



December 2006

In this months issue

President Report	3
Club Captain Report	4
Editor Ramblings	5
Mini Nationals, a photo compilation	6
A weekend in Auckland	12
The 'Ex Wigmore GT' project	14
MINIBITZ Gift vouchers	15
Mini Web	16
Serial numbers of the MORRIS COOPER 'S', Australian Assembled	19
Memory lane. As we were mentioned in MINI WORLD June 1994	21
Out to brunch with a Mini	22
Issigonis centenary	23
Mini challenge starts with a roar	25
MINI News	26
Mini Events	30
The back page	32

Mini Car Club of Auckland

Volume XIV

Issue 6

December 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 Januari 2007

President Report

Warwick Robinson

Mini Nationals at Manukau City on Labour weekend were a huge success. In total we received 105 entries. The feedback we are receiving from other Clubs was that they had an enjoyable weekend. Some small fine tuning could be carried out if we ran it again – but all in all a good event.

Manukau City Council was impressed with our professionalism and I am sure if we wanted the grass area for future events – it will be granted.

Once again a Big Thanks for all our Club Members who helped make it such a good event.

December Club-night is our family night. Please bring a plate – be it a main or desert and we will provide meat.

Next year starts with the Display Events.

The Kumeu Hot Rod Show is on 20th – 21st January and we will have a Club Display on Sunday 22nd.

We do not have a Cub-night in January due to most people being away on holiday.

Sunday 5th February – Is our Club Show-n-Shine – combined with the Galaxy of Cars at Motat. This is a fantastic event and we want to see everybody's Mini there. We were placed 2nd in the Club Display last year and this time we hoping to get 1st place.

Sunday 12th February – Concourse-de-Elegance – we will have selected cars for our Club Display, but any car can display in the Show-n-Shine area. Also we will have a team at the Gymkhana again.

From All of the Committee,
We Wish You & Your Families
A Merry Christmas & Happy New Year
Safe Driving

**EL PRESIDENTO
WARWICK**

Club Captain Report

Gary Ashton

A lot has happened in the last two months and the big event for the club was the Nationals held over Labour weekend. I think everybody enjoyed themselves and I would like to thank you all for helping us to make it a successful weekend. A lot of work was put into the Nationals and those involved need a pat on the back!!!

I remember the first large car collection that I saw. I was about ten years old, and a guy that worked with my Dad was a member of the Vintage Car Club and amongst other cars owned an old Model T Truck which Graham had restored to original including the paint job. It was black, of course, and hand painted just like they used to be (this truck later had the flat deck removed, a box body built then was painted in the Cadbury chocolate colours). Graham took me on a V.C.C run to Ron Roycroft's place at Glen Murray. Ron had two large sheds full of old cars and memorabilia which included Bugatti, Chev, Jaguar, Speedway cars and specials. This collection of over 80 cars was eventually sold with many going overseas.

Another great collection was that of Kevin Slater's in Karaka. Some club members may remember that I included Kevin's shed in one of my garage bashes. Kevin also had about 80 cars ranging from Skoda, Ford Anglia, Dragsters, Hot Rods, Rolls Royces and Chryslers. Kevin has sold his collection and moved to the Bay of Islands.

In the last month another collection of old cars has been sold. This is Ray Singleton's Te Puke Auto Barn. I visited Ray a number of times over the years and always enjoyed the collection. I think the best day I had there was when we looked around the workshops out the back which were normally off limits to the public. But after 22 years at the Te Puke Auto Barn, Ray has to move on.

It seems a bit of a shame that these collections are no longer with us, but the memories of them are great.

Christmas is just around the corner, but the club still has plenty of activities to help you fill in those hot summer days. There are race meetings to attend, the economy and dawn breaker runs, and numerous car shows. Full details are contained in the events listing on the last page of this magazine.

I hope you all have a safe and happy festive season and Santa brings you the present you want.

