



February 2008

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Mini Car Club of Auckland

Volume XVI

Issue 1

February 2008

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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 March 2008

President Report

Warwick Robinson

The Mini Club of Auckland is going from strength to strength and we all are looking forward to a fabulous year.

The display season has already begun with next 2 events being Galaxy of Cars and Concourse de Elegance.

There are many cars being rebuilt and lots of money is being spent on restoring these Minis. This shows by the results we are getting at public car shows.

Murray Grant is our new Club Captain and he needs all the support he can get.

Any member can organise an event but just run it past Murray and myself so the Committee can check dates etc.

Frits our Editor has stated that he will shortly be moving north, so we need a new Editor for our Magazine. Advise the Committee if you are interested.

Also do not forget the Mini Fun Day at Taupo race track in May. Where else in the world can we race on part of the track that the A1 GP cars race on?

Next year 2009 is the 50th Birthday of the Mini. Nelson are planning a fabulous event.

We are also planning for some of us to go to England for the 50th Birthday, which I believe is being held @ Silverstone.

All for now.

**EL PRESIDENTO
WARWICK**



Murray say's:

“ Who the hell was that over there yelling that they’ve nominated me for club captain?”

I thought this was appropriate as the timing is spot on.

An excellent entry, Rex Coubray.

Have a quick look at the back page for the next caption contest. They are not getting any easier.

But then again us Mini nuts are always in for a bit of a challenge.



Captain's log

HELLO 2008——

I hope everyone had a safe and enjoyable Christmas/New year period

Well it's been a month or so since I took on the captaincy of the club, and **learning heaps**.

Looking at the events calendar we all have a busy few months coming up. Lets see all the members participating /helping in your club as you have in the past and make 2008 an enjoyable year.

By the time you read this some events may have already happened and the hard work paid off. I would like to thank the members that turned out to give a hand on Saturday 8th Dec for the first assembling of the display for Concours d'Elegance on February 9-10th 2008. The concept and ideas look fantastic, well done Mike. Sunday of the same weekend saw the clubs annual economy run good turn out from those who attended. Congratulations to the winners, great event with a few twists well done Gary. (Did I hear right a member traveled with the cup of water all the way?) WELL DONE

I need to confirm numbers going to the WINGS AND WHEEL event on March 9th please contact Gavin Agnew or myself ASAP so we can obtain passes.

As I am still on holiday at present I will leave it there and go enjoy the sun.

Murray

December Club night

Just a couple of photos I took during December club night. The BBQ going full strength producing plenty of sausages for all to enjoy. I had to take a photo of Andy's Mini. Very well prepared in bright red. The bonnet scoop gives away that something different is going on under the bonnet. We all know that a Toyota engine is lurking underneath.





GT REBUILD STORY part II

By Graham Crisps

The wiring loom was modified to take new extras and retaped and installed. The dash from the original car was in pretty bad shape, but a few years ago I tidied up a GT dash and put it away for a rainy day. Out it came and went into the car, looking good.

With everything in place, the electrics were given the test. Most things worked as they should, with no engine, I used a substitute resistor for the temp gauge. Hello - the gauge wouldn't work. Back out with the dash and a few tests diagnosed the voltage stabilizer unit (the small rectangular tin box at the back of the dash) was faulty. Into the spares and found a good one. Fitted and check OK.

Feeling a bit cautious now, I thought perhaps I had better test the rev counter. Wired up a distributor to the system, gave it a spin and guess what? Rev counter didn't work! Back into the spares and found the original rev counter but the dial was pretty bad. Connected it up and found it worked. Strip both units, swap over dials and needles, assemble dash again, recheck and now we have a reasonable looking and working rev counter.

With the vehicle off the frame we noticed the panelbeater had missed some rust holes in the sills, even though they had been painted over. Also looking through the windscreen, right in front of the driver was a cloudy patch. Everything was tried to remove the mark, including sandpaper but to no avail.

Onto the trailer and back to the panelbeater for more repair and paint and onto the windscreen man to fit a spare screen I had. Fortunately the rubber was OK, so his bill wasn't too bad.

Back home, more on the interior was done. A good second hand carpet fitted, a set of HL mini seats I had bought a few years back were bolted in, new seat belts and speakers also. The door and rear trim panels were painted with super cheap vinyl paint. I was surprised how well they came up.

I had a central door lock system spare, so decided to fit that while the doors were off. I remembered reading about fitting a lock system in a mini magazine a couple of

years back, so a long search through all the magazines, I duly found the article which was a great help. Manufactured the required mechanism, bolted in the motors and all worked OK. The only problem was, some of the rustproof I was using, somehow got onto the newly painted door surface and marked the paint. That had to be repainted on the second trip also.

