



October 2007

*A tee shirt that still does it for me.*

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# Mini Car Club of Auckland

Volume XV

Issue 5

October 2007

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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 2007**

# President Report

Warwick Robinson

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THE CLUB NEEDS YOU

TO BE CLUB CAPTAIN

Since the AGM we do not have a Club Captain.

The Club Captain is a very important position in the Club.

The Club Captain co-ordinates the events.

He does not have to arrange all of the events.

We have a Club-night Team and an Events Team.

If you are interested please come to one of the Committee nights, 3<sup>rd</sup> Tuesday of every month at McDonalds @ Greenlane.

**EL PRESIDENTO  
WARWICK**



TM

# CLUB AWARDS 2007

---

Bradley Russell Memorial Award      Mike Bates

Certificates of Appreciation      Maureen Turner, Jan Bates, Dave Handyside, Graham Crispe, Keith Hargreaves

Aggregate Points Trophy      1<sup>st</sup> Kevin Patrick  
2<sup>nd</sup> Lee Norman  
3<sup>rd</sup> Gary Ashton

Show and Shine      1<sup>st</sup> Leslie Robinson  
2<sup>nd</sup> Kevin Patrick  
3<sup>rd</sup> = Warwick Robinson & Lee Norman

Show and Shine MINI Class      Tony Maulder

Economy Challenge      1<sup>st</sup> Andrew Carter  
2<sup>nd</sup> Luke & Brent Martin  
3<sup>rd</sup> Alan & Shelagh Murie

Trials Trophy      1st Alan & Shelagh Murie  
2nd Lee Norman  
3rd Gary & Catherine Ashton

Go Cart Trophy      1<sup>st</sup> Andrew Carter  
2<sup>nd</sup> Mike Bates & Alan Murie  
3<sup>rd</sup> Daniel Barrack & Matthew Oliver

Motorsport Award      Scott Thompson

Motorsport Highly Commended      Evan Thompson, Chris Thompson,  
Stephen Miller

Most Improved      Simon Lodge

Lead Foot Award

Amit Sharma

Automatically Earn It Award

Shelagh Murie

Dipstick Award

Andy Spittal

**Just a reminder to all:**

---

**Committee meetings are held every third Tuesday of the month.**

**They are held at Greenlane McDonald (upstares)**

**The next two meetings are on**

**16 October, 7:30pm and**

**20 November, also 7:30pm.**

**Please feel free to attend, they are open to all clubmembers.**

I got a note from Greg Wenzlick informing us about Able Parts have stopped selling Mini parts. Apparently, all Mini stuff has been sold to Steve of Strong Bros Glenfield, and Steve has confirmed this when Greg spoke to him by phone on Saturday morning. Steve indicated he was keen to have club members business and would support people that supported him.

As mentioned in the last mag, this issue is a bit delayed due to my overseas holiday. I don't know about you guys, but I had a good time. Seen a lot of Minis in The Netherlands with most of them is very good nick. I've even done some maintenance on one and then drive it for a while.

*On a complete different toppic, the continuation of our club magazine!!! I've been producing the club magazine since mid 1999 and it's time for someone else to start putting some effort in. The last issue I will make is **June 2008**.*

*The plan is to move out of the Auckland area and that makes it impossible for me to continue with our club magazine. Please get in touch with me as soon as possible, if you want to give it a crack.*

# GEARING UP FOR THE JOB

by Greg Wenzlick

---

It's been quite a few years since I pulled a Mini gearbox apart, all of 34 years I would guess. There are some things in life that remain with you forever, including learning to ride bicycles and musical instruments.

My latest project was to strip and rebuild a gearbox in need of new baulk synchromesh rings which required a total strip out of all the gear train.

Now when you are a young apprentice and everything is new and exciting, being instructed in the dismantling and reassembly of car components by an ex-patriot British mechanic (who wore a collar and tie underneath his boiler-suit overalls and said he could do the job blindfolded), the message must have been well and truly received into the memory banks. So some 38 years later my total recall of how to techniques have remained strong. Even the automatic selection of correct size spanners and sockets remains a breeze.

My apprenticeship employer was onto a good thing when they introduced a workshop challenge where we would have speed contests to repair various items – i.e. a record attempt to remove a motor, strip and build a gearbox, and assemble in the shortest possible time. It was all a big con to get us more productive. It is annoying when the smallest of things slows you down, like trying to put the bolts back into the engine mounts when installing the engine.

