



Keep Labour weekend (21-22 October)
free for the Mini Nationals 2006!!!

October 2006

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Mini Car Club of Auckland

Volume XIV

Issue 5

October/November 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 November 2006

President Report

Warwick Robinson

Preparations are going really well for the Nationals. A whole heap of work by many members of the committee will ensure this event is a success. Please ensure you have Labour Weekend free to support your Club event, Saturday 21st Oct and Sunday 22nd Oct.

Friday 20th Oct - scrutineering starting 1400hrs at Prestige Automotive Services 565 Great South Road, Manukau City.

Scrutineering for the Speed Events is basically to WOF Standards and MANZ approval Crash Helmet and overalls.

Saturday - Show-n-Shine in front of Manukau City building. To get the most points for your Mini a complete tidy up and polish required. Do not forget to vacuum car, clean boot, Engine Bay, wheels and tyres.

The navigational Trial will be a showcase of Auckland scenery and bonus points for observations on the way.

A Spit Roast and drinks at the Northern Sports Car Club Saturday night.

Sunday morning early start 0800hrs at the Manukau Sports Bowl, for 4 Gymkhana Trials and then in the afternoon for single car Autocross. Ensure there are no loose items in your car for these events.

Sunday night - Dinner & Prize-giving at the Greyhound Club.

The wives are also well looked after. The Show-n-Shine on the Saturday morning is right next door to the Manukau Westfield Mall, and on the Sunday, Les Gubb is organising a Tiki Tour.

We hope to see as many Minis from throughout NZ as possible, for a weekend of fun, participation, and friendship.

You can imagine the costs to run this event are huge, so please get your entry forms in early to help balance the books.

Let's have a neat event.

**EL PRESIDENTO
WARWICK**

Club Captain Report

Gary Ashton

TRIALS, TRIBULATIONS AND FRUSTRATIONS.

The sudden loss of Steve Irwin and Peter Brock and the serious accident that injured Richard Hammond all within two weeks certainly makes you stop and think about how fragile we all are. For many it is a wake up call and a reminder that we have to make the most of what we have now. I would like to thank Steve, Peter and Richard for the great contributions that they have all made.

As agreed at the AGM, we have set up sub committees to look after some aspects of how the club is run, to ease the burden on the Club Captain. If you are on one of the sub committees or undertake to organise a club event it is your responsibility to get all the relevant information to the Club Captain so it can be put into the clubs magazine for publication. I am not going to chase you any more!!!! The club has come a long way in the last four years and this needs to work for the club to go forwards. It is totally unfair for Catherine and I to continually pick up the slack to keep things going forward, this is your club also!! Get involved, help out, and have a good time!!!

The Mini Nationals is almost upon us and it looks like it is going to be a great event. I would like to thank everybody that has put in an awesome effort to get this organised.

I hope that you have spoken to the powers that be and got some great weather organised for the weekend.

That's all for now,

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

Gary Ashton



Editor Ramblings

Frits Schouten

It's that time again. The last couple of months seem to have gone passed me without noticing them at all. That is a bit of an issue. It really means I'm running out of time. There are not enough hours in the day to complete all jobs. Don't you hate that feeling. For some time now, I have a donor car patiently sitting in my drive way, waiting for me to take possession of it's engine. And it's a beautiful engine. It's a DOHC Suzuki swift 1300cc engine. But before I start dissecting the Suzuki, I have to have a new sub frame built to host that engine. But to have a new sub frame built I need a fair amount of scrap pipe, box section and angle line etc. etc. to build a jig that can hold the Mini sub frame that I'm going to hack to pieces to make it fit for the Suzuki engine. Lots of work and no time and no space in the garage to build it right now. All the garage space that I have normally to myself is currently in use by Thomas, my son, who is rebuilding a RB30 to replace a brand new RB25 that blew up after only 80km on the road that was supposed to replaced the RB25 that was in the Skyline he blew up only six weeks after he bought it. Arguably, the engine in the car was already nearly dead when he bought it and arguably, Thomas made an assembling error involving the big end nuts. Lets say he torqued them up with and extra few clicks for good measure. Bad call.

The big end cap fell off and the rod was put out the side of the engine. The moral of this story is very simple. When you assemble an engine, new or otherwise, follow the instruction to the letter. Don't over do it. It can cost you dearly. The aforementioned RB25 that put a leg out of bed did cost him just over \$4000. That's \$50 per km driven. Anyway, he's now rebuilding a RB30 and, I believe and hope, he learned his lesson.

I know it's not the strongest excuse not to work on my on Mini but I can't do any better right now.

But the Mini is still drivable and still with some reasonable power under the go fast peddle. It's mainly the piston slap in one cylinder that is giving me some concerns. Good thing is, I can't hear it when going at speed. Running the engine at 3000rpm+, it's all humming and so I did the Sunday follow the leader run without any fear of having it to park up kerbside. The engine was not allowed to fail anyway, I had the missus in the Mini for company. We really enjoyed the run and I have a few photos put on the back page. We should have more of this sort of runs and perhaps a little longer. Talking about longer, the Taupo weekend run seem to have been a great run too. Pitty I could not make it to that run. Anyway, enjoy the magazine and thanks for the contributions I got from you of this issue.

