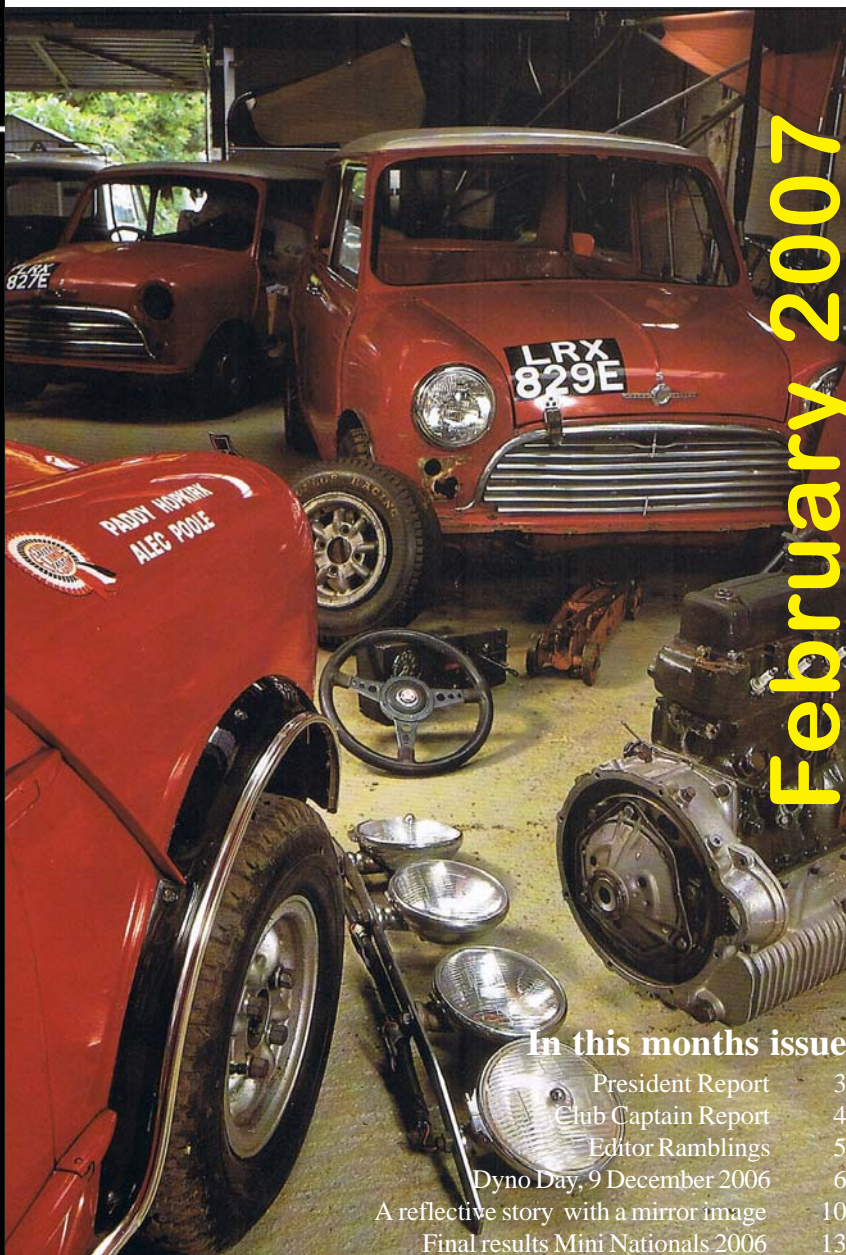


Mini Car Club of Auckland

Incorporated



February 2007

In this months issue

President Report	3
Club Captain Report	4
Editor Ramblings	5
Dyno Day, 9 December 2006	6
A reflective story with a mirror image	10
Final results Mini Nationals 2006	13
Mini Web	18
Vintage Races & Auto Festival, Road Atlanta, Georgia, USA	21
Paerata Motorkhana entry form	22
Club points Standing	23
New Zealand MINI Challenge series – Round 3, Taupo	24
What is in store for MINI models over the next few years	29
Mini Events	34
The back page	36

Mini Car Club of Auckland

Volume XV

Issue 1

February 2007

Club Patron:	Les Gubb		
President:	Warwick Robinson	021-1865520	President@minis-auckland.org.nz
Vice:	Micheal Wigmore	021-481-380	
Treasurer:	Maureen Turner	09-357-0025	Treasurer@minis-auckland.org.nz
Secretary:	Catherine Ashton	09-232-1233	Secretary@minis-auckland.org.nz
Club Captain:	Gary Ashton	021-621-230	Club-Captain@minis-auckland.org.nz
Webmaster:	Gavin Agnew	09-298 0046	Web@minis-auckland.org.nz
Editor:	Frits Schouten	021- 963-894	Editor@minis-auckland.org.nz
Committee:	Chris Roper	025 959-971	croper@value.net.nz
	Kevin Patrick	09-620-7474	
	Rick Vine	09-376-2899	vinefamily@paris.com
	John Turner	021-653-584	
	George Brown	09-535-8228	jigs@slingshot.co.nz
	Ross Hammonds	021-994-082	rossh@ihug.co.nz
	Ross Galloway	021-216-6939	roscoe@actrix.gen.nz

Sub Committees:

Car shows: Ross Hammonds, Kevin Patrick, George Brown

Trials: Michael Wigmore, Chris Roper

Club nights: Warwick Robinson, Ross Galloway, Rick Vine

Honourary MINI Liaison Officer:

Mark Steel mark.steel@TeamMINI.co.nz

Clubrooms

Northern Sports Car Club
Mt Richmond Domain
Great South Road
Otahuhu
Ph. 276-0880

Address correspondence to:

Mini Car Club of Auckland Inc
P.O. Box 72-970
Papakura
Auckland
New Zealand

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

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

Don't forget to touch base with:

<http://www.minis-auckland.org.nz>

Lots of goodies, the Club's points list,
and the mag in full colour!!

Deadline for the next issue:

15 March 2007

President Report

Warwick Robinson

Concourse Euro took place on weekend of 25th/26th November. On Sunday 26th, 10 of our best Minis turned up for a fantastic display in picturesque grounds. A good day was had by all and we won the Best Car Display. Thanks to Gary for organising the event and helping with flagmarshalling on Saturday and gate duties on Sunday.

As I have been President for 10 years and on the Committee longer, it is time for me to stand down as President from the August 2007 AGM. Also Gary and Catherine Ashton are standing down as Club Captain and Secretary respectively and Maureen Turner is standing down as Treasurer.

So if any of our members want to stand for the above positions please let the Committee know.