Hang on a minute, I have an idea

Gary



TM

Editor Ramblings

Frits Schouten

What a weekend it was. It was cold on the Friday, there was rain on the Saturday and we had sunshine on the Sunday. Typical Auckland weather, wouldn't you think. Scrutineering was well catered for at Prestige Automotive Services and lots of people hanged around for a while to catch up on the going stories. The broken windscreen of Jai was definitely topping the list for excitement. Saturday started with a drenching but as the day got on, the weather picked up a little bit. Despite the rain, all people did put in a lot of effort to show the best of their Mini. It was a great Show'n Shine right in front of Kotuku House in Manukau, as you can see from the photos in our club magazine. The photo's can also be found at <http://simple-pages.homeunix.net/>

The afternoon was filled with the Navigational trial which took us Northwest toward the Waitakere ranges, North of Auckland. Unfortunately I had to cut it short to go home for personal reasons but managed to get back in time for the Barbeque Dinner which was absolutely fantastic. I've not seen so much food and so many happy faces as during the BBQ dinner. It was truly like a family gathering and for me it was a very enjoyable evening. But wait, there is more...

The Sunday Autocross and Gymkhana were the events that must have been the topping on the cake. Legalised hooning,

and all in a very well controlled environment!! Minis can still be very fast, even on the grass. Some people were very crafty and showed agility with their Mini that could never have been performed with any other car than "The Mini". Being a grass event, the lower powered Minis were having a great advantage over the more powerful ones during the Gymkhana. Not much sliding for them which ultimately gave them the edge over the "power" Minis.

With the Autocross it was a complete different story. A bit more power and a bit more sliding, that was required to get well through the Autocross. And some did do well, as the photos later in this magazine prove.

And for those who did not want the excitement of sliding cars, throwing dirt around, there was the Tiki tour guided by Les Gubb.

The weekend was finalised with a fine dinner and the price giving at the greyhound club rooms. Here where the real stories got shared. Here is where a great bunch of like minded people shared an evening to close off a fabulous weekend. I would like to thank everyone who participated at the Mini Nationals 2006 for without you, this event would not exist. I'm already looking forward to next years event.

Mini Nationals.



A Photo compilation.











A weekend in Auckland

The Blackburn Bunch

After a few months of trying to decide if we would make the long journey to the Auckland Nationals we finally decided yes we would go. So with two children and a small baby in tow we started the journey at the good ole time of 5:30 am on Thursday October 26.



Where it all started.

After several stops to feed the baby and waiting for an accident to clear at Pakekariki we made it to Taupo for lunch and to meet up with the gang from Minis Manawatu. We finally made it to our accommdation in Auckland at 6:30 pm, whew, what a long day!

Friday the weather was a bit dodgy but we braved the drizzle to visit the animals at the Zoo and then on to Prestige Automotive late in the afternoon to register for the Nationals. After

sorting out all the details and sizing up the competiton it was back 'home' for a good night sleep.

Saturday was the Show n Shine at Manukau City Council and after manuvouring our car in the right spot and putting the compulsory drip tray (aka barbeque lid) in place we did the rounds of the mini display, the kids did some shopping and we enjoyed a coffee at Muffin Break. Just to be difficult we had to get the mini out of a tight spot so we could get our luggage to a new temporary home for the week. A big thanks to Warwick and the other drivers in our way for accommodating our request. (Just a bit of practise for Sunday's Gymkhana).



Looking afet the little one.

After a quick dash to Eastern Beach and

some flukey map reading we made it back 'Just in time' to join the end of the lineup for the Navigational Trial. Some of the roads were a bit 'hairy' but as we were travelling in the comfort of our Hi Ace van we didn't notice the bumps and heat too much. Some of the views were absolutely awesome and its always great to take in the sights of another city. A very cruisy trial indeed, in my opinion, but there were a few times I wondered if we were going the right way, thankfully we found some minis floating around and yes of course we were going the right way. Saturdays tea was a spit roast and man it smelt so nice I couldn't wait to sink my teeth in. The kids enjoyed the rugby field, once the game was over of course, and tired themselves out running down the bank.



The Flying GT on show.