Bruce McLaren Coast to Coast Rally 2006

The day dawned clear and fine after looking very wet the evening before. We arrived at Kiwi Esplanade Mangere Bridge at about 8.45 to find about 15 cars already there, some very interesting cars, very nice Austin Healy 3000, Jag XK120 Hardtop, Early Corvette, Cobra, and even a Skoda Rally car. 3 Mini's turned up, Graham Crisp in his newly repaired Mini, a very nice pale blue Clubman, (sorry didn't catch your name) and ourselves.

It was great to catch up with some people I had not seen for a while and also meet some new car nuts. Left reserve at just after 9.00, heading south. It didn't take long for the instructions to test the incar relationship, arrow pointing left and Mountain Rd on the right. That out of the way we headed out round the back by the water treatment plant and thru the new Industrial area, and out past the Airport. Headed up Wiri Station Rd and thru to Redoubt Rd taking the back way to Papakura. Then on thru the Hunua Gorge and the back of Paparimu. Not far from Hotel Duvin we were passed by V12 E Type only to find it parked on the side off the Rd just around the corner, found out afterwards that the fuel pumps packed up and they ended up getting a ride in the back of Graham's Mini, just a little less leg room. Came out on the main road and headed down the

back way to Miranda, Finishing the first leg on Back Miranda Rd. Waited there for about half an hour talking to everybody else, didn't take long to find out that we weren't the only ones with issues on the instructions. We then headed out to the Thames Highway and headed back towards Auckland again, then we turned Left onto Okaeria Rd just past the quarry at Waerenga. Headed out towards Te Kauwhata. Found a few people along with ourselves a little misplaced (not lost) when a road sign had been broken off. After we got back on track again (thanks to our GPS finding the Rd for us) we headed out around the back of the lake and thru the Waikato ending up in Gordonton at a place called Willow Glen for prize giving and a very nice lunch.

In our travels we had to collect a few things, one being a wishbone, Graham won this part of the competition due to him giving them a whole frozen cock. He also managed to win First in the Classic Class, well done Graham. A great day had by all over some very good driving roads. So see you all there next year.

Ross & Maz Cargill

Club awards 2006

The Above and Beyond Award

Warwick Robinson

Les Gubb

Frits Schouten

Bradley Russell Memorial Award (club spirit)

Ross Hammonds

Aggregate Points Trophy

1st Gary Ashton2nd Catherine Ashton3rd Charlotte Munn

Show and Shine

1st Charles Tisdall2nd Paul Leahy3rd Jan Bates

Show and Shine MINI Class

1st Graham & Natalie MacDonald2nd Tony Maulder

Economy Challenge

1st Andrew Carter2nd Gavin Agnew3rd Graham Crispe

Trials Trophy

1st Alan & Shelagh Murie

2nd Gavin & Teresa Agnew

3rd= Matthew Oliver

3rd= Marilyn Webster

Go Cart Trophy

1st Luke Martin2nd Matthew Oliver3rd Daniel Barrock

Motorsport Award

Peter Amies

Most Improved

Chris Roper

Certificates of Appreciation

Greg Wenzlick

Mike Bates

Dave Handyside

Ian Ferguson

Good Samaritan Award

Luke and Anne Martin

Automatically Earn It Award

Philip Walters & Aidan Hill

Dipstick Award

Tom Parker

Lead Foot Award

Graham Crispe

A Wheel Story with a spin

By Greg Wenzlick.

There are certain times where you go against your own better judgement on things in life, and this incident should be a lesson to others.

Not content with standard Mini wheels on my 1980 Mini 1000, I had been looking to obtain a set of alloy wheels in the traditional minilite styling of eight spokes. Such items rarely come up on trademe and are quickly taken by bidders paying very good money.

Having made a few contacts in the Motor trade over the years, I am always looking for the best possible deal and price.

Now being a Mini man from way back, I should know all about fitment of wheels and tyres.

After much looking and agonising over the best value for money and of different types available including trying Gavin Agnew's Clubman GT ROH contessa wheels on for size, I came across some Rover Cooper 12" wheels for sale on ebay in Australia at Brickworx Racing Adelaide. Thinking that these would be a good bet for future development like fitting disc brakes (big dream), I started negotiating for these at a reasonable landed price from Adelaide to New Zealand. After a few weeks of to-and-froing, I agreed to purchase and get them sent by Aussie Economy airpost without tyres which was very reasonable at \$100 Aussie dollars.

Of course I knew that these wheels would need to be spaced out at the rear slightly as a colleague had fitted a set to his Riley

Elf without too much bother. The wheels of Cooper S and GT models are 1 inch wider inwards than normal Mini wheels, but fit onto the front wheels without any problems.