We need new younger blood to drive the Mini Car Club of Auckland further. We have done extremely well so far.

The big challenge over the next few years is to develop stronger relationships with the BMW Mini and welcome them into our Club. This is the way of the future. Attempts to develop a newer updated Club joining form that can be placed in each new BMW Mini have failed. This needs addressing.

El Presidente.
Warwick.

CLUB CAPTAINS REPORT

JANUARY 2007

Welcome to 2007!! I hope you all had a safe and enjoyable Christmas and New Year!!

It is looking like another busy year for the club, by the time you read this the first couple of events have already happened and a lot of work has gone into the clubs display at Concourse. Our club has done very well in the last couple of years at Galaxy of Cars and at Concourse and with your help and support this year looks like shaping up well also.

As you can see in the clubs events listing we have a large variety of events for you this year from car shows to grasskhanas, from follow the leader runs to technical days. There should be something for everybody and I look forward to seeing you getting out and enjoying your club.

As I write this, I am still on holiday, so I am going to leave you now and get on with a few jobs around the place.

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

Gary

Editor Ramblings

Frits Schouten

Summer is finally here. It's holiday time and, wouldn't you believe it, the Motorway is still packed. Something is amiss here I would think. Looking a bit closer at the traffic density, you would see that it is very high early mornings and late afternoons. But when driving home after dark there is just about no traffic at all. Is nobody having a break after all?

What we see here is that in general the Motorway can handle traffic pretty well. Problem is that we want to go to the same place all at the same time. An now we see traffic lights to control the flow of cars getting onto the Motorway. Wouldn't it be a lot better if better public transport was provided. If the government and local council alike, truly want to reduce traffic congestion and at the same time knocking carbon emissions on the head, they should invest in public transport. Rail is the way to go.

Adding to that, public transport should be subsidized to the max to make it so attractive that people don't want to go by car to work.

All this of course to aid us, the nimble Mini driver. I'm pretty sure that the Economy Run would have been a lot more economical if there was less traffic in our way.

You might think, that's a bit cheeky,

and yes it is but I don't care. I'm just trying to get more room on the Motorway for my Mini.

Btw, my Mini is off the road for a little while now. At the last WOF, the mechanic told me that I better fix the rust just visible under the windscreen rubber. I'm convinced that this came about when my windscreen was replaced, two years ago.

Ever since the windscreen replacement I got water in the footwell. When I got back to Smith&Smith, they put some black goop between the glass and the rubber. That never fixed the water leak. What they should have done was to replace the windscreen rubber in the first place.

Anyway, there was still water getting into the Mini. That must have come through between the rubber and the body work. Fortunately, the rust was not terminal. It was surface rust that had blown the paint up and creating a channel to get the water inside. All fixed now.

Just putting the dashboard back together, putting all the gauges and stuff back on it and put the windscreen back in. It's one of those new fancy laminated ones. I hope it is strong enough to handle my abuse to get it back in. We'll see how we go.

DYNO DAY - 09 DECEMBER 2006

The wet morning of December 9th a small group met at 8am at Foodtown in Greenlane, Auckland in the carpark. The 5 cars then travelled in convoy to Hi-tech Motorsport in Pukekohe.

In attendance was: Mike with his 1275 GT clubman

Rick with his 1310 Targa mini

Jed & Arrian with their 1300 Austin

Brent & Luke with their 1293 clubman

Jeremy with his 1959 Mk1 850

Tony with his 1300 metro engined (asbean)

Myself with my 1330 Mk 4

First car on the Dyno was Jed's standard 1300 with an interesting manifold from a Montego/Maestro running an inch ½ carb. There was a bit of debate on how the manifold would affect the performance. The debate started everyone guessing on what each car would produce. In the end we all seemed to have guessed one car right each.



2nd up was Luke's French blue clubman. This has a metro engine in it slightly over bored running a set of twin inch $\frac{1}{4}$ su's.

3rd up was Jeremy with his 850. He was wanting 40 horsepower from it as he had put a set of inch $\frac{1}{4}$ twin carbs, ported the head and a new rc 40 exhaust. He was disappointed (see below)

4th was Mike with his 1275GT. He had a 1300 allegro engine which he had brought for \$100 on a 1000 gearbox with a single inch $\frac{1}{2}$ su carb.

5th up was the Targa car. This had a 1310 running a cooper s head with twin $\frac{1}{2}$ su's.

Then there was a break for lunch which was provided by Hi-tech Motorsport. We had an hour break which gave everyone a chance to exchange stories, ideas and general chit chat.

After the break it was my car's turn. It's a Mk 4 phillips blue mini running an allegro engine bored out to 1330 with a 42 weber.

Last on the Dyno was Tony's 'asbean' as seen on the website. This is running a standard metro 1300 engine with inch $\frac{3}{4}$ single su.



Final results were:

Jed	41 bhp	Running very rich
Luke	42 bhp	Running quite lean
Jeremy	30 bhp	Running OK
Mike	40 bhp	Running OK
Rick	41 bhp	Running very rich
Me	45 bhp	Running a bit odd (see below)
Tony	42 bhp	Running OK but needed new spark plugs

When we were all hanging around afterwards, Bob from Hi-tech asked for my car to be put back on. Had a play with the emoultion tubing in the weber and managed to get it up 52 bhp and running much better but with a suggestion of changing the spark plugs.



We all agreed that the good thing that came out of having our cars on the Dyno, was we found out how the car was running. How much power they were producing and approximately what diff ratio we had.

Everyone had a good day and no cars blew up. We all look forward to the next one.

A special thanks to Hi-tech Motorsport, Manukau Road, Pukekohe, 09 2388754.

Thanks also to Jed and Arrian who came all the way from Whangarei to join in the fun leaving at 4am!!!! Also to Luke who came along after a 13 hour night shift. Apologies to the guy who talked to me in November in regards to this day. My son got hold of your business card and I could not find it anywhere. I hope to catch up with and you can make the next one.

I hope also that Kevin's car is out of the auto electrician and hope to see you next time.

There will be another Dyno Day in the middle of the year. Hope to see everyone and even more people to watch or join the fun.

Regards,
Damon

Following the closure of John Cooper Works at East Preston, we are pleased to announce the opening of the MINI Motorsport Centre.

Using the experience of over 26 years at John Cooper Garages and John Cooper Works, the MINI Motorsport Centre is proud to offer you the same personal service you have come to expect for your Mini or MINI. This includes engine and suspension upgrades, servicing and MOTs, track day and race preparation for your Classic or new MINI.

The MINI 225bhp JCW upgrade for the new MINI Cooper S is very popular and the Classic Mini 90bhp upgrade is still recognised as great value to all customers.