What about those brakes? On the 8th April, the Datsun Z club held a motokahana at Clevedon. This was a great day with many minis turning up and of course beating the Datsuns! During the day, several mini members turned up to watch the proceedings. While standing under the mini club tent, I got talking the Chris Roger about the trials and tribulations of rebuilding minis. I was telling Chris of the problems we were having with the brakes. Which way around do you have the calipers he asked? The same was as I thought I took them off was the reply, with the bleeders at the bottom. Wrong, said Chris, the bleeders must be at the top to expel all the air from the system. Well - couldn't wait to get home to check this out. I had something important to do on the farm so Paul was left the task to swap over the calipers.

When I got back, everything was in place and the system ready to bleed. A couple of pumps on the pedal each side and with the bleeders locked off, a perfect pedal resulted! All that drama, just because of a simple mistake - that's one I won't forget in a hurry!



The new engine navigated in position

Time to fit the engine. A couple of years ago, I bought at auction an old Fergy tractor with a front end loader attached. With my chain block attached to the loader, this proved invaluable for lifting the motor in. Gets expensive hiring an engine lifter.

With the motor newly in position, it

was time to put the drive shaft ends into the drive cups. One side went in good, but the other proved to be very stubborn. After much trying, off came the front hub and out came the axle and it was tried again with just the axle. Still no go. Into my spares to find another drive cup and hello, this one fits OK. I remembered I had swapped the cups ages ago as it was leaking oil onto the floor. Didn't know that there were two sizes. Correct size cup fitted axle and hub, reassembled the motor and fitted as it should.

All parts were fitted to the motor, oil and water added. An exhaust was required, a look around and I discovered a complete system in my shed, including the Y piece to fit my extractors. Cannot remember where this came from, but a bit of welding, not on that stainless section in the middle though and the exhaust fitted pretty well.

With everything in place, the motor fired up and ran good. Try the gears, what's this, no clutch! Bit of checking and it was discovered that we need that spacer on the clutch rod to get enough travel. Couldn't figure this out, but scratched around and made up another spacer as couldn't find the original.

OK, now we have a pedal. A few short drives, , things seemed OK. BUT, why was the oil pressure gauge dropping. Bit of checking, no obvious faults, more running and it was noted that when the clutch was depressed the motor nearly stalled. Something's not right. More running and the oil pressure went to zero when motor really hot. This was disappointing and the decision was made to take out the motor.

Out it came and the big strip down began. When the crankshaft was exposed the problem became obvious. When the engine was assembled the crankshaft thrust plates were left out. The crankshaft was floating backward and forwards in the engine block and had destroyed the block. That's why the clutch was not working correctly also. NOW WHAT!

With a car almost complete and no motor, the hunt was on to find another 1275 engine. Around this time, I had a visit from my neighbour whom introduced me to his friend Steve Leamonth. Those people who went to Ellerslie concourse this year may have seen the Leyland PY6 that Steve has restored. It is immaculate. It is also featured in the March 2007 issue of NZ Classic Car Magazine. Steve was looking for a mini to rebuild (I understand he now has an Aussie GT, so look out, it will be a stunner). Steve was inspecting the damage to my engine and said he had looked at

a mini in Kihikihi that had a 1275 motor fitted and he wasn't interested in buying it. Phone numbers changed hands and the person at Kihikihi agreed to sell at a pretty reasonable price.

Off to Kihikihi with a trailer and the deal was done. What we got was 1980 Mini with a bright red 1275 engine that wasn't running. At that price it was worth the gamble. Out with the tractor again and out came the engine. The car had 2 radiators fitted, an extra large one in front, and pipes running thru the car to another in the boot. Odd we thought! The motor was cleaned down and a few basic checks carried out. Taking off the thermostat housing revealed the thermostat fitted upside down. Could this be the reason for the 2 radiators?!?. On went the parts from the original engine, carbs, exhaust, radiator etc and the motor was fired up on the floor. The motor ran ok but a peep underneath revealed a serious oil leak in the front timing cover seal! Umm - beginning to have doubts about this engine at this stage.

Off with the timing cover and an inspection revealed a worn seal, broken timing chain tensioner and the cam timing was a tooth out! About this time confidence in this engine was getting pretty low. What were we to do? With not many options press on was the call. A scrounge around located another tensioner. The timing was corrected, a new seal, gasket, plenty of sealer and everything was put back together.



Another motor then...

A look at the clutch while the engine was out seemed like a good idea. Opening up revealed a clutch plate that could have been better and also some dodgy bolts on the pressure plate. A good plate supplied by Ian and some better bolts, everything went back together ok. Back on with the accessories and once again the motor was running this time looking good with no oil leaks.