On arrival, off I went to the tyre outfit and purchased some 145/70 x 12 tyres at a very good rate, so I was in business. Err...that's where the problems started. The wheel nuts supplied were ½ inch not 3/8 inch ones. Then on fitting the wheel and tyre to the rear wheel, I found that the tyre rubbed against the trailing arm. Wait at minute...I knew that I would have to space them out a bit, so off to a local Mini wrecker/spares outfit to try and get some spacers. After telling him my tale of woe about the tyre rubbing, he told me that my trailing arms were bent and this condition was normal with most Minis. Really?

I thought. Hmm... well maybe I have been out of circulation too long 'cause I never heard that story before. Oh well! You learn something new every day! The guy sold me some 3mm spacer plates (not a matching pair either) that would probably cure my problem without having to fit longer studs. Good!

Off home I went and fitted a 3mm spacer to one wheel – bugger! It still rubbed. OK, so I fitted the other spacer to make it 6mm – Hmmm, not quite enough clearance and stud length. Bugger again! Next day off back to my not-too-friendly Mini spares guy and try and get further advice.

"You need bigger 25mm spacers, and longer studs, but then your rear wheels will be wider than the front wheels and it will look funny, so you will need spacers on the front as well, and oh, you'll also

need guard flares". Oh no! the dollars were starting to add up. OK, PlanB – forget the 25mm spacers, I'll try to find some 10mm thick ones someplace else.

Off to my local Mag and Turbo guy. "Do you have wheel spacers?" I asked. "Sorry, mate, Spacers are illegal fitment and you won't get a WOF. You'll have to get a special compliance at around \$500 even then. Anyway, we don't sell 'spacers' we only have frisbies", he said. I'd swear he thought I was a special agent from the LTSA. Double bugger! This is becoming a nightmare.

Another option was to obtain and fit Cooper S drums with built-in spacers – hang on, I will need 4 drums and 16 new studs. More money. This is becoming my worst nightmare.

Ok. Let's have a think about this over a cup of tea. What's the problem? The 12" Cooper wheels are the problem. Let's cut the losses and expenditure and sell the bloody things and go back to standard 10 x 5 alloys. Or send them back to Australia...at a cost.

So I contacted a Mini guy from down-the-line. "How much to trade my 12" inch wheels and buy a set of your 10" jobs " I asked. A change over price was agreed which was the same as buying spacers and studs and I thought that's where the problems would end. When the guy picked up the wheels he asked "Where are the tyres". I replied "The tyres were not part of the deal". "Yes they were" he said. Well you know sometimes things get lost in translation and conversation and I am getting hard of hearing, so I conceded that

I got the deal wrong. Re-negotiations meant that my change-over price doubled.

So my Performance Superlite 10" wheels finally arrived via courier. The box was very impressive containing the wheels with hairnet covers over them, and the lock-nut type wheel nuts and special stud key to put them on. So it was off down to my local tyre guy to get a Falken 165/70 x 10 tyre fitted. Then back home to try them on – oh no! The tyre rubbed on the rear trailing arm and shock. Deja vue – haven't I been here before?

Oh well looks like I am going to have to get spacers and studs after all. So I rang a Christchurch outfit Swift Automotive, who told me that they had spacers in a variety of widths with studs in various widths to match. Here is a guy who is not only helpful but knows his stuff. I purchased a pair of 10mm thick spacers and studs to match. Over 11,000 parts items in stock he proudly told me. Parts were delivered by overnight courier.

I'm now looking at the wheels on the car and out-of-pocket and over budget considerably.

What is the moral of this little tale of woe?

After all my years of experience and giving good advice to others, I don't take my own good advice and stick to what I know to be the right way of doing things. Just because you're older, it doesn't mean you're any wiser!

The “Discover Taupo” Weekend

The weekend had been planned for some time, so it was a disappointment to get to BP Bombay on Friday and find no one there. What I didn't know is that Alan and Shelagh Murie had just left and we missed them. Anyway, off we went. To get to Taupo, we chose the planned route anyway, which was driving down SH1 via Hamilton and SH3 through Te Awamutu, turning eastwards at Kihikihi. This road took us through the Owairaka valley, and the Waipara road through some magnificent farming country and eventually through some excellent Mini handling roads around the Maraetai and Mangakino Hydro-electric dams. We eventually ended up on Poihipi road, which took us into Taupo. The amazing part is the mileage to get there is very similar to travelling via SH 27 and SH1, yet it is much, much more

scenic, very little traffic and a lot of fun to drive.

Once in Taupo, we made contact with Andrew Carter, our resident Taupo club member, and also found that the members from Kapiti Coast and MOWOG had also arrived. That night, we met at Cobb & Co. for dinner.

Next morning, we met at the Domain in Taupo to display our cars and do a bit of window shopping. Meantime, three more cars had come down from Auckland, and with Andrew's Clubman Es-



Bit of shopping to do.



Tongariro domain

tate, that boosted our total number to six cars. Three cars came up from Hawkes Bay Minis, (bless their hearts, they cancelled their planned “Italian Job” rally to support our club event!!) and three cars from Kapiti Coast.

The display was well received and we had a lot of visitors, both local and travellers on SH1, looking at the 12 cars, especially at Alan and Shelagh's open

Gold Mini, the two Estates and the 1997 Cooper of John and Yvonne Trewavas of Palmerston North.