Sunday was the day Shayne was waiting for, a chance to 'cane the car' in the Gymkhana and Autocross courses held at the Manukau Sports Bowl. Marianne

and Jessica decided that speed wasn't for the girls today and we would hit the shops for a spot of 'retail therapy' instead. After finishing the speed events in good time it was time to hit the showers and get cleaned up for the Privegiving dinner at the Greyhound Club and to await the results. As it turned out Shayne really did have a good time. He was rewarded with a 3rd Place in the Autocross



The Flying GT in action.

Open class for his efforts. About time he finally did something right.

We decided that it was a good chance to check out what else Auckland had to offer, better weather than Wellington for sure! So after spending a relaxing week and spending some more hard earned cash we headed home on Saturday 28 October. Another long tiring day driving.

So a big thanks to the Mini Car Club of Auckland from The Blackburn Bunch for hosting the Mini Nationals 2006, WE REALLY ENJOYED OURSELVES! Shayne, Marianne, Jessica, Connor and Baby Lewis.

The 'Ex Wigmore GT' project

Well after 8 odd years in a shed at the back of Mike Wigmore's place, YG2S8 1588 is in the Ferguson house of Mini Legends. It rolled on to the Hirepool trailer like it was in a hurry to leave deepest dark Beachaven? and with a push from a neighbour is now at the front of my workshop in Devonport. First job was to get the numbers sorted and as I suspected the ID plate had been switched. After the brake booster was removed it revealed the ID plate of a June 1970 build Morris Mini K [YG2S1] which is registered RH6699 and is on hold. One rego for sale.

The fire wall number had been conveniently covered with Bostik sound deadening and shows M2 23 1088 which lines up with the radiator cowl stamping of YG2S8 1588. This looks like a January 1973 build GT. Wiper motor confirms this date. The colour is Bold As Brass although the repaint was not prepped properly so I have to catch the rust bubbles that are EVERYWHERE!

Basically the car is straight and worthy of a restore but I doubt that it will ever be con-course as it has had a hard life however I think it will make a better than average club car. The



floor is dinged in but there is NO rust holes and maybe I will get

away with tidying the sills and the rear valance. Think its a case of getting all seams grit blasted and replace anything that looks like it will cause a problem later on. Mechanically it is only Minus the motor and gearbox which is not a biggy as I mentioned I have a 12H 11 stud, plenty of gearboxes and a close ratio straight cut kit. Even have a set of Hardy Spicers off and Automatic.

The rear suspension has progressive bump stops and the front has shock absorber

brackets so someone at some stage has used it for pressing on. There are a pair of near new Bosh QH headlights fitted also. Bonus. Anyway I have attached some small images that you may like to put up on your website and then maybe someone will recognise it and fill in the history.

Ciao for now
Ian Ferguson

PS In the background is another recent member to Mini Legends. a 1980 NZ 1275GT that could be sold to the Navy for creating smoke screens to hide their frigates.



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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 Mini Nationals 2006.