MINI Motorsport Centre is fully approved to build cars for the MINI Challenge racing series and have track cars for hire in both MINI Challenge events and elsewhere on the track. In addition to the experience gained from preparing the Works MINI for 24 hour races, there are a wealth of development parts exclusive to the MINI Motorsport Centre that will soon be available to everyone.

The MINI Motorsport Centre's new workshop is based in Shorham by Sea, Sussex. Should you wish to leave your car with MMC there is a main line station less than 200m away, or a collection and delivery service.

We would be delighted to discuss your future MINI requirements at any time.

Tony Franks

(Former Chief Engineer – John Cooper Works).

<http://www.minichallenge.co.uk>

A reflective story with a mirror image.

By Greg Wenzlick.

Here is another story for prospective purchasers of Mini parts from overseas.

My NZ assembled 1980 Mini 1000 had a rear view door mirror fitted which I presume was OE equipment from new.

Now back in those days, external mirrors were a luxury, especially on the left side door. Us old guys remember the days when passing on the inside left hand side was a no-no, and was often called the ‘suicide’ manoeuvre. Now days it is indeed suicide to not have a left side mirror. Cars used to have ‘wing mirrors’ because they were mounted on the wing (or mudguards as we know them).

As my mirror was showing it’s age and the mirror surface was starting to deteriorate, I started making enquiries for replacement mirrors of the same type for both sides.

Now the chances of finding the original manufacturer still in business after 26 years, given the state of the NZ Motor manufacturing industry, I held little hope of finding exact replicas.

After a few enquiries around local parts vendors, I decided to check out what was available from the UK Mini spares dealers.

I came across a well-known UK dealer, MiniSpares. Their extensive range of old Mini bits was impressive and their catalogue listed “genuine OE door mirrors for Minis up to 1980 models”.

The catalogue photo and text descriptor assured me that this was the correct mirror for my car, so trusting that these guys were the experts, I enquired through email for costs to ship to NZ. I must admit I expected a professional outfit like this to respond in an efficient and timely manner. Alas, replies were lacking in detail, so I telephoned UK late one night.

“Hello, is that MiniSpares?” I said.

“Yes, which Department do you want?” was the reply.

“I’m ringing from NZ so could you put me on to someone who can help” I said.
“You need to speak to the Export Dept” was the reply.

“Hello, Export sales” she said.

“Hi, I’m ringing from NZ, how are you this morning” I asked

“OK, I’ve only been here for an hour” – she replied in her Midlands accent sounding like she had a hard night.

Anyway, the information I got was lacking. Why do people work for companies like this if they don’t know anything about cars and parts?

After assurances I was ordering the correct mirror for my car, I placed my order via credit card. On receipt of the package via courier 6 days later, I eagerly tried to fit the mirror to the door using the supplied plinth and mounts.

Bugger! – the holes in the door did not line up, so I had to drill two new holes to suit the mount. Then the bloody drill ran out of power. Finally I mounted the mirror on the door, but when I went to adjust it to suit, the angle wasn’t enough to adjust to my line of sight. Bugger again! Two extra holes for nothing.

So I sent emails requesting help with full details what was wrong and my chassis number just in case. I received this reply saying I had the correct mirror and to forward my car model and chassis number. But wait, I already sent this information. Can’t these guys read English?

After looking again at the website somewhere in the fine print there said something about for other models use plinth mounting kit “xyz”. Ah! This must be why I can’t get enough adjustment. Another telephone call to UK followed and I was assured by a young guy that this kit would do the trick because he fitted the same to his car which was ok.

Days later my mounting kits arrived. At last I will be able to see backwards. On going to fit the mirror I noticed that the plastic plinth was no different to the original and that the only difference was a smaller mounting plate with two grub screws. Bugger and blast!

So by now I am sick of the whole exercise and emailed the MiniSpares for a return for credit. The email came back asking for my Chassis number. I already sent this in the first place to the pillocks!

Once again I am out of pocket considerably, with two new mirrors that give a good view of birds flying overhead!

Now I never give up, so looked up another UK Spares outfit – MiniSport. Low and behold, they stocked a chrome finish plinth designed to take my new mirrors which would give better fitting and adjustment. So, I telephoned that night and got an extremely helpful guy who took the order and payment details. The plinths arrived via airmail 6 days later.

Presto – the plinths were the correct ones for the job. Full credit to Mini Sport for solving my problem.

See you in my mirrors,

Greg Wenzlick.



Mirrors – left hand GAM216A, right hand GAM215A, GB 13 pounds each.



Plinth kit – TEXM99987 GB 7 pounds each.

Final results Mini Nationals 2006



www.TeamMcMillanMINI.com

Best MINI

Tony Maulder, MCC of AK



Best Mini Overall

Ralph Taylor, Minis Waikato



Overall Winning Club

MOWOG



Show n Shine

Peoples Choice Andrew Curtis, MOWOG, 1968 Grey/White Austin Cooper

Overall Best Kevin Patrick, MCC of Ak, Morris Mk 2 Cooper

Class A

(Original Mk 1,2,3 Saloon)

- | | |
|-----------------|----------------------------------|
| 1 st | Alex Bird, MCC of Ak, |
| 2 nd | Jai Monaghan, Kapiti Coast Minis |
| 3 rd | Ross Hammonds, MCC of Ak |

Class B

(Mk4 on)

- | | |
|-----------------|----------------------------|
| 1 st | Lesley Robinson, MCC of Ak |
| 2 nd | Aidan Hill, MCC of Ak |
| 3 rd | Andrew Carter, MCC of Ak |

Class C

(Variants)

- | | |
|-----------------|-------------------------------|
| 1 st | Les Gubb, MCC of Ak |
| 2 nd | Graham Crisp, MCC of Ak |
| 3 rd | Peanut Wilton, Minis Manawatu |

Class D

(Modified)

- | | |
|-----------------|-------------------------------------|
| 1 st | Ivan & Linda Crafts, Minis Manawatu |
| 2 nd | Keith Hargreaves, MCC of Ak |
| 3 rd | Lee Norman, MCC of Ak |

Class E

(Coopers and GTs)

- | | |
|-----------------|--------------------------|
| 1 st | Kevin Patrick, MCC of AK |
| 2 nd | Viv Taylor, MCC of AK |
| 3 rd | Phil Walters, MCC of AK |

Class F

(MINI)

- | | |
|-----------------|-------------------------|
| 1 st | Tony Maulder, MCC of AK |
|-----------------|-------------------------|



Autocross (upto 999cc)