At 11:30, we convoyed around the town shopping centre for a while before heading out towards Wairakei to the “Wood Turner” for the start of the “Discover



Woodcraft workshop.

Taupo” rally. This was an interesting concept. Andrew had set us a route that had a series of questions. They could only be answered by going to the various tourist attractions listed and search for the answers within that attraction. But first, we had to sit in our cars for ten to fifteen minutes to plan our route so that we did as little mileage as possible. For this, Andrew had given us a tourist map of the Greater Taupo area. The car with the lowest reading had the best chance of winning. Andrew had already told us that the distance was a little over a hundred Ks. and we had 4 hours to do it in. For instance, how many cubic metres of water flow over the Huka Falls each day? Where is the Queen Bee? (That’s at the

Honey Farm) What is the name of the Caravan place? How many people in the Huka Falls jetboat poster? Or, try this one. What is the colour of the Mini at the Glass Shop (on SH 5 to Rotorua.) For that one, we went into the shop expecting a glass Mini, but Andrew had craftily put a Matchbox Mini behind a Glass ornament that took some finding. The lady shopkeeper was intrigued and certainly played along with it all. The rally was timed so that we would all be at the opening of the Aratiatia Dam spillway opening at precisely 2pm so we had to



The best go close up.

carefully plan our run to get there just before 2.

It started to rain mid-afternoon so by the time we got to the ‘Hole in One’ on the Lakefront for our turn, (we all had a shot each), there was a steady rain. I wish I had my camera as Alan and Shelagh drove off down the main drag in their open top Mini with this large beach umbrella perched up above them. It looked

hilarious; sort of reminded me of the umbrellas on the Mokes in the 1960's TV show, "The Prisoner".

The last question we had to answer was "How much to launch a boat at the Kinloch boat ramp?" Well, it was a 40k journey out there and back to find out. But Kinloch is certainly a neat town, very up-market and worth the drive out there.

That night we all met at the Cossie Club for dinner. Good food with some great fellowship.

The next Morning, we got out of bed to a cool but cloudless sky. The mountains at the other end of the lake looked brilliant in the morning sun. For breakfast, we all went down to Two Mile bay where



Lake Taupo.

the Strangs from Kapiti Minis had rented this two-story house right on the Lakefront. We parked our Minis on the public domain across the road where, again, we had many locals look over the Minis. Breakfast was great! Again, terrific fellowship and food, wonderful

weather out on the Patio. Too soon, we had to leave for home. We decided to come back again via Te Awamutu.

All in all, it was a fabulous weekend. Thank you, Andrew Carter for all the effort you put in to organising the events. Thanks too, to the Strang family for allowing us to share their 'digs' for Sunday breakfast. The eggs, the bacon, all that toast and the muffins; well, what can one say! Many thanks to the other clubs who supported our weekend.

These weekends away are a great way to meet Mini owners from other parts of the country. I know I have enjoyed weekends in Hawkes Bay, the weekend we had in late January with Kapiti members in New Plymouth and also in their own area. It is a great way to share a common interest and to enjoy our wonderful country. I hope that many more of our members will get to come on these trips away. If you do, I promise you will never regret the effort.

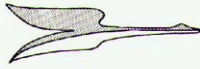
Oh!, by the way, the Rally was won by a young English couple and their two children, from Hawkes Bay Minis. They drove a Mini 850 in original condition. Marion and myself were second, with Peter Watts and Charlotte Munn equal third.

Les Gubb

Greg Wezlick provided me with yet another set of 'Wildgoose' photos.



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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>

Photos of the follow the leader event.

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

MCCoA club magazine archive

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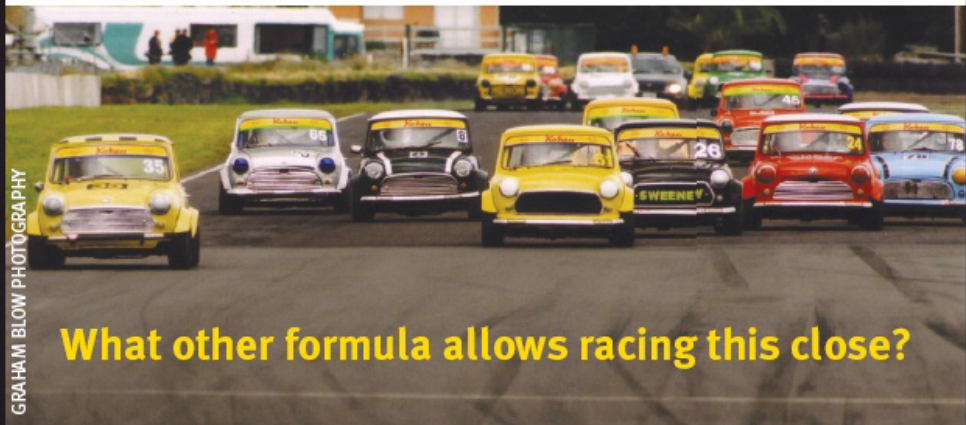
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Jag Restorations

By Aidan Hill

What do you do on a Sunday afternoon when it's been raining all day?