Everything pulled off again, a quick undercoat then 2 more cans of **BMC** green one sunny afternoon and the motor was looking good. With everything reassembled once more it was dropped back into the GT engine bay. The engine was fired up

late one Sunday afternoon with the help of Ian. It ran ok and sounded ok.... or so we thought!. The first run was the next night after work and everything went ok except after it idled for a while a plume of blue smoke appeared from the exhaust with it was revved up. **OH NO! NOT AGAIN!**

More running, more revving and the smoke didn't go away. Everybody had a theory, valve guides, ring's etc, you name it. Guide seals seemed a likely theory so on the phone, yep, Appco had one set left at East Tamaki. Special trip over there to pick them up to find the packet had only 7 of the required **8**. With a good deal done we headed home with 7 seals. I made up an adapter to pump air into the cylinders to **keep** the valves closed while the seals were fitted To fit the seals the rocker gear has to be removed and that is held on by some of the head studs. Radiator water started dripping out but not to much , no concern. With everything back together, tappet cover on start up motor, ran for a few minutes then went to reset tappets, oh no the oil is all milky. Water had got into my new oil and filter. An extensive drain out more new oil, new filter, we were ready to go again. A test drive revealed no improvement in the smoking department and the discovery of a slipping clutch. While at Appca I bought a bottle of engine smoke stop. In it went! More running, still more smoke, desperate times call for desperate measures. At this time absolute disappointment had set in. The project was left for 2-3 weeks.

Thinking the problem was not going to fix itself, the tractor was fired up and out came the engine again. A strip down revealed marks **on** the bores consistent with the engine having sat with water in it at some time, not allowing the rings to work properly.

A few years back we acquired a 1275 engine block, piston and rods that had been rebored then covered with a preservative. At least now I had a crankshaft and bits to be able to use these parts. With a clean up of the block and a crankshaft regrind, a short block assy was put together. An inspection of the gearbox showed the gears to be in good condition and also a count of the crown wheel and pinion revealed a 3.11 ratio witch proved to be a bonus. The motor and gearbox was assembled, undercoated and 2 more cans of **BMC** green applied. No floor running of this engine, gotta be good, so straight into the GT. Everything bolted up once more the engine was fired up. Good oil pressure and no smoke, things were finally taking a turn for the better. Finally the bonnet could go on, it really looked ready for the road. VTNZ were approached and the GT booked in for its certification. The day arrived and the GT was delivered to the testing station. Details were taken at the counter and I was asked for the receipt from the last registered owner! I replied I did not

know who it was. “If you pay \$2.20 I can give you a form to fill in and we can inform you” was the suggested answer. I questioned what if the person is deceased or not traceable? “Start pulling the vehicle apart and sell in bits” was not an acceptable reply! After much discussion the inspector said he will see what he could do for me. Back home, after an hour or so I got a call from VTNZ to say they must have paperwork from the last registered owner. Back into town (a 24k round trip) pay my \$2.20 and I was presented the name of the last registered owner. Back home and a scan thru the phone book with my hands shaking hoping the name was there, YES!, SUCCESS. **On** the phone straight away, they are home and willing to sign the documentation. What I relief I can tell you. A 50km round trip back to VTNZ



Nearly finished

with the signature and all's well. 4pm that day the testing station phones to say car won't be ready till next week (this all went down on a Friday afternoon). Disappointment set in as I explained I could not pick up until mid the following week. About 5 to 5pm, VTNZ phones back to say they managed to squeeze it in and the vehicle was ready to collect the, fol-

lowing morning. I was very pleased.

A trip back to Pukekohe Sat morning, collection carried out, the GT was finally legal to drive on the open road.

The first real trip in the car was to Monterey Park with the Mini Club and everything went like clockwork.

All is going well to date, well, apart from that small oil dribble somewhere around the front cover we are just choosing to ignore at this point.

Mini Ads

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Dawnbreaker run

As Far as the Eye can See!

Dawn - noun (Proper), the first appearance of light in the sky before sunrise,
Breaker - verb (intransitive), to undergo a change or enter a new state.



This simple dictionary meaning of the term Dawnbreaker does not do justice to the glorious morning lights and sights as the sun began to appear, while on our way to the start of the annual Dawnbreaker Run. There were few other cars on the road at this early hour, but everyone should experience mornings such as this one. It was so good that

a certain white Cooper S ventured out for the run!

We were one of the last cars to arrive and there before us was a line of Minis seemingly stretched out as far as the eye could see. What a fantastic turnout! More cars arrived to join the queue behind us. Normal procedure is to copy 15 sets of instruction and get around 10-12 cars for this event. Chris Roper seemed to be pacing around nervously, counting and recounting the number of cars in the line and thinking about the 21 sets of instructions he decided to copy, not the usual 15. Plans were being made in case more than 21 cars turned up. Chris had one spare set of instructions left.

By now, the sun had appeared and revealed a clear



blue sky for as far as the eye could see, the Waitakere ranges looked striking in this light, and after the briefing the cars were set off one by one. Whilst waiting for our turn, we got a shock to see the Minis coming back up the road past us. “Lost already!” we thought, but no, ‘The Two Chrises’ had devised an interesting start to the run that involved going down to the beach a few times.