Of course as every Mini repairer knows there are some things you just cannot do without. I refer of course to the Flywheel bolt socket, the flywheel puller, and the mainshaft nut deep socket. Without these items in your tool box you are going nowhere fast.

Now only the most well equipped Mini owner will have these special tools in his garage. So when it came to seeking these items, I was amazed to find a couple of items on my shopping list at my local hire centre.

Hiretown Howick (beside Lynn Rogers workshop) have a flywheel puller for hire at a reasonable \$9 for a half day, and also a socket and bar for the flywheel bolt. When

requested the owner went straight to the shelf where this was located as his memory was obviously as good as mine for such things.

The Mini gearbox is relatively simple and quick to repair, and providing all the balls and springs are in the right place, the process is remarkably easy.

Unfortunately, today's technicians do not get the chance to repair manual and auto gearboxes because exchange units are used to save high labour charge-out rates. It was of little surprise to me when I heard of a young BMW technician who broke down going to work in his own car and needed to ring the Technical Department of BMW to get advice what was wrong how to get his car going.

Now why have I got two bolts left over?

---

## A note from Graham Crispe via e-mail

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If you are anticipating rebuilding a Mini make sure you have:-

1. A registration on hold - No problem.
2. You must have the last known Registration Number or chassis Number.
3. A signed declaration from the Police saying they have no interest in the said vehicle. Registration and chassis Number required for this.
4. You must have a signed document from the last Registered owner confirming he or she were the owners of the vehicle. ( This could be a BIG problem).
5. TRUST ME I have just been through this process at the Pukekohe Vehicle Testing Station today. 14.09.07.

My G.T. rebuild story to appear in future magazines.

Graham Crispe..

# Rotorua trip report

---

I got the call from Marion Lodge at 5.55PM on Friday - "Where are you? We're here at the Dury BP." I'll be there in 5 minutes" I stammered. As I pulled off the motorway and looked around the car park, there was AUPLUV, Marion and Steve's red and white (rose) 1275 round nose Mini. They were a little surprised when they saw what I arrived in, a silver grey 2006 Cooper Cabriolet. "My '82 Mini City is still up on axle stands and I hired this for the weekend, so I wouldn't have to turn up in the Corolla" I hastily explained. They very patiently waited while I got an Autobahn hamburger and then it was off onto the Southern Motorway at 6.30PM towards Rotorua via Highway 27. We stopped in Matamata after what I thought was a fairly quick run because Simon was worried that he was being held up by his bonnet which kept lifting up. After that was fixed it was a fast run to Rotorua with AUPLUV leading through the fog down into Rotorua. We got to the Holdens Bay motor camp at about 9.30PM with it quiet and dark apart from a warm welcome from Shelagh Murie. The key was under the mat and found my way to my dog kennel ready to enjoy that hamburger.



*Skyline Cafe*



The next morning dawned grey and damp. We rounded up Les Gubb and his blue Clubby van and at a decent hour of the morning (10AM) headed across town to Mt Ngonataha and the Skyline luge. In the car park waiting for us was an impressive line-up of Minis. Mike and Jan Bates had been joined on the back roads outside of Morrinsville by Ian Gillanders and Shane and Sue and Kevin Taylor. After the excitement of parking the Minis together and seeing a Mini body shell go by on a trailer on the road nearby, it was into the gondolas and up the mountain. Kevin is an experienced luger and he headed his low slung sled down the straight down the advanced track. I tried the beginners track and found it huge fun - each run seemed to go on for miles. But then it was time for lunch and to meet up with the entire gang again at the Skyline Café at the top of the luge.



*Comvita Honey Shop*

It was after 1PM when we formed up again in the Skyline car park and then proceeded by convoy the 100m up Fairy Springs Rd to the Caterpillar Experience museum on the opposite side of the road. The museum was fascinating, being full of restored Caterpillar bulldozers, from the Mini sized RD2's to the Mac truck proportioned D8, all displayed with historical information of how they flattened the New Zealand bush. Sue and Shelagh didn't seem at all disappointed that they missed the old boys toys by staying defiantly in the museum shop.