Simply, go along to the clubs organised event for the day, to have a look around Jaguar Restorations. Over a dozen or

cars and everything is done by hand. He is also showed us some of his machines/tools he uses.

These machines can certainly empty your wallet in no time at all. He quote prices from 40k to 80k on each machine. He showed us how he would go about making an A Panel for a mini. He used a machine to flip the ends up; he then stretched and shrunk the A-panel depending on what needed to be done on it.

Another machine takes all the dents out of the metal.



The craftsman explaining the tools.

more turned up in East Tamaki around 1pm, to have a look around the workshop and then listened to a presentation from the owner and any questions afterwards. (Charlie Tisdall was lost somewhere in South Auckland)

The owner showed us all the cars he was working on, these included, E Type Jags, XJ's, Cortina's, Morgans. Army truck, MG's, Escort with a Cosworth engine in it, fiat 131's and many more.

He used to only do Jags in the past but has now expanded to cater for the market and really does any sort of restoration work. His work includes a lot of fabrication of material for these classic



Concentrate...

A very interesting and enjoyable afternoon had by all.



Some very serious looking boothty Mini.
Looks like someone spend a lot of TLC on this very nicely presented Mini.

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The Wanganui Car Club would like a registration of interest for our classic hillclimb.

It will be run (entries permitting) on the 10th Dec 2006 at Brunswick Road.

Entries will be limited to 50 & must comply with our "Classic Rules".

If you are running in the FMG Series you will qualify.

Scrutineering for the event will be on Saturday the 9th. time & venue to be advised entry notification.

Please forward names & adresses to roundcars@xtra.co.nz or phone Michael Carrick 063429779 hme 063450233 wrk. Registration closes 31 st August.

Hope to see you there, Cheers Mike.



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MINI Clubman

Get used to it. Chances are this won't be the last time you hear the name.

Several sources are now telling us that MINI is very close to finalizing use of the Clubman moniker with the 2008 long wheel base MINI. While there are some copyright issues to deal with, we're told they are tame in comparison to the ones that "Traveller" would entail.

For those know a thing or two about MINI history, Clubman might not seem like an appropriate name at first for an extended wheelbase MINI (aka the R55). However BMC/Leyland did produce a Clubman Estate which does give the name some historical relevance. Originally the Mini Clubman was intended to replace the up-market Riley and Wolseley versions. The Clubman versions offered better crash safety, more equipment, and engine access, but were decidedly more expensive. Ironically the flatfront Clubmans were discontinued in 1980 in favor of the Austin Metro while the classic round Mini shape continued on until the year 2000.

Courtesy of Gabe Bridger, USA.

All about Mini tyres.

One of our members, Greg Wenzlick, has recently been in contact with a supplier of Mini 10 inch, 12 inch and 13 inch tyres which seem to be getting hard to source in New Zealand.

The company is **O.T.R. International Ltd.**, of Mt. Wellington, Auckland.

OTR means the tyres.

OTR import a number of different makes of tyres from various countries; Japan (Falken), Korea (Hankook), Germany (Fulda).

In the 10, 12, 13 inch range they have the following range;

10 inch

145/80 R 10 – Falken (Japan), Fulda (Germany).- Mini 3.5 - 4.5 inch wide wheel.

165/70 R 10 – Falken (Japan).- Mini 4.5 - 6 inch wide wheel.

12 inch

145/70 R 12 – Hankook (Korea) – 1275GT Clubman, Rover Mini and Cooper 4.5 inch wide wheel.

155/80 R 12 – Hankook (Korea) for Austin/Morris 1100/1300 range

165/60 R 12 – Falken (Japan) – 12 x 5-6 inch wide wheel

13 inch

145/80 R 13 – Roadstone (Korea) for Allegro range

175/50 R 13 – Fulda (Germany) directional – Rover Mini Cooper sport 6 inch wheel.

OTR can deal direct with a Club spokesman or your local retailer. Prices of tyres will be quoted on enquiry;

The man to ask for is;

Simon Billington, Sales and Marketing Rep – ph 09 579 1622, 021 512 777, simon@otr.co.nz
In Simon's absence talk to Matt Jones.
<http://www.falken.co.nz>

**This is the proposed programme for the
12th Annual Mini Nationals
21-22 October 2006**

Friday 20 October

2:00-6:00pm

Documentation and Scrutineering

Saturday 21 October

8:30am- 12:00pm

Manukau Shopping Centre

Show and Shine

1:00pm

Around Auckland

Navigational Trial

5:00pm

Clubrooms

Barbeque Dinner

Sunday 22 October

8:00-5:00pm

Option 1:

Manukau Sports Bowl

Auto cross and Gymkhana

1:00-5:00pm

Option 2:

Around Auckland

Tiki tour

5:00pm

Bar open

7:00pm

Dinner

Manukau Sports Bowl

Dinner and Prizegiving

Monday 23 October

9:00am

Farewell Breakfast at Denny's from 7.30 - 9.30 to put a display of Mini's at the Race meeting / Living Legends / Targa Prologue at Pukekohe

Here you have it, the sponsors of the 2006 Mini Nationals.
Please support them by buying their products.