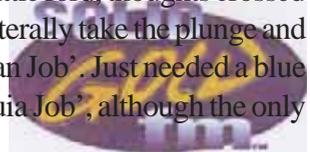
The Manukau Harbour was absolutely flat and mirror



like for as far as the eye could see. No easy beach trips here either, as my lucky navigator had to get out of the car and find the answer to the relevant questions. I wanted her to run but then remembered that this is not a speed event. I was tempted to park across the road and block the exit for the other cars already there, but again remembered that this was not a speed event! The usual vehicles down this way were obviously ‘Takapuna Tractors’ because the speed humps were almost as high as the Mini and care was required if you didn’t want to lose the exhaust system. This wasn’t a problem because.....this wasn’t a speed event!

There are some wonderful roads for Minis around the Titirangi area and the route took us out towards Laingholm and Cornwallis to Huia. It has been many years since I visited Huia and the return was welcomed. When the tide is in, you would be hard pressed to find a more picturesque seaside setting than Huia and it did not disappoint. Although it can seem that the edge of the world is closer than Huia, the trip is worth it. If you haven’t been - go. Buy an icecream at the store, then sit at the water’s edge for a while to eat it slowly.

Onwards to Little Huia with its views right up the Manukau to Onehunga which was about as far as the eye could see. As we went through the little ford, thoughts crossed my mind about whether a certain white Cooper S would literally take the plunge and wade through, imitating the scene from the original ‘Italian Job’. Just needed a blue and a red mini with him and we could have made ‘The Huia Job’, although the only





gold to be found seemed to be the fish that many boats were queuing up to go and catch. Not sure about smelly old snapper in the boot of the white Cooper S. One interesting question concerned a red letterbox and a

pick me up! I wondered who wanted picking up so early in the morning and as it wasn't nighttime, it probably would not be a certain type of pick me up. Turns out to be a bit of chocolate for everyone. My navigator suggested we take it all, but I put my foot down firmly and said no, not realizing it was on the accelerator, so off we went quite quickly! The chocolate was a nice touch from the 'the Two Chrises'. My hunch telephone call to the Ranger paid off at the Lower Huia Dam, as he'd unlocked the gates so my poor old navigator didn't need to run miles to the swing bridge! We simply drove right up to it and would have had trouble parking any closer. One for the good guys!

It was then back into Titrangi, up and over and down the other side into New Lynn for the finish. Our only wrong turn was here! It was nice to see a lot of new faces, people new to the Club, so to you all - Welcome, we hope you enjoyed the event. Thanks to Chris and Christine Roper for the time spent putting this together for us. A wonderful run, through some wonderful countryside, with a wonderful breakfast to conclude the event. And there was still time to go home, get the kids out of bed and do the gardening.

Results:

1st Shelagh and Alan Murie
2nd= Vic and Joy Hayes
Chanel Williams
Roy Wilson

Gavin and Teresa Agnew
Lee Norman

Annual economy run

Feathers and Fish Hooks

The annual Economy Run was held on December the 9th, starting at 1:00pm from the Motorway Services at Drury. We were treated to the briefest of briefings from Gary who basically said “Welcome to the Economy Run. Please line up over here and you’ll be set off individually.” “What???? Is that it????” Every time one of the Zed Club cars started up, I wished that my Mini and I were in their group as it sounded like a litre of fuel used just to turn the motor over, let alone a genteel cruise in the country.

The normal 60 sec interval between cars seemed to be taking forever, but it was a chance to have a chat with others while the earlybirds received instructions on the start line. It was apparent that tactics were being employed already so as not to sit too long in the queue, with its stop/start nature, using the precious liquid gold unnecessarily. Little did I know what was waiting for us – I thought I saw some ruffled feathers flying from some cars on the start line, but took no notice. I had taken the bait!

There were a few, myself included, who were doing the run solo, my usual navigator having decided that her (oops his/her) time would be better spent shopping! What a good call this would turn out to be, although it was not appreciated at this time.

Eventually, my turn came to line up for the start. Gary opens the door, hands me some sheets and says something about being two sheets of questions with no clues as to what / where they are except that they are in order. I hardly heard him after “two sheets” as sheet 1 looked had about 100 questions on it (about 15 really!) and appeared to be very obscure.

This would not be a genteel cruise in the country.

Before I had a chance to come to terms with these, more sheets are handed over with the course instructions. Gone are the usual well written step-by-step instructions. In their place are about 40 ‘tulip’ diagrams that showed the direction to take at intersections.

This is going to be a quick and genteel cruise in the country!

Suddenly it dawned on me that there would be more than 40 corners and that these were only the ‘important’ ones.

Maybe not so quick and genteel after all.

With my mind starting to come to grips with the questions and instructions, ‘He who must not be named’ hands over another sheet. With the voice of a choirboy Gary calmly states that this is also to be a treasure hunt and these are the items you need to collect. OMG! Has this man no mercy? It’s apparent that JK Rowling has modelled Voldemort on Gary. Feathers!! Fish Hooks!! I bet there’s a horse’s head on the list somewhere! I wish I had a Nimbus 2000 so I could bash Gary around the ears for this.