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

MCCoA club magazine archive

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

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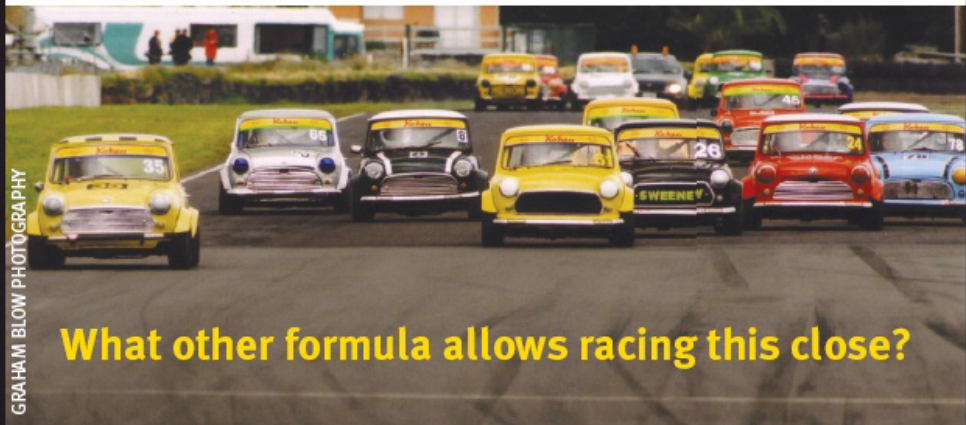
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	700	37883	11-65
	800	38197	12-65
	900	38738	4-65
	1000	38690	8-66
	1100	39956	4-66
	1200	40363	5-66
	1300	40179	9-65
	1400	41066	8-66
	1500	40903	9-66
	1600	40662	9-66
	1700	41314	9-66
	1800	41332	10-66
	1900	41883	1-67
	2000	42917	2-67
	2100	43038	4-67
	2200	43488	2-67
	2300	43862	3-67
	2400	44266	4-67
	2500	44097	4-67
	2600	44404	10-67
	2700	44315	7-67
	2800	45025	6-67
	2900	45276	7-67
	3000	45592	8-67
	3100	46036	10-67
	3200	45947	10-67
	3300	46818	10-67
	3400	46388	11-67
	3500	46634	12-67
	3603	47141	12-67
	4000	48243	4-68
	4500	48389	9-68
	4953	50315	2-69
	5000	50628	2-69
	5486	51767	4-69
TOTAL	4986 - MK1		31-12-69
YKG2S4-	501	9F/Xe/Y- 51373	5-69
	1000	53486	10-69
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New Zealand

Kiwi capers

Paul Graham, secretary/treasurer of the Mini Car Club of Auckland, recently dropped us a line with a few details about the club.

Formed just over a year ago, they now total 50 members. Meetings are once a month at the Orakei Community Centre in Auckland with other socials like dyno shoots, economy runs and concours. The latest of these took place at Cornwall Park, Auckland in January and featured 20 of the club cars in a grand photo. Paul's 1976 Mini 1000 (complete with A1 MINI registration) won first prize and his brother Iain came second with his 1981 GT. "I hope you will publish the photo as it was specially posed for MiniWorld."

Memory lane. As we were mentioned in MINI WORLD June 1994

OUT TO BRUNCH WITH A MINI

We recently read this article in the NZ Herald Saturday edition.

Ark Café, 347 Manukau Road, Epsom, Auckland.

We chose this place because we had been to an event at the nearby showgrounds and Sir said there was a car collection on the premises.

We walked in and immediately thought

The service was prompt if detached.

The coffee was fine.

We recommend if you come here you bring children. This is great for parents with young ones who can sit in the Mini and watch cartoons through the windscreen. There is a big Connect 4 game on one wall and sofas by the fireplace. Fathers may be entranced by glimpses on the mezzanine of some of the 38 English sports cars in the Classic Car Museum set up by the late John Fernyhough and

run by his son Ted.

Overall we thought it is a great idea and a great meeting place for friends with young children. Ours are no longer in that category so we didn't linger.

Article by Maureen Marriner. Photo by Glen Jeffery.



The Mini at Ark Café

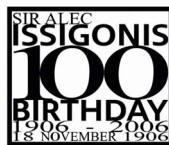
there's a works colours Mini 1000 in the middle of the room.

Their Eggs Benedict is the usual salmon or bacon.

The most unusual thing on the menu is probably everything on the all-day kid's menu.

We ordered the eggs benny with bacon (\$14) for Sir but he was not impressed. Stringy whites and hard yolks, he said. The hollandaise was a startling yellow. I had the scrambled eggs with chives and smoked salmon (\$18) which was creamy but unspectacular.

Minis turn up in force for Issigonis centenary!



Born on November 18th, 1906, this year would have marked Alec Issigonis's



100th birthday. Sadly the great man isn't around any more to blow out his candles, but in his honour the Heritage

Motor centre at Gaydon held an Issigonis Centenary Celebration on October 15th.

What a great day, and what a great turnout of cars! Sunday's Issigonis Centenary Celebration attracted hundreds of the cars designed by Sir Alec Issigonis to Gaydon's Heritage Motor Centre where there's a special display in the museum to mark his achievements.