After this trip down memory lane, we formed up again and convoyed eastwards through Ngongataha township and around Lake Rotorua along Hamurana Rd, a narrow twisty road with great views of the lake. The excitement had to end sometime and we stopped at the intersection with Highway 33 waiting for Les and Marion to motor up from Holden's Bay, where Les had been gallantly repairing Marion's bike tire. Then it was northwards along Highway 33 with hard charging Alan and Shelagh leading in their Mitsubishi Dingo. We stopped at Paeronga for refreshments at the Comvita honey factory and café. After much sampling of the free honey and a Mini car huddle photo shoot, it was back on the road again. With speedsters Alan and Shelagh leading, we turned southwards onto Highway 2 and trucked through farmland to Matata. The skies were rather grey and somber by now and the countryside looked a bit desolate. Under the massive new concrete rail bridge built following the floods at Matata we went and then turned inland towards Mt Edgecumbe. We must have rushed past JT's spread at this stage but none of us knew where it was. Then we turned onto Highway 34 and toured past dairy farms towards Kawerau. Just before Te Teko we made a sharp right hand turn onto Highway 30 and headed west. We climbed up a tight flowing road through a native forest that looked like it was a scene from "Lord of the Rings". Just beautiful. My Cooper was going great. The steering was good, the body seemed solid and the brakes dependable. I'd managed to operate the manual option on the auto 'box by this stage and was having fun selecting the right gear (it seemed to have six!). Then out of the bush we came upon a thrilling sight, Lakes Rotoma, Rotoehu and Rotoiti. We skirted round the southern shores of these lakes but it was getting dark and the clouds just opened up and the rain bucketed down. We made it back to Holden's Bay, tired but happy.

Later that night the Mini patrol was off again motoring into Rotorua to visit Café Ephesus in Eat (Tutanekai) Street to refuel after all the driving. The restaurant seemed full when we arrived but our host Suleiyaman had reserved us tables at the back just in front of the kitchen. This turned out to be a great position on a wet winters evening in Rotorua and the smoke from the wood fired oven just added to the atmosphere. Being a Turkish restaurant, the menu was a bit of a mystery to us, but everybody got into the spirit of the evening and soon the tables were piled high with bread, hummus and mussels. The mains arrived soon after and though we couldn't pronounce their names they were especially tasty. By this stage it was 9PM but Simon and Marion were only just arriving from visiting family in Whakatane. But this was no problem for our host and we all left later full and contented.

Sunday dawned bright and sunny (thank God). First thing to do was to get a group shot of the magnificent Mini's at the holiday camp then it was down to the lake front at the end of the street for another photo shoot with the placid lake water just lapping on the sand behind.

All morning I'd been getting mobile calls from Vincent Ho, a Mini owner who had seen the postings about the Rotorua Run on the club webpage (thanks Gary and Gavin),

but could only come along on the Sunday. At 9.55AM he called to say he was lost and then 5 minutes later he turned up at the motor camp to be greeted with open arms as soon as the clubbers spotted his green and white 1990 Mini 1000. So we were off. We headed southwards around Lake Rotorua, picking up Marion,( who wanted to see how far she could get without a Mini) on the way. Then it was along Hamurana Rd again and on on to the intersection with Pyes Pa Rd where we parked up waiting for Ian who had to first to give his grandson a ride in the GT. Then we were off to Tauranga along Pyes Pa Rd with speedsters Alan and Shelagh leading the pack. Pyes Pa is just the greatest road for a Mini. Its narrow, twisty and hilly, you go through vertical gorges and across one lane bridges. The sun was still shining and the only bug on the screen was the slower cars ahead of us (apart from the great looking Model A Ford).

On hitting the northern end of Tauranga, we turned southwards and paraded along Cameron Rd, skirting the downtown, across the Hewletts Rd Bridge and past the docks to the Tauranga Airport and the Classic Flyers aircraft museum. All credit to Alan and Shelagh for unerringly getting us there because by this stage I was confused and I'd driven it before. We parked next to the 737 flight simulator and looked at the 4077 MASH Bell Sioux helicopter taking off. It was probably as old as some of our



*Getting Ready for Paves Pa road*

Minis. With the sun well and truly over the yardarm it off to the Av Gas Café and a much needed full English breakfast. To get into the Classic Flyers Museum was a very reasonable \$10 and even less for Les who claimed his senior citizens discount. And inside (and on the tarmac) there was an impressive display of vintage aircraft including a Sabre jet, a Boeing Steersman biplane and my favorite, a Catalina flyingboat but sadly still needing to be restored. Mike made a beeline for the cockpit of the Hawker Hunter jet fighter and struck a dashing pose there. But all this excitement had to come to an end and so it was that this was the time for Alan, Shelagh, Mike, Jan, Simon, Marion, Les, Marion, Shane, Sue and Ian to head back to Auckland and prepare their Mini's ready for the next big adventure.