I wanted a genteel cruise in the country.

Not only have we been taken hook, line and sinker, but at the moment it feels like the rod, reel and boat as well. Raw wool – do we need to start sheep rustling now? For the first time in my life, I wish I was Australian because then, there would be plenty of raw wool in the backseat of my car! Shell? We aren’t going anywhere near the coast. Maybe we will pass a Shell Garage and I can sneak in get a corporate logo. I wouldn’t dream of filling the car as well while I was there, would I... Queen of Hearts? Maybe there is a stray picture of the late Princess Diana in one of the Sunday papers. She was known as the Queen of Hearts. Should I take the “We should be a republic, not a monarchy” view and hand in a picture of Helen Clark. She could be our Queen of Hearts. No wait, she’d be our King of Hearts. Cork from wine bottle... This will be a problem since I’m never drinking again after that last time. Oh well, if I have to make a sacrifice, better make it a 2002 Cabernet! Looking down the remainder of the list, I thought about the chance I had to go and stick pins in my eyes instead of doing this run. I am *very* glad that we do not have to hand in a pin! Hang on a minute lads..... that fish hook would do the job just as well.

Where’s my genteel cruise in the country?

Had Darth Vader finished his tormenting? Not by a long way. Whilst waiting in line for the start, I noticed lot of water running down the road and mentioned this to Catherine along with the hope that it would not lead to problems for someone later. With that, I made sure I still had the compulsory 3 litre bottle of water in the car that I always carry in case I get lost in the desert. Then the reason for the water on the road becomes crystal clear. Lord Sauron suddenly produces a plastic cup of water and boldly states “Hand this in at the end with the same amount of water in it.” Stunned, I look and immediately realize what Frodo felt like when agreeing to destroy the Ring by ‘throwing it into the Fires of Mt Doom’. I know where someone should throw Dr Evil! Then with a cheery OK, Michael Corleone moves on to his next ‘customer’.

Time for the genteel cruise in the country!

After looking at all the sheets and throwing the water out the window – he didn’t say it had to be the same water – off I go. A famous TV star once sang “It’s not easy being green” and it certainly wasn’t easy keeping up with the directions and questions, whilst looking for feathers and fishhooks. However, this made me curb the natural instincts when driving the GT and slow down. It dawned on me that this was actually improving the fuel economy of the drive and this was the aim of this run. Things hadn’t worked out too bad although I did forget all about the feathers and fishhooks for the first half of the run. In the back blocks of Bombay there were several paddocks of sheep, and Pinnacle Hill Road was just like a treasure hunt supermarket – raw wool on the fences, pine cones by the hundred, gorse was plentiful although not many flowers. Got a few pricks getting that – did they remind me of anybody? Discarded wine bottle - I hate people who litter although it did provide me with the cork I needed. Maybe it was OK to litter in this instance???

NO – it was not and **never is alright to throw your rubbish out of your car**. Got a shell from the stop at Yard Art – no need to find a Shell Station after all. A glance around the car proved to be a bonus. There was my plastic bag with some of the cards from the Poker Run. Maybe, just maybe there will be a Queen of Hearts there and stop me looking for a picture of Helen. Yes!! Feather still required. I resisted the temptation to ‘lose control’ of my car going around a corner that just happened to have a Pukeko wandering about because that is not the sort of thing Samwise Gamgee would have done.

This was turning out to be a genteel cruise through countryside ranging from the long straight flat of Karaka to the ups and downs of Bombay/Paparimu that would challenge any fuel economy run. I noted with satisfaction that the fuel gauge hadn't moved much at all – maybe, just maybe the twin 1.25 SU's would do all right. Perhaps I should have leaned them off a little? It was too late now as I arrived at the Bombay Services for the finish. The car as filled up and mileage (sounds better than kilometrage, doesn't it) recorded. The tank took what seemed to be just a splash of fuel (woohoo) but then I remembered the other tank (boohoo). Still 6 point not a lot litres didn't seem too bad. Job done and time for a coffee, (remember I gave up alcohol earlier), and natter with the others. The collecting of the feather provided the most entertaining parts of the run for most people by all accounts.

Once again Gary and Catherine have excelled and produced an event that dared to be different. The use of 'tulip diagrams', the questions not 'part of' the route so care and good eyes were needed, the treasure hunt and the glass of water. Rumour has it that one person held onto their full cup the whole way round. To that person – Respect! We are fortunate to have people in the Club who are able to run events like this as they are truly memorable. I can't wait for the 'Triathlon' event.