- | | |
|-----------------|---------------------------------|
| 1 st | Paul Crispe, MCC of Ak |
| 2 nd | Graham Crispe, MCC of Ak |
| 3 rd | David Middlemiss, Minis Waikato |
-



Autocross (1000-1275cc unmodified)

- | | |
|-----------------|-----------------------------|
| 1 st | Ralph Taylor, Minis Waikato |
| 2 nd | Andrew Carter, MCC of Ak |
| 3 rd | Lee Norman, MCC of Ak |
-



Autocross (Open)

- | | |
|-----------------|---------------------------------|
| 1 st | Brent Middlemiss, Minis Waikato |
| 2 nd | Roo Fenn, Minis Manawatu |
| 3 rd | Shayne Blackburn, MOWOG |
-



Best overall Autocross

- | |
|-----------------------------|
| Ralph Taylor, Minis Waikato |
|-----------------------------|

LANDSCAPE CARS LTD

Navigation Trial

- 1st equal Peter Watts, Kapiti Coast Minis
Charlotte Munn, MCC of Ak
3rd Ivan/Linda Crafts, Minis Manawatu
-



Gymkhana

- 1st Andrew Carter, MCC of Ak
2nd Ralph Taylor, Minis Waikato
3rd Roo Fenn, Minis Manawatu
-



Hard Luck

Rick Vine, MCC of Ak



Most Distance Travelled

Gary & Donna West, Otago Mini Owners



Best Spirit

Graham Strang, Kapiti Coast Minis

The last photos from the Mini Nationals



Mini Ads

SAFFRON HILL PRINT & COPY



**Chris & Aileen
Moxon**

397 Waiau Pa Road
R D 4
Pukekohe 2679

Phone: 09-232-0267
Fax: 09-232 0262
Mobile: 021 786 942
E-mail: saffhill@ihug.co.nz

Mini Web

Photos of the Mini Nationals 2006.

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

MCCoA club magazine archive

[http://simple-pages.homeunix.net/mini/
clubmags/index.html](http://simple-pages.homeunix.net/mini/clubmags/index.html)

Spy paparazzi have captured the first photos of the second-generation MINI Convertible, caught testing on the streets of Munich.

For more details and photos visit Leftlane News.com website;

[www.leftlanenews.com/2006/12/08/
spied-2008-mini-cooper-convertible/
#more-4518](http://www.leftlanenews.com/2006/12/08/spied-2008-mini-cooper-convertible/#more-4518)

Buzz A Mechanic

WOF repairs Electrical repairs
 Mechanical repairs

Servicing Mini's and all other makes
Modifications big or small

FILIPANNEMANS Ph: 09 4432197

Mob: 021 630 584

Email: flgannemans@surfer.co.nz



NEW TYRES

145Rx10	\$85
165/70x10	\$118
145/70x12	\$95
165/60x12	\$139
175/50x13	\$210
175/70x13	\$79

185/70x13	\$89
185/70x14	\$99
175/65x16	\$105
185/60x16	\$105
195/60x16	\$110
205/65x15	\$110

SECOND HAND TYRES

145Rx10 \$40

Other Second Hand from \$57

Contact Kevin, your club man from Landscape Cars on 09 6293523



LANDSCAPE CARS LTD

DOMINION ROAD AUTO CENTRE
919 Dominion Road, Mt Roskill
Ph/Fax 629 3523
www.landscapecars.co.nz



710 Great South Road
Penrose
Auckland
Ph: 09 579 5222
Fax: 09 571 0451
www.parts@aableparts.co.nz



Edward or Garry
Sales

MINIBITZ

**CLASSIC MINI SPARES,
REPAIR AND RESTORATION**

Unit G7, 50 Keeling Road, Henderson, Auckland.

web: www.minibitz.co.nz

email: minibitz@paradise.net.nz

Tel: (09) 83 700 40

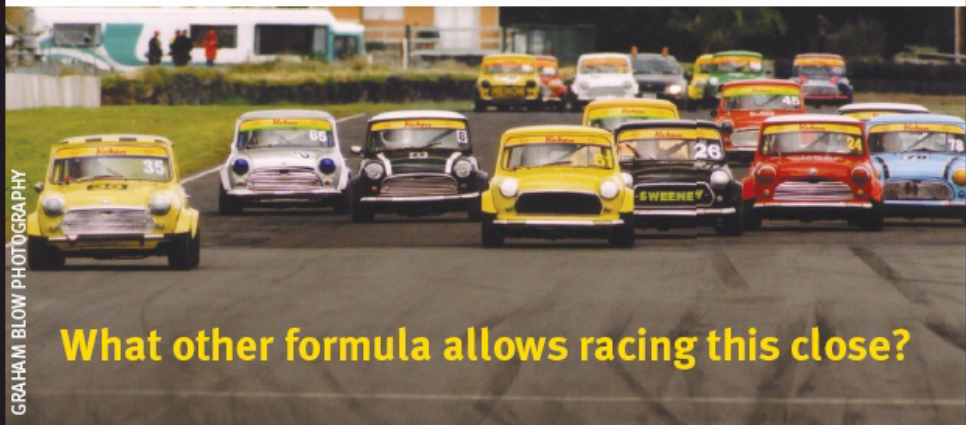
Mob: (021) 898 050

HERB MORGAN TYRES & WHEELS

84 ONEHUNGA MALL (Down by the bridge)
TELEPHONE 634-3169 or 636-6009; FAX 634-1805



Experience the thrill and excitement of the **Koken Super Mini Challenge**



GRAHAM BLOW PHOTOGRAPHY

What other formula allows racing this close?

The **Koken Super Mini Challenge** offers fantastic racing and some equally fantastic opportunities:



- Rookie Entry Fee subsidy (save up to \$1200)
- Lease a fully prepared racecar — arrive and drive!
- or race your own Mini

Enjoy some great, friendly, social, competitive fun!

Full information is available on our website

www.miniracing.co.nz



OR PHONE STEVE PRICE TEL 06 354 4015

Welcome car clubs and sportscar enthusiast:

Please mark your calendar for the last weekend in April for the 2007 Classic Motorsports Magazine Mitty Infield Auto Festival the 27th to the 29th and the 30th anniversary of the Walter Mitty Vintage Races at Road Atlanta the 26th to the 29th. **The Auto Festival's honored marque this year will be the Mini, both old and new.**

The Vintage Races will be featuring Grand IMSA Reunion - IMSA Cars from the '70s-'90s GTU/GTO/GTP, including original IMSA staff and teams. Historic Grand Prix Cars including Formula Atlantic reunion, 3-Liter F1, F5000, F2, Historic Single Seat Can-Am. GTP/WSC Series, B.O.S.S. Super Cup, Jo Bonnier Cup, Championship of Makes, Historic GT Series, Historic Stock Cars, Klub Sport Porsche Challenge, Anglo-American GT Challenge, ROLEX Endurance Challenge Series Races and Feature Races.