So it was just me, Kevin and Vincent that turned south again through the commercial area of Tauranga and along the ocean front road through Papamoa in search of the Blokarts. We found them at the southern end of Papamoa at a purpose built concrete track next to the factory where they are assembled. But once inside the showroom we got the bad news that there wasn't enough wind that day for sailing despite all the sunshine. So we had to make do with a tour of the showroom where the young salesman explained that the 3 wheel land yachts could get up to at least 80km/hr and that the world championship for them had already been held on that very track. So downhearted, there was no other choice but to have another photo call and then head home. Kevin left to visit reli's nearby so it was only Vincent and myself who took Highway 29 bypassing Tauranga and up and over the Kaimai's. I was having so much fun going down the western side that I forgot that Vincent had asked me to pull into the first petrol station. But we made it to Matamata for refueling and a drink, then it was onwards to Morrinsville and the back roads to Onhinewai and home by 6PM.

For me it had been an exhausting trip, partly out of worry I didn't prang the rental Mini. But it had been a bigger pleasure, trying new things, having some great drives and most of all joining with Mini people who knew what to do and knew how to have a good time.

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**Ina Meredith is keen to get some assistance with the restoration of a 1981 Mini LE and a 1977 Mini Moke. She is really looking for a reliable mechanic and a really good panel beater. If you think you can be of some help or you know someone that fits the bill, please contact her on (09) 530-8820.**

# Mini Run To Piha

by Chris Roper

The day dawned fine. What a relief after the dismal weather that had hung around prior to the weekend! What a line up of Minis we had outside Motu Moana Scout



*Line up at the start*

camp ready for a fun filled afternoon run to Piha, and not a jappa in sight! After a short briefing off we went, up through Titirangi village and on to Scenic Drive .

views across the Manukau Harbour . Although we had briefly stopped off on other runs before to answer questions, this was always outside of opening hours, so the chance to go in was well received. Upon leaving we had a swop of passengers between cars to add a bit of fun .

Off we all went up into the ranges until we hit the Piha turn off on our left! After the windy roads we had been on it was fun to get



*Coastal view*

We decided to stop off at the Arataki Visitors Centre and have a look inside at the wonderful displays on offer, as well as enjoy the wonderful



*Stretching the legs for a bit*

in a few straights before we came to the steep descent down to the beach. At the top of the hill we made our second stop to take in the view and have a photo shoot. What a place to do it and what a lot of looks and waves from some of the passing traffic.

Off we all went on the final leg of our trip into Piha. We cruised past the store and right around to North Piha in convoy, using the carpark at the end





*Roof top view*

of the no exit road as our turning point. The cruise then took us back to the main carpark by the lagoon and camping ground. After parking in a line we all went over to the Piha store for a coffee and food. They bake their own food and it is always great to smell the fresh pies and bread greeting you at the door! After enjoying our coffee we set off for the beach to enjoy the sea air.

Some of us side tracked into the local take-a-

way bar to get some of their home made hot chips. Boy, I think they are the best in Auckland. The only way you will find out is by going there yourself and trying them! You won't be disappointed. We all met up at the Minis' again for a final chat and to show our cars to some of the interested passer-by's. We even had the 'Red Bull' girls turn up and hand out some free drinks before we all slowly went our own ways.

What a fun,relaxing way to spend a Sunday afternoon.



*Chris' pride and joy*

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## SPLIT GOES BAD OVER MINI

■ It is the most bizarre love split Scotland has ever seen — two respectable professionals fighting a fierce custody battle . . . over a Mini Cooper. The war of the wheels between Nancy Renwick and Mark Harris even made it to court, where a judge branded it "ridiculous". Renwick claims the battle over the Mini is a petty attempt by Harris to get back at her after she caught him cheating with another woman.

# Price giving photos AGM 2007



# Mini Ads

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# Mini Web

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



The Internet Mini Encyclopedia  
<http://www.ime.org.uk/>

The Italian Job Missing Scene  
[http://www.youtube.com/  
watch?v=qNs4MIs9Who](http://www.youtube.com/watch?v=qNs4MIs9Who)

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# Mini Nationals Labour Weekend 2007 Preliminary Time table



MOWOG is pleased to invite all Mini Clubs and Mini enthusiasts to the Mini Nationals being hosted by MOWOG Inc and held in Lower Hutt City.