“Holy Timepiece Batman, that took over 2 hours”. 100 kilometres in over 2 hours making average speed less than 50 kph so it truly was a.....**genteel cruise in the country.**

Economy Run Results:

Mini

| | |
|---------------------------------|----------|
| Stephen & John Miller | 24K/L |
| Gavin Bowring & Tiffinie Filkin | 16.28K/L |
| Gavin Agnew | 15.54K/L |
| Matthew Oliver | 15.32K/L |
| Alan & Shelagh Murie | 14.93K/L |
| Vic & Joy Hayes | 14.2K/L |
| Mark Thompson | 13.36K/L |
| Sue & Shane McLarnen | 10.69K/L |
| Murray Grant & Rex Coubray | 10.17K/L |
| Roy Wright | DNF |
| Chris McMurray | DNF |

Z

| | |
|------------------------------|---------|
| Brian & Sheryl Schou | 8.76K/L |
| Dawn Allen & Darrell Crane | 8.25K/L |
| David & Janice Turner | 6.68K/L |
| Allan & Beverly Lewis | 6.1K/L |
| Imogen & Nathan | 6.1K/L |
| Kelvin Healy & John Paterson | 4.87K/L |

For Sale

1971 Orange Mini Clubman 1000cc, manual.

No wof or rego' (both expired about 6 months ago);

New floor & battery, 2 fairly new tyres,

New coil, points, condensor, leads;

Tidy interior for age (missing carpets);

Moderate dent underneath rh taillight, otherwise the body is reasonably straight.

Goes well. \$700 ono.

Phone Liam, (09)817-4356.

You may have already seen this about 2 Paddy Hopkirk minis for auction

<http://www.classic-auctions.co.uk/lotdetail.php?&lotid=23964&aucid=24462>

<http://www.classic-auctions.co.uk/lotdetail.php?lotid=23965&aucid=24463>

Filip Annemans has now a web site as well. Have a nozy around to see what he has on offer.

<http://www.buzz-a-mechanic.co.nz/>



BMC WINS IN TULIP RALLY

- ★ **BEST PERFORMANCE OVERALL—MINI COOPER 'S' (1300 cc)**
- ★ **OUTRIGHT WIN G.T. CATEGORY—AUSTIN-HEALEY 3000 Mk III**
- ★ **OUTRIGHT WIN TOURING CATEGORY—MINI COOPER 'S' (1300 cc)**
- ★ **MANUFACTURER'S TEAM PRIZE—MINI COOPER 'S'**
- ★ **3 CLASS WINS**

BMC HAS NOW WON ALL THREE MAJOR EUROPEAN RALLIES THIS YEAR

A Mini Cooper 'S' won the 1964 Monte Carlo Rally, and also landed outright victory in this year's Circuit of Ireland Rally



Like all the big European rallies, the Tulip is a brutal test of driving skill and engineering expertise. The route this year took in France, Belgium, Holland, Luxembourg and Germany, with short, sharp skirmishes round the famous Nurburgring and Zandvoort race-circuits—and several tough hill climbs. Altogether 1750 miles were covered, through breathtaking country at heartstopping speeds.

The Austin Healey 3000 on its way to an outright win in the G.T. Category.



Apart from tuning and very-necessary rally equipment, the BMC cars entered in the Tulip Rally were exactly the same as the cars you can buy in your local showroom ... right down to the floor-mats! This success highlights the strength, performance, roadholding and dependability that BMC builds into every production car. Features that are just as welcome on an international rally as they are on a trip to the coast.



THE BRITISH MOTOR CORPORATION LTD
BIRMINGHAM AND COVENTRY

BMC TULIP RALLY SUCCESSES

Best Performance and outright winner Touring Category

MINI COOPER 'S' (1300 cc)

Timo Makinen & Tony Ambrose

Outright winner G.T. Category

AUSTIN-HEALEY 3000 Mk III

Donald & Eric Morley

Manufacturer's Team Prize

MINI COOPER 'S'

G.T. cars over 2500 cc

1st & 3rd—AUSTIN-HEALEY 3000

G.T. cars 1000-1300 cc

1st & 2nd—MINI COOPER 'S'

Touring Cars 1000-1300 cc

First six places—MINI COOPER 'S'

Results subject to official confirmation

Daily Sketch April 27, 1964

OPEN HOME WEEKEND AT COOKS BEACH

When Friday 22 February – Sunday 24 February 2008

Depart from BP on M'way Papakura/Drury

either 10am Friday or time to suit

or 9.30am Saturday

or find your own way when you can for as long as you can

Where Cooks Beach, Coromandel Peninsula

Accommodation options –

Bach (Murie – sleeps 4 + floor & Bates – sleeps 6-8)

Tents – can be pitched at baches Campervans

Campground Motels B&B

Activities

Sat – still planning

Sunday – Driving Creek Railway at Coromandel

We will need numbers for the bach accommodation, the dinner on Saturday night (Whitianga Club \$16pp) and the Driving Creek Railway (\$16pp) on Sunday

Contacts

Alan & Shelagh Murie ph 263 8565 0274 754 816

Email murie@maxnet.co.nz

Mike Bates ph 09 238 8187

Email fisher52@ps.gen.nz

Plenty of Minis racing at Pukekohe last December. Check out the photos on my web site.

http://simple-pages.homeunix.net/photo-album/Mini_racing_Pukekohe_2007_12_1/

MINI News

18/19th January 2008.