Should you have interest in owning a vintage race car or would like to sell a vintage car of interest or if you would just like to see the whole race schedule and vintage race news for 2007 please see the HSR web site, <http://www.hsrrace.com/>

So come one come all there will be something for everyone and as in the past car clubs will get to tour on the track for a couple laps free both Saturday and Sunday or you can purchase a touring pass and run for many more then a few and of course as in the past there will be car corrals for all makes of cars. With a "For Sale Corral" if you want to take a shot at selling your car at the "Mitty"

Should you or a friend have a wonderful product that you feel would sell well in a venue like this please contact grmjoeg@aol.com to be a part of our vendors row. This is one of the largest vintage race car and car club gatherings in the United States, what could be better exposure for your product then to have thousands of like minded people walking past you booth.

To stay up on all the current news in the world of Classic Cars subscribe to Classic Motorsports Magazine at:

<http://www.classicmotorsports.net/>

Thanks for taking the time to read this, we at HSR and Classic Motorsports Magazine really appreciate your support and look forward to seeing you at "The Mitty" Check back with HSR and Classic Motorsports Magazine for all the latest updates on "The Mitty"

Paul Chichester

Director of Special Events



MINI CAR CLUB OF AUCKLAND INC.
PAERATA MOTORKHANA
SUNDAY 11TH MARCH 2007

ENTRANT'S REGISTRATION FORM

Held under the Event Rules & Safety Plan applicable to the event.

BLOCK LETTERS PLEASE

Driver	M/F	Age	Phone
Address			Mobile
			E-mail

INDEMNITY

1. Indemnity: I have received the Supplementary Regulations and all other regulations or Articles as determined in Appendix Five for my entry to this ClubSport Meeting or Event and agreed to be bound by them and by the National Sporting Code of MotorSport New Zealand Inc.

In consideration of the acceptance of this entry and of my being permitted to take part in the Meeting or Events detailed,

I agree to save harmless and keep indemnified MotorSport New Zealand Inc. and its Member Car Clubs, all the owners and tenants of private property traversed, and the respective officials, fellow competitors, servants, representatives and agents from and against all losses, actions, claims, expenses and demands in respect of death, injury, loss or damage to persons or property of myself, my drivers, passengers or mechanics or any other persons whatsoever howsoever caused arising out of or in connection with this entry or taking part in the events this entry covers specified notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of the Inviting Club or MotorSport New Zealand Inc or any of their respective officials, servants, representatives or agents or by any other person.

2. Ability to Control a Vehicle Declaration by Driver: I declare that should I at the time of any event this entry form relates to be suffering from any disability of any kind whether permanent or temporary which is likely to detrimentally affect my control of my automobile or my fitness to drive, I will not participate.

CONSENT:

I consent to the collection of the details on this entry form by the Mini Car Club of Auckland Inc for registration and promotional purposes and for it to retain and use for statistical purposes. I acknowledge my right to access and correction of this information. The consent is given in accordance with the Privacy Act 1993..

Driver's first name		Date of Birth (if under 18)
Financial Member of ...		
Make of Car		Capacity cc
Model & Year of Car		Colour
Registration No		

Entry fee \$ 10.00, including Motorsport NZ levy, \$4.50, incl. GST

Signature: of Driver

Date:.....

IF any of the above persons is under the age of eighteen (18) years then they must have the following completed by an authorised person;

IN CONSIDERATION

of the acceptance of the entry of the above named, I the parent/ guardian of

..... (the above named minor) HEREBY UNDERTAKE AND AGREE TO the indemnity terms and conditions set out above and agree to his/her participation in the event..

Date:..... Signature:.....

ORGANISER USE ONLY:

Paid:

Car No:

Club Points Standing

No	Name	F/Name	C/Nite	M/Meet	Events	Rallys	Shows	Visits	Econ	Duties	Camp	Runs	Total
261	Patrick	Kevin	4	19			2			23		1	49
127	Norman	Lee	4	14			1			24			43
12	Robinson	Warwick	4	4			1			27			36
88	Carter	Andrew		24					10				34
216	Hammonds	Ross	1	9			1			23			34
121	Schouten	Frits	3	4						26		1	34
153	Wigmore	Michael	4	4					1	24			33
	Turner	Maureen	3	4						26			33
343	Vine	Rick	4	4						24			32
236	Ashton	Gary	4	4			5			18		1	32
293	Roper	Chris	3	4						23		1	31
	Ashton	Catherine	4	4			4			17		1	30
259	Turner	John	3	4						22			29
283	Ferguson	Ian	1	4						24			29
59	Gubb	Les	3	14						10			27
307	Hargraves	Keith	3	12						10			25
231	Brown	George	4	4			1			15		1	25
334	Agnew	Gavin	4	4					1	15		1	25
189	Crispe	Graham	4	17			3			14			24
	Galloway	Ross	3	4									21
27	Maulder	Tony	2	17						12			19
	Foo	Jasper	2	4									18
	Bird	Alex	4	14									18
97	McMurray	Chris	2	4			2			10			18
367	Hill	Aidan	4	10			1						15
	Munn	Charlotte	1	14									15
	Murie	Shelagh	3	4			2		5				14
	Robinson	Leslie		14									14
381	Martin	Luke		4								1	13
	Martin	Brent	3									1	12
	Murie	Alan	1	4			2		5				12
	Crispe	Paul		12									12
	Taylor	Viv		12									12
368	Miller	Stephen (John)	4	4			2						10
	Wenzlick	Gregory	3	2						5			10
391	Miller	John	4	4			2						10
308	Handyside	David	4	4						2			10

New Zealand MINI Challenge series – Round 3, Taupo Motorsport Park, A1GP International Grand Prix meeting. Moore Dodgems in the first MINI Challenge race.

