exceptional braking power, even in the wet, left the competition scratching their heads. I don’t think the 16 or so cars I overtook during the course of the rally knew what to think when they saw us powering past!”

For Unique Cars magazine publisher Mike Sinclair, a first-time Targa rally competitor expertly guided by navigator Justin Hunt to secure 48th place, the count down for next year’s race has already begun.

“Targa is a unique event with fantastic roads - a genuine challenge. I couldn’t have picked a better car for my first Targa rally,” said Sinclair. “After more than 2,000 km of hard work, the MINI just smiles at you, begging you to give it more of the same punishing treatment. I’m already counting down to next year’s race!” Summing up Team MINI’s performance, Vervaart concluded: “The drivers and navigators have done a great job and we look forward to bigger and better things for MINI as we continue to roll out our motorsport programme in 2006. Watch this space.”.

MINI gossip.

MINI Racing series on track

New Zealand's newest racing series, the MINI Challenge series is ready to go.

The last four of the 20 car field are likely to be sold quickly as the introduction date draws near. The support and race programme are close to completion. A high profile German race driver is reported to have shown an interest in coming down to contest the series. MINI New Zealand is seeking a major naming rights sponsor for the Challenge series.

Aucklander Martin Collins, who is managing the series, says the 20 MINI Cooper S cars recently arrived in New Zealand from the MINI World Final race in Misano, Italy, and plans are well advanced for the inaugural season which begins in November.



JCW Challenge

The 2006–2007 MINI Challenge will be a highlight of the high profile televised “tier one” summer race series. The series uses current-model MINI Cooper S cars with John Cooper Works performance enhancements, and has been a runaway success in Europe and UK. “These MINI Challenge races will be very exciting to watch, as the cars are all identical in terms of specification, and they are very quick,” he said.

Mr Collins says the 16 drivers who have committed to the series so far, including ex-

Porsche driver Will Selles, were at Pukekohe Park Raceway recently for a run in MINI's fleet of the left-hand drive MINI Cooper race cars. “We wanted to give the drivers an opportunity to get used to the left-hand drive – and right-hand gear shift – in a safe, controlled environment. This way we can help them get to grips with things like changing gear with their right hand, and with being on the other side of the car when racing; plus we can give them a chance to see good clean lines through Pukekohe's corners.”

Instruction was provided by MINI New Zealand's regular team of instructors including Mike Eady, who also demonstrated a Cooper S at the day's conclusion.

Peter Jarratt, MINI Manager New Zealand, says the MINI Challenge is now actively seek-

ing rights naming-rights sponsor.

“We have all the key operational elements in place, so we are now able to go out with a very attractive offer to a prospective sponsor.”

Mr Jarratt says “Tier One” status for the MINI Challenge in Motorsport New Zealand's summer series is a major

boost, as it confirms television coverage for the category.

The MINI Challenge is strictly cost controlled and the international race series regulations adopted for the New Zealand series equalise weight and performance of the cars. Components that could improve performance are sealed. No suspension modifications are allowed except for damper settings, camber, caster, ride height and tyre pressures.

MINI gossip.

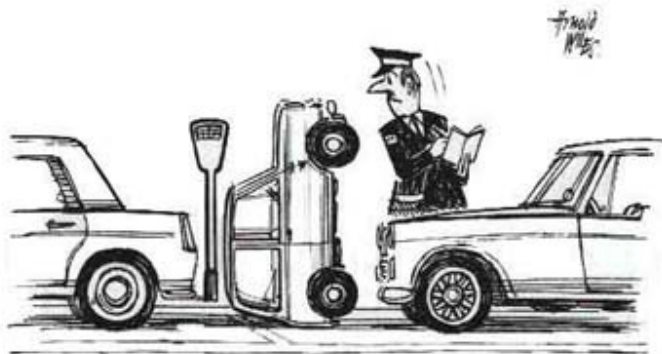
New R56 MINI will have a new bonnet which leaves the headlamps in the body when lifted. Here is a spy shot of a car with the bonnet raised.

Current MINI has the guards and headlamps incorporated in the bonnet assembly.

We were told that the current MINI bonnet was one of the biggest bonnet pressings made from one sheet of metal. The new bonnet will be lighter and obviously smaller than the current model.



MINI spy shots



www.TeamMcMillanMINI.com

Mini Events

TUESDAY 6 JUNE- Clubnight at the Northern Sportscar Clubrooms

SATURDAY-SUNDAY 10-11 JUNE- Targa Rotorua

SATURDAY 10 JUNE- Best of British car show at the Bruce Mason Centre. If you would like to display your car at this show please contact Ian Fergusson (contact details on the inside cover of this magazine)

SATURDAY 24 JUNE- Night Trial. Navigational trial around the Franklin district finishing for dinner. Meet opposite the Karaka Bloodstocks, Hingia Road Papakura at 6.00pm. Bring a navigator, clipboard, pen and a torch.

TUESDAY 4 JULY- Clubnight at the Northern Sportscar Clubrooms from 7.30pm

SUNDAY 9 JULY- Go karting at Auckland Raceway, 82 The Concourse, Henderson.
Meet at the track at 1.15pm. Cost is \$45 per person.

SUNDAY 23 JULY- Technical afternoon at Jaguar Restoration. Cars that are currently being restored include a Rover P5B Coupe, 1969 Camaro, Triumph TR6 and a Morgan Plus 8. Jaguar Restorations do minor repairs to full rebuilds, panel fabrication, hammer and file finish. Meet at Jaguar Restorations, 8 Newark Place East Tamaki at 1.15pm.

TUESDAY 1 AUGUST- AGM and prize giving at the Northern Sports Car Club from 7.30pm. This is your chance to say how your club is run.

FRIDAY SATURDAY SUNDAY 25-26-27 AUGUST- Weekend trip to Taupo to celebrate the Mini's 47th birthday. More details to follow.

Mini Events

TUESDAY 5 SEPTEMBER- Clubnight at Northern Sportscar Clubrooms from 7.30pm.

SUNDAY 17 SEPTEMBER- Follow the leader run in West Auckland. More details to follow.

TUESDAY 3 OCTOBER- Clubnight at Northern Sportscar Clubrooms from 7.30pm.

SUNDAY 8 OCTOBER- V8 Supercars at Bathurst.

SATURDAY-SUNDAY 21-22 OCTOBER - Mini Nationals Auckland.

MONDAY-SATURDAY 23-29 OCTOBER- Dunlop Targa

TUESDAY 7 NOVEMBER- Clubnight at Northern Sportscar Clubrooms from 7.30pm.

FRIDAY-SUNDAY 17-19 NOVEMBER-Rally New Zealand

SATURDAY-SUNDAY 25-26 NOVEMBER- Concorso Euro, fun run, street race and classic car show in and around Waiuku. More details to follow.

TUESDAY 5 DECEMBER- Clubnight at Northern Sportscar Clubrooms from 7.30pm.

Did you know that Ross had the lightest and most well balanced Mini at the recent Landscape Car Day. If that's not enough excitement in the Hammonds household, they are also going to be double Grandparents in October.



Remember those days.

David Visard's Mini Tech News front page photo, September 1981