MINI CHALLENGE'S FIRST DAYS RACING.

Thursday was a blistering hot day at Taupo and the track temperature was an incredible 50 celcius.

Thursday's free testing saw some drivers improve. At one stage Dave Grigor in the Golden Homes sponsored car was 2nd fastest and the new rookie to the series Craig Innes was 6th.

They had made drainage cuts in a section of the tarmac and the Porsches ripped it up so the MINI Challenge qualifying was delayed until just before 6pm.

It was a good news bad news story for Gavin Dawson in the Scalextric MINI. After his win at Ruapuna he was offered new sponsorship by Webdesign Taupo. In the first test he picked up a stone that 'dropped the belt' so he sat the test out on the infield. In Qualifying lap 1 he set a 1:45.720 and on lap two was drafting behind two others. The first clipped a secured tyre protecting the corner and it 'danced' around the second and into Dawson's path. It went through the spoiler and radiator and out the back end and it was all over. Good news was his time was never beaten so he had pole for Race 1.

Courtney Letica in the Altherm MINI was only 0.037 behind him and only 0.401 to Keeley Pudney. It was close alright, only 0.060 to Karl Wilson, 0.036 to Rhys McKay and 0.370 to Brent Collins. Down to 10th were in the same second.

Why was Brent Collins in the PDL MINI down in 6th? It was thought the 50kgs he was carrying could have upset the balance. Collins said he had had an alignment problem in testing and the car felt better but what he did not know was his headset failed and he assumed his qualifying time was enough so he eased off – it wasn't.

In order to keep the racing as close as possible winners are 'rewarded' with weight penalties. For a win you get 25kgs, 2nd is 15kgs and 10kgs for 3rd. The maximum is 50kgs. Those weight penalties are displayed on the car's side window.

A long wait for the teams today (Friday) for Race 1 scheduled for 3.55pm.

Dawson and Leticia were side by side with the advantage to Leticia but Dawson had the inside line. Dawson took him slightly wide and Karl Wilson was tucked in behind with Kelley Pudney and Rhys McKay side by side and Brent Collins trying his luck around the outside. Clarke Hopkins had a spin in that first turn.

James Kirkpatrick received a stop and go penalty which relegated him to the back of the field.

Into lap 2 and Dawson had a 'tank slapper' which allowed Leticia through. At the end of that lap Dawson tried to outbrake him but Leticia escaped with a shortcut across the grass and just held his lead.

Gavin Yortt had a big infield excursion and re-entered the race via the 'kitty litter'.

Adam Dobbs was now showing frontal damage from the races within the race. One of those was between Matthew Lockwood, Wayne Timms and Clarke Hopkins. Hopkins had a scary moment when his car did a pirouette on it's nose and he exited the track.

It was a 6 lap race and the order did not change again. 1st Leticia, 2nd Dawson, 3rd McKay, 4th Wilson and 5th Pudney.

Race 2 is on tomorrow (Saturday) at 9.20am and Race 3 is at 4.50pm.

DAY TWO

Not so warm this morning with a strong easterly whipping up the dust for the MINI Challenge Race 2 start at 9.20am

Courtney Leticia in the Altherm MINI was on pole with Gavin Dawson in the Webdesign Taupo MINI. As the lights went green Leticia got the jump on Dawson and moved across for the lead into Turn 1. The top five of Leticia, Dawson, Karl Wilson, Rhys McKay and Brent Collins all turned together. By the time they came back into view Collins was into 4th behind McKay.

Out of our view was Wayne Timms who had a big moment in the sweeper entering the main straight and he hit the wall damaging the suspension on the left hand side. Video footage showed Timms did not do it un-aided. Out came the safety car. Gary Johnstone visited the pits with the same miss he had yesterday.

Restart and Dawson was almost through with Collins and McKay in very close. Keeley Pudney was mysteriously down to 8th. Again we saw on video two altercations with McKay at the northern end of the track for which Pudney received a drive through penalty for the one in Turn 8. Gavin Yortt had a big sideways moment in Turn 9.

Last lap and down the 800 metre main straight Dawson was right on Leticia's bumper. Wilson was almost through on Dawson. Into the second to last turn and Leticia's forward motion hesitated – he had missed a gear - into the finish straight and Leticia protects his line and takes the chequered flag.

Dawson had broken the lap record on that last lap – a 1:44.776 with an average speed on 104 kph. Leticia returned to the pits with water pouring from the front. He had broken a front right engine mount and the engine was flexing against the radiator.

Video replay showed lots of other 'door rubbing' as well and some not so friendly. Kirkpatrick had a close moment towards the wall but carried on. Gavin Yortt had a big infield excursion and re-entered the race via the 'kitty litter'.

It was a 6 lap race and the order was: 1st Leticia, 2nd Dawson, 3rd Wilson, 4th Collins, 5th McKay.