It was an aggressive start to race one of the MINI Challenge on Friday January 19th at Taupo Motorsport Park; with several cars sustaining significant panel damage before lap one was even completed. On pole for the first time in this series was 15-year-old Auckland school boy and former Mount Wellington Karting Club champion Richard Moore in the Scutum MINI #10. There were 16 other MINI Cooper S racing cars behind him waiting for the opportunity to get past the speedy youngster, which always had the potential to turn the six-lap race into a dodgem derby. Moore made a clean start and managed to hold off a challenge from Gavin Dawson despite racing door handle to door handle towards turn one, however Moore's defensive driving and good luck was to end quite soon. Just before turn five, championship leader Peter Sharmach shunted his Diggalink WPS MINI #27 into the back of Gavin Dawson's Scalextric MINI #50 in the braking area. The Scalextric MINI #50 rear wheels left the ground and the front spoiler bit into the tarmac. Unfortunately as the Scalextric MINI came back to earth it landed hard into the side of the Scutum MINI, pushing Moore into second and Dawson into first place which he managed to hold till the chequered flag. "The impact was so hard all I could see in front of me was the gravel track," said Dawson while being treated for a minor hand injury. "I'm very pleased to have held onto the winning position but it was a helluva way to get there. "We're going to have to do some work on our car to be back in the hunt tomorrow." Moore suffered the indignity of also being spun out by Sharmach after trying to take the inside line into the next corner after coming to grief. The Scutum MINI came to rest on the short straight facing the oncoming racing cars, Moore feeling somewhat like a dodgem at the Fun fair. "Thankfully no one else hit me, while I was parked facing the wrong direction," said a relieved Moore when he reached the MINI Challenge paddock after the race. "I managed to claw back some places to thirteenth place, and I scored the second fastest lap of the race, so it's not all bad." Sharmach served a drive-through penalty and his pit crew had some severe damage to repair before the Diggalink WPS MINI #27 returned to the Taupo track on Saturday morning. After a somewhat dismal qualifying yesterday due to suspension issues, a much happier Eddie Bell drove the ESWA MINI #69 to take second by keeping out of trouble and maintaining smooth consistent times. "In

the melee that was the first lap, I managed to slip past Anthony Pedersen and Brent Collins,” said Bell. “It was all the way home from there.” Pedersen in the J.A. Russell MINI #96 was never challenged by Collins in the PDL MINI #44, but the series second youngest driver looked for a moment that he might put the pressure on Bell. “I made a few mistakes out there today,” said Pedersen ruefully. “The car was running really well, the tyres came on really well but then with two laps to go they had given their best and I couldn’t touch Eddie Bell.”

The MINI Challenge drivers returned to the Taupo Motorsport track on Saturday January 20th 2007 at 9.30am in the lead up to the A1 Grand Prix practice session.

MINI Challenge race one results.

Position: Driver: MINI#: Best Time:

1) Gavin Dawson 50 1.44.913

2) Eddie Bell 69 +3.257

3) Anthony Pedersen 96 +4.587

Saturday January 20th 2007

MINI Challenge race two saved by the Bell

It was a victorious Eddie Bell winning race two of the MINI Challenge series by leading in the ESWA MINI #69 from start to finish on Saturday morning January 20th at the Taupo Motorsport Park. After Fridays MINI Challenge race had seen carnage before the end of the first lap, the morning’s race ran in cooler conditions. There were also some cooler heads behind the wheels of their cars but the racing was still close and exciting for the crowds arriving at the A1 Grand Prix event. Bell was on pole position for race two followed by Brent Collins in the PDL MINI #44, Anthony Pedersen behind in the J.A Russell MINI #96 and then German international Peter Sharmach in the black-bonneted Diggalink WPS MINI #27 took fourth place on the starting grid. “The track was quite slippery on the first few laps, but then it started to get some grip towards the end of the race,” said Bell on his return to the MINI Challenge paddock. “After a disappointing practise and qualifying session, today’s win is a very pleasant turnaround and a little unexpected, mind you I still had to defend my lead from Bones (Brent Collins) as he closed down any gaps quite quickly.” Collins was pleased with his performance and lap times which improved by 1.4 seconds a lap thanks to improving the handling of the PDL MINI #44. “We have settled the handling and dialled out some under-steer,” said Collins. “I just need to pick up the braking performance and push myself a bit harder. “Hopefully we will have a good run tomorrow with no damage so that we can freight the

car straight to Manfield for the next round.” Although race two wasn’t quite as aggressively fought out as the first MINI Challenge race on Friday there were still some thrills and spills to liven things up. Collins and Pedersen tangled early in the race relegating a disappointed Pedersen in the J.A Russell MINI #96 to 12th place. This left Bell out in the lead for the remainder of the six-lap race, tailed by Collins, Sharmach, Richard Moore in the Scutum MINI #10. Moore had a much better race and was feeling much happier with himself despite still missing second gear occasionally. “I lost an opportunity to take Sharmach on for third place by missing a gear,” said Moore. “But I am pleased to have kept the top three in sight.” After winning yesterday’s dodgem race Gavin Dawson’s Scalextric MINI #50 developed suspension problems which saw him spin off and loose three places the Scalextric MINI #50 looked quite skittish on track and Dawson admitted that the car was somewhat difficult to drive. “We’re going to do some more work on our car to alleviate the handling issues before Sunday’s race.” The MINI Challenge drivers will return to the Taupo Motorsport track on Sunday January 21st 2007 at 9.30am in the lead up to the A1 Grand Prix race one which starts at 11am.

MINI Challenge: race two results Saturday January 20th.

Position: Driver: MINI#: Best Time:

- 1) Eddie Bell 69 1.43.680
- 2) Brent Collins 44 +0.668
- 3) Peter Sharmach 27 +2.127

Bones and Fast Eddie find winning form in Mini Challenge.

The third and final MINI Challenge race at the Taupo A1 Grand Prix meeting saw former Toyota Racing Series champion Brent “Bones” Collins from Timaru return to



his winning form in the PDL MINI #44. It was the battle of the South Island brigade for the top three spots with Cantabrian “Fast Eddie” Bell in the ESWA MINI #69 leading the shortened six-lap race in front of “Bones” and Peter Sharmach who held third place in his

Diggalink WPS MINI #27 all the way to the finish line. “Fast Eddie” looked like he was going to repeat the start to finish lead that he had earlier in Saturdays race two of the MINI Challenge until he missed a gear change on the hairpin allowing “Bones” the opportunity to grab the lead. Opportunities to grab a win don’t happen to often in the MINI Challenge and “Bones” grabbed it happily. “Bugger me, after passing Eddie, I came around the final corner onto the straight and the chequered flag was out, which was a bit of a surprise.” said Collins. “The game plan was to overtake Eddie on turn two of lap one which I did, but then he came back on turn five and lead from there. So it was a very good race and the track was mint. Despite the fact that we still have a power under-steer problem with the car, I’m still very happy with



my performance being 0.8 seconds faster; it proves I can still pull out fast lap times.” Bell was disappointed to have lost the lead of race three but the newly crowned National RX-7 champion was still happy with his successful weekend,

which saw him not only win the round but take overall lead in the MINI Challenge championship points. “I have no one to blame but myself for letting “Bones” through,” said a tired but cheerful Bell at the podium ceremony. “But I am pleased that the car is in good shape and I am overall leader on points, got to be very pleased with that, haven’t you.” Despite the Scalextric MINI #50 and driver Gavin Dawson sustaining some bruises during the weekend, the Auckland driver was pleased to take third place for the round and finish the last race in fourth position after unsuccessfully trying to get around Peter Sharmach. “All I could see was Peter’s rear window,” said Dawson. “At times I was so close I could almost smell his after-shave, so I backed off a little to find my way around the corners. But he did get a bit rattled at times and did run wide on a couple of corners.” Fifth place went to the series youngest driver 15-year-old Richard Moore who drove the Scutum MINI #10 smoothly and consistently throughout the six-lap race. Moore defended his position from sixth placed Neil Foster in the Pak N Save MINI #77 who had fellow Rotorua resident Anthony Pederson behind in the J.A.Russell MINI #96 trying to better his seventh position. Most improved performance of the weekend must go to Shaun