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Penrose
09-6222255



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12th Annual Mini Nationals
21-22 October 2006

REGISTRATION FORM

INFORMATION

Name: _____ Phone (Home): _____
 Address: _____ Phone (Work): _____
 _____ Mobile: _____
 Email: _____ Club: _____
 Name of co-driver: _____

VEHICLE DETAILS

Make: _____ Model: _____
 Colour: _____ CC: _____ Year: _____

ENTRY

Full Weekend

- 1 car Show 'n' Shine, Gymkhana and Autocross
- 1 car Navigational trial
- 1 person Sat night spit roast

COST

Qty

TOTAL

\$50.00

\$ _____

Saturday Only

- 1 car Show 'n' Shine
- 1 car Navigational trial
- 1 person Sat night spit roast

\$40.00

\$ _____

Sunday Only

- 1 car Gymkhana and Autocross or

\$10.00

\$ _____

Sunday Tiki tour

\$00.00

DINNERS

Saturday night spit roast – additional adult

\$20.00

\$ _____

Sunday Prize Giving Dinner – adult

\$35.00

\$ _____

Sunday Prize Giving Dinner - child

\$17.50

\$ _____

Mini Nationals 2006 Merchandise

Baseball cap

\$15.00

\$ _____

Tee Shirt S, M, L, XL, XXL, XXXL

\$25.00

\$ _____

Polo Shirt S, M, L, XL, XXL, XXXL

\$35.00

\$ _____

Size

Colour: Navy Only with white logo

TOTAL

\$ _____

Please make cheques payable to Mini Car Club of Auckland, PO Box, 72-970, Papakura, Auckland.
 Registrations must be received by 24 September 2006.

Completion of the entry form will generate automatic acceptance and compliance in full with the organiser's instructions in respect to safety etc as described in the Event Booklet.

MINI news.

The legendary **MINILITE** wheel from the UK is now made for new MINI.

Made from low pressure die cast alloy that compliment the original **MINILITE** from the 60's, these wheels are beautifully built. Each wheel is pressure tested, batch x-rayed and machined on the latest computer controlled equipment. Finished in a bright metallic silver with a thick clearcoat. Available in 16" x 7", 17" x 7" (21 lbs.) and 17" x 7.5" (21.5 lbs.). And they are HUB-CENTRIC too (no centreing rings required) and they will fit JCW brakes. These wheels also come in various colours. Sold in a set of four with proper lugs and caps.



New Zealand buyers should contact local Minilite agent:
Neil Allport - <http://www.namsport.co.nz>



A British engineering firm has put together a high-performance hybrid version of the MINICOoper. The PML Mini QED has a top speed of 150 mph, a 0-60 mph time of 4.5 seconds. The car uses a small gasoline engine with four 160 horsepower electric motors — one on each wheel.

For more info and pictures click on the below weblink;

http://www.treehugger.com/files/2006/08/the_hybrid_mini.php

New MINI R56 details released

Everything's new – and once again typical of MINI all the way: After more than 800,000 units sold, the MINI will soon be entering the market in thoroughly enhanced design and with fundamentally new features.

The second model generation of today's modern MINI is making its debut with brand-new power units, a carefully but thoroughly upgraded interior, and evolutionary body design with appropriate modifications wherever required. Indeed, all these innovations underline the individual character and premium standard of the MINI. And while each and every detail has been changed or modified, the new model naturally retains all the proven and unmistakable features of the MINI clearly recognisable at very first sight. This applies both to the silhouette of this compact two-door immediately recognisable from every angle and to the car's equally unique and agile driving characteristics.

The power units and transmissions, suspension and steering, brakes and safety systems are all brand-new developments from the ground up. And all these features serve to give the new MINI that legendary go-kart feeling right from the start – but now with an even higher standard of agility than before. This, quite literally, is MINI at its best – both in design and handling.

The new MINI is entering the market in the guise of the MINI Cooper (88 kW/120 hp) and MINI Cooper S (128 kW/175 hp), with the MINI One “basic” version following somewhat later. And once again, the new MINI will also be available with a turbodiesel offering a particularly high standard of all-round economy in the drivetrain.

Two new petrol engines with innovative highlights in technology.

The new MINI Cooper and the new MINI Cooper S come with two four-cylinder petrol engines each displacing 1.6 litres. Both of these power units are the first representatives of a new range of engines boasting innovative features from the ground up. They each come with two overhead camshafts and four valves per cylinder driven by a chain. The engine block and cylinder head, in turn, are cast out of a special aluminium alloy.

In terms of both power, performance and efficiency, these innovative drive units set new standards in the MINI segment, boasting many design features and technical details so far only to be found in higher segments of the market.

Read more on page 28

MINI news.

MINI USA and MINI CANADA team up for Multi-national effort at the 2006 Targa Newfoundland Rally.