Race 3 was at 5pm and it was still blowing and colder than this morning. The top 10 were in reverse order. McKay had a blinder of a start and Shaun Turton lead from Craig Innes and McKay. Next lap it was Innes, McKay and Turton. At the end of the main straight there was a melee of cars entering the left hander. Collins tried to back out but it was too late and he was hit from behind and hit the car in front. He stopped having locked up the transmission. Wilson was now at the back of the field having had a drive through penalty.

McKay then lead from Innes and Turton and Pudney pits. McKay gradually extends his lead on Innes and Turton through to the finish and 4th to 6th were in a race of their own – Matthew Lockwood, David Grigor and Tony Houston. Dawson was 7th, Kirpatrick 8th , Leticia 9th and Adam Dobbs 10th.

Overall placings for the three races were 1st Rhys McKay, 2nd Courtney Leticia and 3rd Gavin Dawson.



Just in time for the holiday season, we came across this nifty idea for a camping holiday. Sick of having to camp way out of town? He is a novel way of getting a prime site in your local downtown.



Mini Events

SUNDAY 13 JANUARY - Dawn Breaker run starting by the Scout Camp in Connaught Road, Greenbay
At 6.00am and finishing for breakfast. Contact Chris Roper 09-817 4080

SATURDAY-SUNDAY 19-20 JANUARY - Classic car & hot rod festival /swap meet Kumeu

SATURDAY 2 FEBRUARY - Follow the leader run up the Awhitu Peninsula with members of the Kapiti Mini Club who are visiting Auckland for the Galaxy of Cars. Meet at BP Bombay at 12:30pm for a 1:00pm departure. Contact: Gary Ashton 021 621230

SUNDAY 3 FEBRUARY - Galaxy of Cars show and Swap Meet at MOTAT. Assemble in Motions Road car park at 8:00am.

TUESDAY 5 FEBRUARY - Clubnight.

SATURDAY- SUNDAY 9- 10 FEBRUARY - NZ Classic CAR Weekend incorporating the Intermarque Concours d'Elegance at Ellerslie Racecourse. Details of the organized runs on Saturday will be posted here soon.

SATURDAY- SUNDAY 23- 24 FEBRUARY - Cooks Beach Trip. The Bates and Murie families invite all members to Cooks Beach for the weekend. Plenty of activities to fill the days. More details AT CLUB NITE. See inside the mag for more.

SATURDAY 1 MARCH - Mini Car Club verses Z Club Golf Challenge followed by BBQ. Meet at the BP Service Centre between Papakura and Drury on the Southern Motorway at 1.00pm for a 1.15pm departure. We will follow the leader to the venue, if people have their own clubs they can bring them, otherwise they can be hired. We will have a BBQ afterwards. Cost to be confirmed but will be about \$15 to \$20 per person

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

TUESDAY 4 MARCH - Clubnight

Mini Events

FRIDAY-SUNDAY 7-9 MARCH - Wings and Wheels over Waikato at Hamilton Airport. MCCoA attending Sunday only. Depart BP service centre between Papakura and Drury on the Southern Motorway at 7am sharp and traveling in convey to Hamilton Airport. Members attending need to be confirmed no later than 6th February 2008 so passes can be obtained. Contact Gavin Agnew Ph 2980046 or Murray Grant Ph 0274 881960 or 5370165

SATURDAY 22 MARCH - Navigational Trial with a difference. Starting from the Auckland Regional Botanic Gardens, Hill Road, Manurewa. Meet in the gardens car park at 1.00pm for a 1.15pm start. Gary and Catherine ran one of these in 2007, which was well received by all who participated, but they have added a new twist for 2008!!! Bring a pen and clipboard and join us for something different. Contact Gary Ashton 021 621230

SUNDAY 30 MARCH - SUNDAY 30 MARCH - Karaka Vintage vehicle & machinery day. Meeting 7am at Karaka Green, corner Linwood and Blackbridge Roads, Karaka (off the southern motorway at Papakura, heading toward Karaka approx 8km) All cars must be in on display by 9am. Club will have BBQ for lunch

SUNDAY 20 APRIL - Navigational Trial. (Venue TBC).

SUNDAY 3 MAY - Triathlon Trial starting from BP Drury and finishing in Manurewa. Starting from the BP Service Centre between Papakura and Drury on the Southern Motorway at 8.00am, this trial promises to challenge and entertain all involved. There will be great roads, traditional trial instruction, plus a number of different concepts to challenge the mind. With a stop for morning tea and another for lunch, this monster will finish about 3.00pm for afternoon tea.

SATURDAY 24 MAY - Mini Fun Day

SATURDAY 21 June - Night Trial. Starting from the BP Service Centre between Papakura and Drury on the Southern Motorway, Meet at 5.00pm for a 5.15pm start. This is our traditional night trial that takes in some of Franklin Districts best roads and finishes for dinner.

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

Photo Caption Contest



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

Send your caption before 15 March 2008 to:

editor@minis-auckland.org.nz