Accommodation and Ferry bookings can be arranged thru the Hutt City Visitor Information Centre via their website

[http://www.visithuttcity.com/travel\\_information/visitor\\_information\\_centre/index.htm](http://www.visithuttcity.com/travel_information/visitor_information_centre/index.htm)  
Or by phone on 04-560-4715

The schedule below is indicative and may be subject to change

## 19<sup>th</sup> October 2007

Scrutineering for speed event

## 20<sup>th</sup> October 2007

Show and Shine  
Amazing Mini Race  
Evening BBQ

## 21<sup>st</sup> October 2007

Speed Event  
Tikki Tour  
Dinner / Prize Giving

## 22<sup>nd</sup> October 2007

Breakfast



Club secretaries please advise your Members.

Please note that - Accommodation and Ferry bookings can be a premium at this time of year and we strongly recommend that if you are requiring any of these services to book early.

Please feel free to direct any enquires to Club **President**, Richard Andrews 04-563-5161  
[miniviper@xtra.co.nz](mailto:miniviper@xtra.co.nz)

**Secretary**, Bernard Bouchereau 04-528-5155, [kiwiinwgtm@slingshot.co.nz](mailto:kiwiinwgtm@slingshot.co.nz)  
or please visit our website [www.mowog.co.nz](http://www.mowog.co.nz)





## Mini Nationals Speed Event details (DRAFT)

Mowog Inc have joined forces with Hutt Valley Motor Sport Club Inc who have kindly offered us entry to their **Port Road** two kilometre sealed street sprint

This event is a single car timed two kilometre street sprint that will be held on the 21<sup>st</sup> October 2007 as part of the 2007 Mini National Weekend

This event is MSNZ (Motor Sport New Zealand) sanctioned and is at Club Sport Level. A. Club sport Licence is required or a day licence can be purchased (We will assist you with this).

The entrant must hold a membership to a MSNZ affiliated club and a current Civil Drivers Licence

The event will most likely comprise of one practice run and three timed runs (weather permitting)

This event is subject to Schedule (A) MSNZ requirements

### Notes for road registered cars that hold a current WOF

- 0.9kg Fire Extinguisher, bolted into the car with a minimum of 6mm bolts and held in by a steel bracket or equivalent
- Crash Helmet to MSNZ standard
- Single Layer 100% Cotton Overalls with taped cuffs as a minimum
- Tyres: No slicks, Bald Tyres
- Battery to be mounted securely
- Catch tank to be fitted minimum one litre in size
- All cars to be registered and warranted (excludes Race Cars)

Link to Schedule (A) MSNZ website

<http://www.motorsport.org.nz/Pdf/M33%20App2%20SchA.pdf>

**Cost: Approximately \$60-\$70.00 (Final cost to be confirmed)**

**Supplementary regulations to be finalised**

Please feel free to direct any enquires to:

Club President, Richard Andrews 04-563-5161 [miniviper@xtra.co.nz](mailto:miniviper@xtra.co.nz) or

Secretary, Bernard Bouchereau 04-528-5155, [kiwinwgtm@slingshot.co.nz](mailto:kiwinwgtm@slingshot.co.nz)

or please visit our website [www.mowog.co.nz](http://www.mowog.co.nz)



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---

EXPRESS      YOUR      INTEREST      NOW.....

---

Hi I'm GLEN THOMPSON, hosting a proposed

## ***SPEED FEST***

on the weekend of Sat 1<sup>st</sup> & Sun 2<sup>nd</sup> December, 2007 which will be a feast of Straight Sprints for Mini Petrolheads on Thompson Road, Twyford, Hastings. A good number of spot prizes & other feature prizes & speed prizes to be advised later.