MINI USA announced today that it has joined forces with MINI Canada to campaign two MINI Cooper S racecars with John Cooper Works (JCW) tuning kits at



MINI Cooper S racecars with John Cooper Works (JCW) tuning kits.

the 2006 Targa Newfoundland rally. Both the MINI USA and MINI Canada cars square off in the highly competitive and ultra-fast Unlimited Division. In addition to the rally-prepped MINIs, racing fans and enthusiasts will be treated to the sights and sounds of a MINI Cooper S JCW as it sets the pace as the official course opening vehicle for the event which runs from September 9-16th. The car will lead off all 39 stages over the six days of competition.

"We excited to share this exciting experience with our Canadian colleagues," said Jim McDowell, vice-president - MINI USA. "Targa Newfoundland is such a unique event that it perfectly fits the unique character of the MINI Cooper S JCW. Rally-

MINI news.

ing is such a part of MINI's heritage that seems like such a natural thing to do."

Targa Newfoundland is the first and only event of its kind to be held in North America. It is an annual event and forms a nearly 1400 (2200 km) long, high quality automotive adventure. It is held over a seven-day period in September of each year on the paved roads of the eastern and central parts of the island of Newfoundland. The vehicles and crews compete on public roads in transit sections which follow all of the rules of the road and 'Targa' or speed sections which are held on roads closed to the general public. Each vehicle competes against itself on a handicap basis as well as against other vehicles.

MINI USA enters the rally with a 2006 Hyper Blue MINI Cooper S with John Cooper Works tuning kit. This 207hp rocket will be piloted by Ron Kiino of Motor Trend Magazine with Jared Holstein representing Sport Compact Car in the all-important navigator's seat. Both drivers and vehicle are competing for the first time at Targa Newfoundland.

They will join the team of Canadian automotive journalist Jim Kenzie and rally veteran Brian Bourbonniere. The MINI Canada factory entry will be 2005's Unlimited Division Champion Chili Red JCW MINI Cooper S. The MINI will showcase its potent performance and go-kart-like handling for the fourth straight year. Kenzie and Bourbonniere look to join the elite group of Gold Plate recipients, awarded for completing all rally stages within the given plate times for three consecutive years.

"MINI Canada is excited to be competing for a fourth consecutive year at Targa Newfoundland," said Stephen McDonnell, Director, MINI. "MINI's dynamic performance and inherent handling capabilities make it a natural for this type of competitive rally. The JCW Cooper S is perfectly positioned to feed off the 'big engine cars' again this year and uphold MINI's reputation as a giant-killer."

The JCW option in the US remains unchanged, generating 207hp and reaching 60 mph in just 6.5 seconds. Available as a factory option, the John Cooper Works tuning kit provides a high performance upgrade to the excitement-inducing MINI Cooper S. Included in the comprehensive kit are a specially-engineered supercharger mated to a higher-flowing cylinder head, a unique air intake box, free-flowing sports exhaust and brake upgrade kit - all designed with performance in mind. The team is co-sponsored by MINI Financial Services and the MINI Visa Card. For more information about the MINI Visa card, go to www.4MyMINICard.com. Follow the progress of both teams with live updates at MINIUSA.com and MINI.ca/Targa.

courtesy of MINI USA Press



A volume flow-controlled oil pump, for example, as well as a water pump switching off automatically when not required, serve to reduce fuel consumption to an even lower level than usual. And at the same time it almost goes without saying that the new power units comply in full with the strict Euro 4 emission standard.

The MINI Cooper features a normal-aspiration power unit developing maximum output of 88 kW/120 hp at 6,000 rpm and peak torque of 160 Nm/118 lb-ft at 4,250 rpm. The intake valves are controlled in a fully variable process by the BMW Group's absolutely unique VALVETRONIC technology, allowing the engine to breathe freely, without the usual restrictions imposed by a throttle butterfly.

Valve lift and opening times are masterminded by infinite electronic control adjusting to the driver's needs for power and performance. This highly efficient valve management combines superior fuel economy, a high standard of motoring culture, spontaneous response and optimised emission management, thus offering a new combination of qualities never seen before.

The even more powerful engine featured in the new MINI Cooper S is a turbocharged power unit with direct gasoline injection. Turbocharging is provided by an elaborately designed twin-scroll turbocharger fed with a separate flow of exhaust gas from two cylinders each. Benefiting from this configuration, the turbocharger cuts in right from the start at low engine speeds, almost completely eliminating the so-called "turbo gap" when accelerating.

Maximum torque of 240 Nm or 177 lb-ft comes at just 1,600 rpm, maximum output of this turbocharged four-cylinder is 128 kW/175 hp at 5,500 rpm.

Apart from extremely high output per litre of approximately 110 hp, the combination of a twin-scroll turbocharger and direct fuel injection also ensures superior fuel economy, a high standard of motoring culture, and very efficient emission control. The first representatives of the new engine family are a normal-aspiration and a turbocharged power unit each with four cylinders and built at the BMW Group Engine Plant in Hams Hall, Great Britain. Compared with the previous power units, both of the new engines have been turned around by 180°, with the exhaust side now facing to the front.