Everyone knows that Issigonis designed the Mini, but it wasn't just about Minis. Sir Alec Issigonis also designed the Morris Minor, the early Morris Oxford, the 1100/1300, the 1800, the Austin Maxi and Austin 3-litre in the days when cars were styled and designed by one man rather than by a committee. It certainly shows in the distinctive designs that he drew — none more so than the Mini.

So as well as hundreds of Minis on display of every type imaginable, from the very earliest to the very newest, there was also plenty of other BMC machinery to admire. The Minis outnumbered the rest,

of course, and quite a few of the Mini clubs were in attendance. Everyone seemed to be enjoying themselves too. Some of the cars that caught attention included a lovely 1959 Mini in Tartan Red that was totally original; a Moke towing a mini-caravan (made from plywood!); a custom Wolseley Hornet on 12-inch wheels and a concours Mini in Lambo orange with cream and orange interior. But the one that really got attendees drooling was the Cooper S MkII works rally rep owned by Basil Wales, who was BMC Special Tuning manager in the glory days of the Mini. He was selling it too, but you'd need to take out a second mortgage to be in the running for that one, sadly.

Highlight of the day was the talk by some of the design staff who had worked alongside the great man Issigonis at Longbridge. What came across most clearly was how single-minded he was and what a great original thinker he was too. Dr. Alex Moulton was also in attendance and so was the BMC Special Tuning manager Basil Wales. All entertained with reminiscences of the great days of the Mini. One of the little secrets that came out was that, within the design department, Alec Issigonis and Alex Moulton were known as 'bump' and 're-bound'!

By Minimag's Martin Vincent.

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MINI Challenge starts with a roar

The inaugural New Zealand MINI Challenge racing series started at Pukekohe Park Racing circuit in Auckland on Saturday 4th and Sunday 5th November.

The New Zealand version will see 20 MINI Coopers S cars, previously used at the World Challenge final at Misano, contesting the eight round series at venues throughout New Zealand.

Based on the European formula, the series is designed to ensure driving talent – not budget – is the key to success, and drivers have been attracted to the series from a variety of backgrounds.

The highest-profile competitor is Brent Collins of Timaru. Collins will be hoping that history repeats itself as he attempts to add the inaugural MINI Challenge title to his inaugural Toyota TT104ZZ open-wheeler series win two years ago. Collins has proven his versatility, racing in machinery such as Formula Ford, Pre-1965 saloons and Mazda RX7s, and last year he contested the NZ V8s Saloon Championship.

There is a strong Auckland contingent. Mike Morton, Tony Houston and Kevin Cantwell all come from a background of Porsche racing, while Ross Hill is a prominent Targa NZ competitor.

Will Selles is another Targa NZ racer who

tasted success in the UK during the 1990's in the Beetle Cup and Karting, while 15-year-old Richard Moore is another Karting graduate. Gavin Dawson and David Grigor, also from Auckland, are newcomers to the sport, while Whangaporoa's Jeff Hogg is a well-known competitor from the ranks of Porsche racers. Rotorua's Anthony "Ant" Pedersen is the son of NZ V8s Saloon car competitor Paul Pedersen, and enters the series as the reigning New Zealand Secondary Schools Kart champion. Fellow Rotorua racer Neil Foster is another with a Karting pedigree, while Hastings driver Gavin Yortt is taking the plunge directly from club racing.

Two Christchurch competitors bring a wealth of Mini 7 racing experience into this series. Wayne Timms has raced Mini 7s for nineteen years, winning the NZ Championship along the way. He also won the Peugeot Sport Championship in the 1996/97 season. Fellow Christchurch driver Gary Johnstone, makes the transition after finishing runner-up in the NZ Mini 7 Championship last year.

Peter Scharmach, a German driver now based in Australia, adds an international dimension to the MINI Challenge. Scharmach last competed in NZ in the 1990s Peugeot Sport Championship.



MINI news.