My proposed programme is :

Sat 1 <sup>st</sup> December	8.00am – 11.00am	Scrutineering
	10.00am- 11.00am	Meet & Greet
	11.00am- 12.00	Lunch
	12.00 - 2.00pm	Practice runs
	2.30pm - 4.30pm	Sprints
	6.00pm - Dinner	with Christmas theme AND

pig on the spit

Sun 2 <sup>nd</sup> December	9.00am - 11.00	Sprints
	11.00am - 12.30	Lunch
	12.30 - 2.00pm	Sprints
	2.00pm - 3.00pm	Prizegiving

**WEEKEND ENTRY FEE based on 20 entries \$30.00**

# MINI news.

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## **MINI SAV to be launched by 2012**

The BMW Group will continue its product initiative, making use of modular systems for all new models in order to increase synergy effects.

BMW CEO Norbert Reithofer recently confirmed plans to build a MINI Sport Activity Vehicle (Along with the BMW X1) with this quick mention tucked away in his strategy presentation:

“At MINI, we opted for a further model in the sports activity vehicle segment.”

Expect the new vehicle to be built outside the Oxford plant and most likely in the US (at BMW’s Spartanburg plant) or in Austria by Magna Steyr. Also now confirmed through sources that this SAV (in BMW-speak) will be MINI’s next model after the convertible is released for the 2009 model year.

## **courtesy BMW Press**

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MINI performance is to be taken to new levels with the new MINI John Cooper Works CHALLENGE, a MINI Cooper S built specifically for track use and ready to race. Set for its first public appearance at the forthcoming IAA Motor Show in Frankfurt, deliveries of the new car will take place from spring 2008. Key characteristics of the new car include a higher top speed, increased torque, faster acceleration and optimised traction.

Power enhancements are at the core of the striking CHALLENGE car’s modifications. As well as a re-developed twin-scroll turbocharger, the standard MINI Cooper S engine receives modified pistons, air filter, air intake passage, catalytic converter, exhaust components, electronic sensors and engine management system.

Numerous chassis and suspension tweaks add to what is a finely-tuned racing package. The new suspension system features adjustable damper units from KW Automotive, designed specifically for motorsport. A six-speed manual gearbox transmits power to 17” front wheels made by Borbet and shod with exclusive new racing tyres manufactured by Dunlop.

Body revisions based on the John Cooper Works Aerodynamic Kit, currently avail-



able from all MINI dealers, are key features of the CHALLENGE car's set-up. To generate increased downforce at higher speeds, CHALLENGE car owners can expect a new adjustable rear spoiler, rear diffuser and performance front spoiler. The new braking system performs exceptionally. Large four-piston calipers mean the car can go from 62 – 0mph in just 3.1 seconds. A race-specific ABS configuration and an air-pressure elevating system complete the product modifications, which together equate to a vehicle 30kg lighter than the previous CHALLENGE car.

Safety measures perfect the array of MINI CHALLENGE car features. A roll cage welded firmly to the body of the car houses RECARO bucket seats combined with a six-point safety belt, along with the HANS (Head And Neck Support) system used in Formula 1 cars.

Although the car is designed for race participation, private owners may find owning a MINI CHALLENGE car a compelling prospect. However, the car will not be licensed for public roads and as such is expected to maintain its appeal among racing enthusiasts.

The MINI Challenge race series is fast gaining presence and popularity around the world. Since 2004, Challenge races have been staged in Germany, the Netherlands, Belgium, Austria and New Zealand. In 2008, MINI Australia will also hold a Challenge competition.

Race teams will receive the first MINI CHALLENGE cars from March 2008. Private customers not competing in the MINI Challenge series can expect deliveries of cars from June 2008. An order form for the car can be downloaded from 11 September 2007 at [www.MINI.com/challenge-car](http://www.MINI.com/challenge-car) and the expected price is 49,900 inc. VAT.

### **MINI Challenge race car performance data**

Power HP - 210 hp

Torque - 260 nm (280 nm with overboost)

0 - 62 mph - 6.1 seconds

Top speed - 149 km/hr

Article courtesy of MINI Press.



Here is a rare opportunity to become the next owner of one of the most celebrated of all the BMC Team cars. Works-entered on eleven internationals and one of the



*GRX5D*

Minis infamously disqualified from the Monte, GRX 5D went on to win the Circuit of Ireland and finish second at the Ring, and is the only Mini to have been rallied by the factory in North America.

1966 Austin Mini Cooper S Works Rally car

Being auctioned by Bonhams UK.

Estimated sale price GB Pounds 70,000 – 80,000.