The engine block as such is highly similar on both the normal-aspiration and turbocharged petrol engines: Both power units share the same distance between cylinders of 84 millimetres or 3.31'', the same bore of 77 millimetres or 3.03'', stroke of 85.5 millimetres or 3.37'', and, accordingly, engine displacement of 1,598 cubic centimetres.

The two-piece bedplate structure of the crankcase is a technology carried over from motorsport, with the cylinder block and bearing cast out of an aluminium alloy. Integration

of the chainbox into the crankcase helps to save weight, improve engine acoustics, and reduce the number of components and design features required.

Yet a further innovation in the MINI segment is the introduction of a volume flow-controlled oil pump on the engines. Driven by a chain, the pump delivers only as much oil at any time as is actually required by the engine, thus reducing the drive power required by the ancillary units by approximately 160 Watt, saving approximately 1.25 kW at 6,000 rpm, and reducing fuel consumption by roughly 1 per cent. The on-demand water pump featured in the coolant circuit offers a similar effect, only being switched on when the engine has reached its regular operating temperature. This helps to save fuel in the warming-up phase, with the catalyst reaching the temperature required for optimum efficiency more quickly and efficiently than before.

Both engines come with composite-structure camshafts. And contrary to conventional castings, the cam rings are made of high-strength stainless steel and are shrunk-fit on to the camshaft as such, after which the cams are fine-polished down to an accuracy of 1/1,000 th millimetre. The eccentric shaft for phase adjustment is also made in this process, helping once again to save weight.

The lightweight concept consistently applied in developing the new MINI's power units also serves to reduce frictional losses. The crankshafts on both drive units, for example, are weight-optimised in their construction and come with special bearing shells as well as relatively small bearing journals measuring just 45 millimetres or 1.77" in diameter.

The alternator and air conditioning compressor, in turn, are each driven by one single poly-V-belt, while the water pump is driven by a friction wheel. Both of these features help to make the power units featured in the new MINI particularly compact, the new engines thus ranking among the shortest four-cylinders in their class.

Normal-aspiration power unit with fully variable valve control.



Notwithstanding all their similarities and, indeed, common features in their overall design and configuration, the two power units in the new MINI differ significantly



in terms of their cylinder heads: The 1.6-litre normal-

aspiration engine featured in the MINI Cooper comes with fully variable valve control developed on the basis of the BMW Group's VALVETRONIC technology.

Turbocharged power unit with twin-scroll turbocharger and direct petrol injection.

The turbocharged version of the new 1.6-litre four-cylinder featured in the MINI Cooper S offers even more impressive performance data: Maximum output is 128 kW/175 hp, a figure which certainly sets the standard for an engine of this size reaching its maximum power at 5,500 rpm.

More at: <http://www.mini2.com/article385-mini2-world-exclusive-2nd-generation-mini-cooper-s-test-drive-report.html>

Mini Events

TUESDAY 3 OCTOBER- Club night at Northern Sports car 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

SATURDAY-SUNDAY 4-5 NOVEMBER- Tier one race meeting at Pukekohe including the MINI Challenge. We could have a club display at this meeting. **Please contact the shows committee if interested.**

TUESDAY 7 NOVEMBER- Club night at Northern Sports car Clubrooms from 7.30pm. Guest speaker is Andrew Ryan from Team MINI.

FRIDAY-SATURDAY-SUNDAY 10-11-12 NOVEMBER- Big Boys Toys show. Our club will have a display at this show and we are going to need help to man it. **If you can spare a few hours, please contact the shows committee.**

FRIDAY-SUNDAY 17-19 NOVEMBER-Rally New Zealand

SATURDAY-SUNDAY 25-26 NOVEMBER- Concorso Euro, fun run, Pukekohe race track and classic car show in and around Waiuku. Entry forms in the New Zealand Classic Car magazine or at www.lotuscars.net.nz The Mini club has been asked to help run this charity event, **so if you would like to be involved in this spectacle please contact shows committee.**

SATURDAY- SUNDAY 2-3 DECEMBER- Mini 7 racing at Pukekohe Racetrack. We might have a club display at this meeting, **if you are interested please contact the shows committee.**

Mini Events

TUESDAY 5 DECEMBER- Club night at Northern Sports car Clubrooms from 7.30pm.

A social night with a bbq. The club will supply the bbq, please bring a plate with a salad or desert.

SUNDAY 10 DECEMBER- Economy run.

SUNDAY 14 JANUARY- Dawn breaker run.

SATURDAY-SUNDAY 20-21 JANUARY- Kumeu hot rod and classic car show.

SUNDAY 5 FEBRUARY- Galaxy of Cars show and swap meet at MOTAT

SATURDAY-SUNDAY 11-12 FEBRUARY- New Zealand Classic Car weekend incorporating Concourse De Elegance

SUNDAY 4 MARCH- Mini 7 racing at Pukekohe racetrack.

FRIDAY – SUNDAY 20-22 APRIL- V8 Supercars at Pukekohe and the MINI Challenge.



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