BMW gave British manufacturing a boost yesterday by announcing that it was switching production of the engines for its new Mini from Brazil to Birmingham. The company said it would invest $\pounds 200\text{m}$ and create 450 new jobs to produce the next-generation Mini at its plant at Cowley, near Oxford, increasing the proportion of the car that is produced in Britain from 40% to 60%.

The launch of the new Mini was attended by Gordon Brown who said it was “a great day for Britain” that showed “the continuing vitality of the UK motor industry” and that the country could be “the home of world-class manufacturing”.

BMW’s newly appointed chairman, Norbert Reithofer, who succeeded Helmut Panke this month, praised Mr Brown’s running of the British economy, which, he said, had “provided the stability we need, providing the right environment for us to develop our business in the UK.” Mr Brown mentioned new investment by Nissan and Honda in Britain but not the recent decisions by Peugeot-Citroën and General Motors to cut back production in the UK, with the loss of hundreds of jobs.

BMW said the Mini now accounted for one in seven of all the cars it sells. In 2005, 45,000 Minis were sold in Britain, making it the model’s biggest market worldwide. The carmaker now plans to in-

crease production from 200,000 to 240,000 vehicles a year over the next two to three years and will add 450 jobs to its workforce of 6,350 people. It said three suppliers of important components had also relocated to within a hour from Oxford, creating 750 more jobs.

The engine for the new Mini, which had previously come from Brazil, will be built at BMW’s plant at Hams Hall, near Birmingham, where it will invest $\pounds 30\text{m}$. It will also invest $\pounds 100\text{m}$ at Oxford and $\pounds 60\text{m}$ in Swindon. Harald Krüger, the director of the Hams Hall plant, said labour costs in Brazil were about two-thirds of what they are in Britain but made up only 15%-20% of total production costs. By moving engine production closer to the Cowley plant, he said, it would reduce transport and storage costs and improve efficiency.

The name change from “One Diesel” to “Cooper Diesel” alone should give you a hint at how MINI intends this new car to up the diesel performance ante. The



The new MINI diesel

newly redesigned Car Magazine has the latest on what to expect.

MINI is planning the first ever diesel Cooper – and the common-rail unit will have almost 50 percent more power than the outgoing Toyota engine.

The MINI Cooper diesel will run the 1.6-litre HDi four, which features in Peugeot-Citroen and Ford cars. Peak power is 110bhp, with 180lb ft of torque on tap. Those outputs shame the outgoing MINI One D, whose 1.4-litre Toyota engine yielded 74bhp and 140lb ft.

MINI is confident enough in the engine to offer it in sporty [Cooper](#) guise. Expect the HDi-powered car to crack the 0-62mph sprint in under 10sec, around 2.0sec quicker than the One diesel that's heading for the great scrapyard in the sky. Expect MINI to show the new model at the Geneva motor show in February 2007, with UK sales due in April. Expect to pay around £13,500 for the model.

The diesel isn't the only MINI variant due in 2007. The entry-level One, which runs a 1.4-litre petrol with around 90bhp, arrives around the same time. And the wagon version – tipped to be called Clubman – should follow in the autumn.

Words: Phil McNamara – Car Magazine UK.

Beating Champ Car and Porsche

A road-registered MINI Cooper S with John Cooper Works Tuning Kit has

scored an emphatic win in the final of three Team Australia Speed Comparisons at Indy. After narrowly missing out on victory on Day One of the Indy weekend, and being frustrated by an aborted run on Friday, when the Champ Car suffered a technical fault, the Team MINI racer driven by Paul Stokell finished its single lap of the 4.47 km Surfers Paradise street circuit a car length ahead of the V8 powered Champ Car. Both finished well ahead of the built for racing Porsche Carrera Cup challenger.

“After the first run on Thursday we changed the suspension set up slightly and the result was far better traction com-



ing out of corners,” MINI driver Paul Stokell said. The multi Australian Drivers Champion and former Lamborghini racer said the MINI felt strong all lap and he could have gone even quicker with a few more laps under his belt.