For pictures and history of this car check out the following weblink;

<http://www.bonhams.co.uk/cgi-bin/public.sh/pubweb/publicSite.r?sContinent=EUR&screen=lotdetailsNoFlash&iSaleItemNo=3638099&iSaleNo=15344>

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A MINI Cooper Convertible will kick-off the northern Fall movie season as the featured automobile in one of this season's most anticipated comedies, "The Heart-break Kid."

The new DreamWorks Pictures film from Bobby and Peter Farrelly opens nationwide October 5th with an all star cast that includes: Ben Stiller, Michelle Monaghan, Jerry Stiller, and Malin Akerman. Ben Stiller plays eternal bachelor Eddie, who falls head over heels in love with the beautiful Lila (Malin Akerman) and marries at top speed. The newlyweds quickly set off to sunny Mexico in their MINI Convertible. But even on the journey, the would-be dream woman turns out, in typical Farrelly manner, to be a real nightmare - brazen, embarrassing, singing along with every radio hit and absolutely hopeless at math. Eddie's only shimmer of hope is the pretty Miranda (Michelle Monaghan), whom he unfortunately meets only after he has said "I do" to Lila.

Even if the fun of the honeymoon trip is spoiled for Eddie, the fun of driving a MINI – in the right company – can hardly be beaten. Uwe Dreher, Brand Management MINI, is certain: "Basically, the driving pleasure in a MINI is hard to represent in a print ad. Placement in high-quality films, as the Farrelly brothers have proved once again with their current film, offers us the unique opportunity to show people how much fun MINI is and how unique the MINI specific go-kart-feeling really is."

Additionally, the MINI Convertible from the film appeared on the red carpet for the World Premiere in Los Angeles on September 27th. Celebrities had the opportunity to experience the original MINI Convertible from the film as they walk down the red carpet.

MINI's appearance in the film and at the premiere are all part of a strategic promotional partnership between DreamWorks Pictures and the automaker. The promotion incorporates the trailer on the MINI website, [MINI.com/heartbreak-kid](http://MINI.com/heartbreak-kid), in conjunction with an online sweepstakes. MINI is starting a competition offering exactly the same honeymoon trip as in the film as its 1st-3rd prizes. The winners will drive, in the original MINI Convertible in Hyper Blue from the film, from California to sunny Cabo San Lucas, including hotel accommodation for two people. However, first they have to prove themselves in the kind of situations that Ben Stiller, aka Eddie, had to face. Other prizes include original Onitsuka Tiger shoes – the lifestyle shoe brand in the film.

DreamWorks Pictures Presents A Radar Pictures/Davis Entertainment Company/Conundrum Entertainment Production "The Heartbreak Kid" starring Ben Stiller, Michelle Monaghan, Malin Akerman, Jerry Stiller, Rob Corrdry, Carlos Mencia, Scott Wilson and Danny McBride. The film is directed by Peter Farrelly & Bobby Farrelly from a screenplay by Scot Armstrong and Leslie Dixon and Bobby Farrelly & Peter Farrelly & Kevin Barnett. Based on the screenplay by Neil Simon. Based on the short story A Change of Plan by Bruce Jay Friedman. The producers are Ted Field and Bradley Thomas. The executive producers are Marc S. Fischer, John Davis, Joe Rosenberg and Charles B. Wessler. The co-producers are Tony Lord and Matthew Weaver. The director of photography is Matthew F. Leonetti, ASC. The production designer is Sidney J. Bartholomew, Jr. And Arlan Jay Vetter. The film is edited by Alan Baumgarten, A.C.E. and Sam Seig. The costume designer is Louise Mingenbach. The music score is by Brendan Ryan & Bill Ryan. The music supervisors are Tom Wolfe & Manish Raval. This film has been rated R for strong sexual content, crude humor, language and a scene of drug use involving a minor.

**courtesy of MIN USA Press**

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It's only been released to the media but already new MINI Clubman is causing a stir in RHD markets. And it's all about the 3rd door on the Rh side of the car. BMW didn't want to spend more money making a LH rear door possible due to the petrol filler cap being in the way. Read about it below;

Here is an article in our national *New Zealand Herald* newspaper about a possible upcoming row about the "third door" in RHD markets.