Turton in the bright yellow PW Cars MINI #99 finishing race three in eight position after not finishing race two due to lack of fuel and taking 14th place in race one.

MINI Challenge race three final positions:

Position Driver MINI Best time:

- 1) Brent Collins #44 1.44.089
- 2) Eddie Bell #69 +0.310
- 3) Peter Sharmach #27 +1.817

New Zealand MINI Challenge 2006/2007

Round Four: 16-18 Feb 2007 Manfeild

Round Five: 2-4 Mar 2007 Timaru

Round Six: 9-11 Mar 2007 Teretonga

Round Seven: 20-22 Apr 2007 Pukekohe

This release was prepared on behalf of MINI Challenge 2006

(www.minichallenge.co.nz). For more information please contact Robert Barry email robert@adrenalin.co.nz.

Photos: MINI Challenge/ Photographer Euan Cameron

Spy paparazzi have captured the first photos of the second-generation MINI Convertible, caught testing on the streets of Munich.

For more details and photos visit Leftlane News.com website;

<http://www.leftlanenews.com/2006/12/08/spied-2008-mini-cooper-convertible/#more-4518>



What is in store for MINI models over the next few years?

Below is a summary from a USA-based journalist of how timelines and future model variants may be forthcoming;

R56 (The Coupe)

The 2nd generation MINI coupe debuted on November 18th for much of the world. It was a design evolution with an entirely new (and much more hi-tech) drive-train.

The coupe will eventually be available in five models;

90 bhp One

120 bhp Cooper Diesel

120 bhp Cooper

175 bhp Cooper S

220+ bhp JCW MCS

Mid-cycle refresh

MINI will soon be working on a mid-life refresh for the R56 that will consist of minor front and rear design updates and most likely a modest power increase.

This should be seen (along with a few surprises) around the latter half of 2009 as a 2010 model.

R55 (The long wheel base Clubman)

The Clubman will feature around 18 inches added to the middle section of the R56 chassis along with a right side suicide “coach” door (not very user friendly for Right-hand-drive markets). The door will open to allow easier access to the rear seats making the MINI much more small family friendly. The coach door handle will only be exposed when the front right door is open and will be on the right side of the car in all world markets. The Clubman will seat five (three in the rear seats) and feature some extra storage features not seen on the coupe.

The boot will see unique, wide-opening rear barn doors with dual wipers and two chrome handles in the centre that come together when closed. Like the Traveller

concepts, the rear lights will be built on the body rather than the doors. The Clubman will be released to the public in late 2007 as a 2008 model. The final version of the Clubman will be available in five models;

90 bhp One

120 bhp Cooper Diesel

120 bhp Cooper

175 bhp Cooper S

220+ bhp JCW MCS

Mid-cycle refresh

Expect many of the same improvements found in the mid-cycle refresh of the R56 in the R55 most likely around 2010.

R57 (The Convertible)

With the R56 chassis designed from the beginning to accommodate convertible functionality, the R57 should be both more space efficient and have less cowl shake than the current R52.

We should see the R57 exactly one year after the Clubman. That means potentially late 2008 for most of the world.

The convertible will eventually be available in three models:

120 bhp Cooper

175 bhp Cooper S

220+ bhp JCW MCS

Mid-cycle refresh

Expect many of the same improvements found in the mid-cycle refresh of the R56 in the R57 most likely around 2010.

R58 (The AWD MINI)

There's been much speculation about what to expect with the R58 now with some information being leaked to several publications.

For a while now we've known that MINI was seriously considering a "smart" AWD system (a Getrag concept has already been seen and tested) for the coupe platform and a aggressive appearance to match. The concept was conceived as not quite an SUV but more like a MINI with a go anywhere and do anything attitude. Taking a few cues from the classic Mini rally cars of the past combined with a more extroverted character, the R58 will be more aimed at the US market rather than the UK and Europe markets.

The current thinking is that this car will be based on the R56 chassis and remain a two door coupe. However it would be logical for MINI to use the stretched version supplied by the Clubman to make something that might appeal further to select US buyers.

One thing that is certain, the R58 will not be the track day warrior or Rally car the MINI community has been clamouring for in an AWD model.

JCW MCS

With the new Turbo 4 Cylinder under the bonnet, BMW has a bit more flexibility to achieve greater power figures. And with so many other hot-hatches and small coupes coming to the market with well over 200bhp, they're going to do what they can to make the next JCW MCS a very special car.

So first on the agenda will be the launching of the next generation JCW MCS with around 220-225bhp in late 2007 as a 2008 model. With improved torque and drivability from the new dual-stage turbo it should no doubt be a screamer.

Further rumour has it the 2008 JCW MCS could possibly come equipped from the factory with a full JCW suspension and feature the new JCW Aero kit. Expect the new JCW brake kit to be standard on the car as well.

Taken as a whole, it would seem the next JCW MCS will be engineered in a fashion much closer to the way BMW designs and builds its M cars. Engineered in Munich and tested at the Nurburgring, the 2008 JCW will certainly be the fastest MINI ever. The next generation JCW MCS will launch worldwide in the fall of 2007 as a 2008 model.

JCW GP (part 2)

Around 2011-2012 MINI will drop the ultimate version of the JCW R56. It's unclear if MINI will go with the GP nomenclature at this point or if this car will feature any sort of sport-oriented AWD system. However what is clear is that BMW has engineered the stock JCW components to handle well over 250hp. While we have no idea what the final power figures will be, this would seem to indicate that JCW will be seriously upping the ante with this car.

Article abridged from Gabe Bridger of Motoring File, received via e-mail from Minnie Driver.