“Mid-corner grip and stability under braking were all brilliant, helped by the Dunlop slick tyres we were using,” he said. We certainly turned a few heads this

weekend with our race pace. We have shown how competitive our car can be on the track.”

The Speed Comparison lap began with a standing start with the MINI given a 25 second lead over the significantly more powerful Porsche and a 45 second head start over the V8 Champ Car. The handicapping system was designed to bring all three to the finish line close together, but if Will Power, Indy racer and driver of the Champ Car thought the MINI would be a pushover, he was proved wrong in dramatic style.

“I think we had a clear car length over the Champ Car at the finish line and about four or five car lengths ahead of the Porsche,” Paul said. As a result of the MINI’s magnificent Indy race win, the Team MINI pit was the centre of attention through the third day of the four day Indy meeting, with plenty of spectators dropping by for a closer look at the road-legal street racer, many posing for photos next to the victorious machine.

The MINI Cooper S with John Cooper Works Tuning Kit is perfectly suited to fast road and circuit work, able to accelerate from 0-100 km/h in just 6.6 seconds thanks to its supercharged 1.6-litre 154 kW engine that produces 245 Nm of torque. It is fitted with competition brakes, developed by APRacing for the International MINI CHALLENGE series.

The 330 mm rotors are clamped by 4-

piston John Cooper Works motorsport callipers, complete with braided brake lines and competition pads. At each corner there is a cross spoke 17 x 7” MINI road wheel shod with Dunlop slicks. German K & W coil-over suspension units feature adjustable ride-height, and are adjustable for both compression and rebound.

An FIA Group N compliant safety cage, race seats and harness and a fire extinguisher are also fitted for maximum safety.

Compared with the four-cylinder MINI, the flat-six in the Porsche 911 GT3 Cup packs around 300 kW. It covers the 0-100 km/h sprint in 3.2 seconds.

The Champ Car is a purpose-built racer with a huge 750 horsepower (560 kW) engine that hits 100 km/h in 2.2 seconds. It is an open-wheel, single-seater powered by a turbo-charged 2.65L Ford Cosworth V8 engine, with a top speed of around 300 km/h.

Text & Photos edited by F. de Leeuw van Weenen. **Source: BMW Group AG**

Taxi please !!!

MINI NZ will be supplying promotional MINIS to each MINI dealership and have been sign written to replicate MINI New York Taxi Cabs, so keep your eyes out. MINI Taxi Cabs will arrive at MINI Dealers in the next few days.

MINI Taxi Cabs can pick up and drop



people off around the CBD for free! Interested passengers/prospects will be asked to fill in a prospecting form or take a map away with directions to the dealership.

Go see your local MINI dealer as these cars can be used for special events like Christmas Parades and promotions, or ferrying people around from place to place. Remember how popular the Yellow inflatable boat taxis were during the America's Cup races in Auckland?

Team McMillan - Auckland, Shelly MINI - Wellington, Christchurch MINI - Christchurch, Cooke Howlison MINI - Dunedin.



MEMBERS ENJOY MINI CHALLENGE HOSPITALITY

A few lucky Club members enjoyed the MINI Challenge racing series hospitality

at the Pukekohe Park Round One series in November, as guests of Team McMillan MINI.

As well as the MINI racing, the guests were allowed access to the MINI Driver's Lounge where they enjoyed the culinary delights and liquid refreshments on offer.

The door-to-door racing proves that the MINI Challenge series will continue Classic Mini's heritage of racing heritage.



Pictured 3rd from left: Ian Ferguson, BMW NZ Sales Manager Peter Heuzeroth.

Pictured from right: Mike Bates, Gavin Agnew, Greg Wenzlick.

Text & Photo: Greg Wenzlick.

Mini Events

SATURDAY- SUNDAY 2-3 DECEMBER- Mini 7 racing at Pukekohe Racetrack. We will have a club display on the Sunday, meet at Repco, Manukau Road Pukekohe at 9.00am.