“The new Mini Clubman station wagon is driving into a design row in the world’s right-hand-drive markets.” Headlines - “Left right out downunder”

Here is the link;

[http://www.nzherald.co.nz/section/9/story.cfm?c\\_id=9&objectid=10455520](http://www.nzherald.co.nz/section/9/story.cfm?c_id=9&objectid=10455520)

A MINI official has gone on record as saying that the BMW-owned automaker is interested in adding a crossover vehicle to the brand’s lineup. According to a report in *Automotive News Europe*, Kay Segler, MINI’s vice president of brand management, would not comment on details but is clearly enthusiastic about the prospect of adding a fourth model to the mix. The Clubman, the third Mini variant after the hatch and convertible, is coming later this year.

In the March issue of *Motor Trend*, it was outlined that a potential vehicle could now be possible using the latest Mini’s slightly larger platform that affords greater bandwidth for such riffing, including the possibility of all-wheel drive.

Hence, the beloved Jeep-like Moke and even a micro pickup truck variant now seem possible. The original doorless, canopy-topped Moke had its roots in military



*MINI SUV 4x4 concept*

duty, but a new one would be aimed at crossover buyers in the U.S. and likely would be assembled in Spartanburg, South Carolina, around 2010.

Production could also fall to Bertone, the Italian coachbuilder who

produced 2,000 examples of the GP edition Mini recently. Austrian four-wheel-drive specialist and BMW partner Magna Steyr would also be a possibility.

Asked for a time frame on when a vehicle would be launched, Segler said to get back with him in 2009.

**Courtesy of Motortrend.com**

# Mini Events

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**TUESDAY 2 OCTOBER-** Club night at the Northern Sports Car Club from 7.30pm. Team McMillan will be bringing the new MINI One for us to look at.

**SATURDAY 6 OCTOBER-** MINI CAR CLUB OF AUCKLANDS 15<sup>TH</sup> BIRTHDAY

**SUNDAY 7 OCTOBER-** V8 supercars at Bathurst.

**SUNDAY – SATURDAY 21-27 OCTOBER-** Dunlop TARGA.

**TUESDAY 6 NOVEMBER-** Clubnight

**SUNDAY 18 NOVEMBER-** THE Zed club have invited us to Meremere Dragway.

Date and price to be confirmed.

**SATURDAY 24 NOVEMBER-** Waiuku Flying 50. Pursuit race around Massey Park in Waiuku, British cars on display in the main street of Waiuku plus plenty of other attractions. Entry forms and more info at [www.lotuscars.net.nz](http://www.lotuscars.net.nz) in the New Zealand Classic Car magazine.

**SUNDAY 25 NOVEMBER-** Concorso Euro. European Classic car tours and show at Lotus Cars Waiuku headquarters. For more info and entry forms visit [www.lotuscars.net.nz](http://www.lotuscars.net.nz) or the New Zealand Classic Car magazine.

**SATURDAY-SUNDAY 1-2 DECEMBER-** Super Mini Challenge at Pukekohe

**TUESDAY 4 DECEMBER-** Clubnight

**SUNDAY 9 DECEMBER-** Mini car clubs annual economy run starting from the service centre between Papakura and Drury on the Southern motorway at 1.00pm.

# Mini Events

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**SUNDAY 13 JANUARY-** Dawn Breaker run starting by the Scout Camp in Connaught Road, Greenbay at 6.00am and finishing for breakfast.

**SATURDAY 2 FEBRUARY-** Follow the leader run up the Awhitu Peninsula.

**SUNDAY 3 FEBRUARY-** Galaxy of Cars show and swapmeet at MOTAT.

**TUESDAY 5 FEBRUARY-** Clubnight.

**SATURDAY- SUNDAY 9- 10 FEBRUARY-** NZ Classic CAR Weekend incorporating the Intermarque Concours.

**SATURDAY 1 MARCH-** Mini Car Club verses Z Club Golf Challenge followed by BBQ.

**SATURDAY-SUNDAY 1-2 MARCH-** Super Mini Challenge at Pukekohe

**TUESDAY 4 MARCH-** Clubnight

**FRIDAY-SUNDAY 7-9 MARCH-** Wings and Wheels over Waikato at Hamilton Airport. To be confirmed.

**7 APRIL-** Hamilton Street Race

**SATURDAY 24 MAY-** Mini Fun Day

For more information on upcoming events please check our home page. at <http://www.minis-auckland.org.nz/>

# Photo Caption Contest



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Caption contest. Give us your caption that goes with the photo above. The best and possibly the worst will be published in the next magazine.

Send your caption before 15 November 2007 to  
[editor@minis-auckland.org.nz](mailto:editor@minis-auckland.org.nz)