The Brand new MINI range is boosted by introduction of the frugal, but fun, MINI One and first ever MINI Cooper D.

The new MINI hatch line-up will soon be complete, when the new MINI One and MINI Cooper D models are unveiled to the public at the International Geneva Motor Show on 8 March 2007. The entry-level One features a perky 95hp 1.4-litre petrol engine, while the Cooper D boasts performance and fuel efficiency from an all-new 1.6-litre 110hp turbodiesel powerplant.

A Cooper-badged MINI diesel hints at the sporty nature of the new model. MINI fans will be equally excited at the prospect of the Cooper D promising to be the most fuel-efficient and cleanest MINI ever built. In comparison to the outgoing MINI One D's combined fuel consumption of 58.9mpg, the Cooper D is capable of 64.2mpg. A CO₂ figure of just 118 g/km puts the car in tax band B.

MINI One also benefits from a significant improvement in both fuel consumption and emissions over the outgoing model. 49.6mpg is achievable from the One's new 1.4-litre unit, compared to 41.5mpg from its predecessor. CO₂ emissions are now 138g/km, against 164g/km produced by the previous model.

MINI One

Power: 95

Torque Nm: 140

Zero – 62mph: 10.9

Top speed Mph: 115

Combined mpg: 49.6

Emissions: 138g/km

MINI Cooper D

Power: 110

Torque Nm: 240(1)

Zero to 62mph: 9.9

Top speed Mph: 121

Combined mpg: 64.2

Emissions: 118g/km(2)

(1) 260 with Overboost (2) VED Tax rating Band B = £50 per annum

The MINI One will cost £11,595 on the road, and the MINI Cooper D will be £14,190. Both models will be on sale from April 2007.

Both models feature the new body shape already seen on the recently launched MINI Cooper and Cooper S models. Interior quality enhancements and unique design features remain key characteristics of the One and Cooper D. However, several individual highlights set the cars apart.

MINI One: Technology highlights

The 1.4-litre four-cylinder engine in the MINI One is derived from the 1.6-litre unit that features in the current Cooper model. Smooth power delivery and maximum efficiency are achieved using fully variable valve control, through a system based on BMW Group's unique VALVETRONIC technology.

Maximum output of 95hp at 6,000rpm is produced by the compact engine, which is constructed from lightweight aluminium. The 5hp power increase on its predecessor leads to a peak torque figure of 140Nm at 4,000rpm.

The innovative powertrain is key to the MINI One's ability to ensure a grin-inducing driving experience, yet offers the driver outstanding fuel economy and low emissions. A 0-62mph time of 10.9 seconds and top speed of 115mph are complemented by an average fuel consumption figure of 49.6mpg – an efficiency increase of 15 per cent compared to the outgoing model.

MINI Cooper D: Technology highlights

The MINI Cooper D's brand new turbocharged diesel engine develops 110hp at 4,000rpm.

Under normal conditions peak torque of 240Nm is achieved between 1,750 and 2,000rpm. Deploying the engine's Overboost function gives the Cooper D an additional 20Nm of torque, meaning the driver will experience 260Nm at 2,000rpm. MINI enthusiasts will recognise this torque figure is identical to that produced by the new MINI Cooper S.

The turbocharger system features variable turbine geometry, ensuring optimum smoothness, efficiency and response even at low engine speeds.

Second-generation common rail diesel technology operating at a maximum pressure of 1,600 bar is key to the new diesel engine's combustion process. Additionally, refinement is achieved using a precise multiple-injection process for each operating cycle. The combustion chambers have been optimised in their shape and dimensions to prevent unwanted turbulence and maintain a smooth and consistent combustion process at all times.

A diesel particulate filter almost eliminates diesel exhaust emissions and helps to make the MINI diesel engine one of the most environmentally friendly engines in its class.

Six-speed gearbox as standard.

The new MINI One and new MINI Cooper D both come as standard with a six-speed manual gearbox. Dynamic acceleration is a result of the precise shift control provided by carbon friction plates and helical gears operating within an optimised syncromesh. With its long transmission ratio, the sixth gear allows optimum fuel economy, even at high speeds.

The MINI One will be available to customers with the option of a six-speed automatic transmission. A key feature is the Steptronic function, which allows the driver to shift gears in sequence using the gear lever or the standard-fit paddles on the steering wheel. For keener drivers, a Sports Button is available as an option for even shorter gearshift times and faster throttle response.

Design highlights.

Features including a black finish to the car's radiator grille bars, door mirrors and tailgate handle are exclusive to the MINI One. The new MINI Cooper D's sporting prowess is underlined by the addition of a pronounced power dome on the car's bonnet. A discernibly larger air intake than on other MINI models features on the Cooper D, as does a crossbar in body colour on the lower intake.

Chassis and suspension.

The go-kart driving experience is enhanced in the new MINI One and Cooper D through a new suspension set-up, as introduced on the MINI Cooper and Cooper S. MINI is the only car in its segment to be fitted with a central-arm rear axle featuring elaborate kinematics for optimum tyre-to-road contact.

Electrical Power Assisted Steering (EPAS) incorporating modern mechanical control gives the driver increased precision feedback. Variable power assistance dependent on speed ensures MINI drivers are guaranteed an involving drive every time they step into the car.

The new MINI Cooper and Cooper S went on sale in the UK on 18 November 2006. By the end of the year, close to 7,000 orders were taken for the new models. With sales looking strong into the New Year and the launch of the new MINI Convertible Sidewalk taking place in the spring, MINI is set for another great year at home on British roads.

Article courtesy of MINI Press

Note: I've heard that the MINI One version will be available in New Zealand, but haven't heard anything about the Cooper Diesel.

Mini Events

SUNDAY 4 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- Grasskhana to be held in Paerata. Meet at BP service centre between Papakura and Drury at 8.00am. Entry form elsewhere in this magazine. Please note that you must pre enter for this event. Your car will need to be up to WOF standard and running on road tyres, no rally tyres or slicks.

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- Grasskhana in Clevedon. Meeting place and time to be confirmed.

SATURDAY 14 APRIL- We are going to have a technical visit to Otahuhu

Mini Events

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.

SATURDAY 12 MAY- Mini Fun Day at Taupo racetrack. More details to follow.

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 with a difference starting from 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.

FRIDAY – SUNDAY 8-9-10 JUNE- TARGA Rotorua.

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.

SATURDAY 7 JULY- Technical morning with Lynn Rogers, more details to follow.

For more information on upcoming events please check our home page.



INSTRUCTIONS

Just cut out around the Austin Mini Car,
do not cut off any tabs with a dot on the.
Compliments of the Vancouver Mini Club
www.mini.org/vancouvermini