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- Our annual economy run will start from the Crown Hockey Stadium, Paul Mathews Drive, Albany, meet at 1.00pm and the first car will depart at 1.30pm. Please bring a pen and clipboard. If it is a fine day you may wish to pack your togs and a towel for a swim at the finish.

SUNDAY 14 JANUARY- Dawn breaker run. Navigational trial in West Auckland finishing for breakfast. Meet at 6.30am in Connought Street, Blockhouse Bay, outside the Scout camp (Motu Moana)

SATURDAY-SUNDAY 20-21 JANUARY- Kumeu hot rod and classic car show. Our club will display cars at this show on the Sunday. Meet at Westgate Shopping Centre, outside the picture theatre at 7.00am to convoy up to Kumeu.

SATURDAY – SUNDAY 27 – 28 JANUARY – Tasman revival race meeting at Pukekohe Park. Includes F5000, muscle cars, super gt, historic etc.

SUNDAY 5 FEBRUARY- Galaxy of Cars show and swap meet at MOTAT. This is also the clubs annual show and shine. Meet at the Motions Road Carpark at 8.00am.

TUESDAY 6 FEBRUARY- Our first clubnight of 2007 and we have Murray Johnson from Webber Specialist to give us a talk. Meet at the Northern Sports Car Club for a 7.30pm start.

SATURDAY-SUNDAY 11-12 FEBRUARY- New Zealand Classic Car weekend incorporating Concourse De Elegance. Fun runs on the Saturday, entry forms available soon. Car show and motorkhana on the Sunday.

SUNDAY 4 MARCH- Mini 7 racing at Pukekohe racetrack. We will display our cars at the track. Meet at Repco, Manukau Road Pukekohe at 9.00am.

TUESDAY 6 MARCH- Clubnight at the Northern Sports Car club from 7.30pm. Our guest tonight is Scott Tritram from Fraser Cars.

SUNDAY 11 MARCH- Possible grasskhana. More details if we can confirm the venue.

Mini Events

SUNDAY 25 MARCH- Fish and Chip follow the leader run to Port Waikato for lunch. Meet opposite the Karaka Bloodstocks, Hingia Road, Papakura at 10.00am.

TUESDAY 3 APRIL- Clubnight at the Northern Sports Car Club from 7.30pm. Tonight we are being visited by Malcolm Kellie, the President of the Imp Owners Club.

SUNDAY 8 APRIL- Possible grasskhana. More details if we can confirm the venue.,

SATURDAY 14 APRIL- We are going to have a technical visit to Otahuhu Electroplaters. Details to follow closer to the time.

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

TUESDAY 1 MAY - Clubnight at the Northern Sports Car club.

SUNDAY 13 MAY - Mother's day follow the leader run to Cooks Landing Winery for lunch. Numbers will be limited, please contact Gary or Catherine by Tuesday May 1 to confirm your place. Meet opposite Karaka Bloodstocks, Hingia Road, Papakura at 10.00am.

SUNDAY 27 MAY – Fun Trial starting at the Greyhound Club in the Manukau Sports Bowl. Meet at 1.00pm for an afternoon's fun, bring a navigator, pen, clipboard and a map of Auckland.

TUESDAY 5 JUNE – Clubnight at the Northern Sports Car Club.

SUNDAY 10 JUNE- Annual go karting challenge. More details to follow.

SATURDAY 23 JUNE – Night Trial around Franklin District finishing for dinner. Meet opposite the Karaka Bloodstocks, Hingia Road, Papakura at 6.30pm. Bring a navigator, pen, clipboard and torch.

TUESDAY 3 JULY- Clubnight at the Northern Sports Car club from 7.30pm.

SUNDAY 8 JULY- Garage bash / technical day, more details to follow.

SUNDAY 22 JULY- Italian Job navigational trial.

TUESDAY 7 AUGUST - AGM

SATURDAY – SUNDAY 18 – 19 AUGUST- Mini's 48th birthday weekend trip probably to Rotorua. More details later.



*Here's a quick update on the 4EFTE project. I hope to be on the road inside a month.
Stage 1 certification is cleared - road test to follow.
Andy Spittal*