

The back page. Photo contest

Photo Contest



Question is: *What model Mini was this originally?*

Yes it has gained some red paint and air horns but the first correct answer wins a bottle of the fabulous *MOTHERS Showtime Instant detailer.*

Send your answer before 15 July 2008 to:
editor@minis-auckland.org.nz

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28

Mini Car Club of Auckland Incorporated



June 2008

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Mini Car Club of Auckland

Volume XVI Issue 3 June 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 July 2008

Presidential Report

Warwick Robinson

From this months issue we have a new magazine Editor with Ian Ferguson taking the wheel from Frits, who has done an absolutely fabulous job over the last 10 years. Frits received a standing ovation, not to mention a gift of wine from the club, at the May club night.

A BIG thanks from all of us Frits, your editorship was greatly appreciated.

Ian undoubtedly has plans to make a few changes to the magazine, we look forward to the new ideas.
Please support him with lots of articles and photos.

We are working with Mark Steel at Team McMillan Mini to have our Committee nights at Team McMillan dealership boardroom on a regular basis.
The first meeting at this venue was in May, with none of the Mackers Greenlane hubub to dominate the meeting.

Don't forget any member is welcome to come along to the Committee night on the 3rd Tuesday of every month.

MINI NATIONALS @ HAMILTON. LABOUR WEEKEND

This year the Mini Nats are being held In Hamilton and run by Minis Waikato – Saturday 25th & Sunday 26th October which is Labour weekend.
We would normally go down to Hamilton on the Friday afternoon the 24th so start planning now – we want to have a large team going down.

We are also looking forward to the Speed Show in September 20th & 21st where we intend using our award winning display from the Eilerslie Concourse event.

All for now

EL PRESIDENTO
WARWICK





"The winners prize - MOTHERS Showtime - Instant detailer"

There were NO entries in the last photo contest, so we have created another style of contest to check your knowledge rather than wit.

Take a look at the back page for our next competition.

This time it's a bit more of a Mini challenge. Any tricky or funny pics welcome. Send to Editor.

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Captain's log

The years going fast again, another couple of months have past. It will be Christmas soon.

They say time fly's when your have fun. (Its called aging Murray-Ed.)

At least things have slowed up a little, gives us time to do those touch ups to the cars that may need doing.

Firstly a quick run down of the past events

A big, THANKS must go to Gary and Catherine for organising two more excellent events over the last couple of months (Navigational Trail & Triathlon Trail). Both events having the Gary twist added.

Standing and talking to other club members in the car park of The Botanical Gardens waiting for the Navigational trail to start, I commented that I had never walked around the gardens before.

Who would have known then that Easter Saturday afternoon is exactly what we did, walk around the gardens and find answers to the questions Gary had plotted. Congratulations to a new club member for winning Erena Warrington (full report on the club web site or last magazine).

The Triathlon trial was another great event with club members traveling over Franklin, Waikato, Papakura and Manukau City countryside.

The hearty club members that took part seemed to be enjoying themselves collecting things on the treasure hunt, answering questions and navigating directions to the next check point to pickup cards for the poker run.

A good day had by all even if some, once home were tired and went to bed early. Full review on club web site.

Karaka Vintage Day: Another great event, even if member numbers were down. The vast array of machinery and cars that you don't see at other shows and the grand parade at the end made for a fantastic day.

Activity fun run: 13 minis and 2 hybrids found them selves navigating and answering questions through the streets of the Eastern suburbs with two timed Challenges along the way.

Congratulations to George Brown 30.25 sec changing wheel and Gavin

Agnew, 45 sec on the spark plug challenge and winning the run outright. Full report on club web site.

Looking forward to the events coming up over the next couple of months. Some may have already been run when you read this magazine.

Check out the events calendar in the rear of this magazine and don't forget the up

to date listings on the club web site: www.minis-auckland.org.nz

A lot of work goes into planning and organizing the events so GET OUT and support them.

The tour of Lion Breweries on Saturday 16th August is limited numbers first in best dressed.

If members have ideas or places of interest the club could visit please let me know. 0274 881960 or club-Captain@minis-auckland.org.nz

Club Merchandise is available!

Club stickers for car -contact Lee Norman [details below]

Number plate surrounds \$15.00 pair -contact Mike Bates

Embroidered Jacket \$127.15 each MINI logo front club logo back

Cap \$22.50 each

Polar Fleece \$73.15 each MINI logo front club logo Back

Shirts \$73.15 each MINI logo front club logo Back

Clothing can be obtained by going to EMBROID ME East Tamaki cnr Smales Road and Springs Road East Tamaki.

Show the staff your Mini Club Card they will sort out your size.

Before I sign off August club night [Tuesday August 5th] is the Mini Car Club Of Auckland's Annual General Meeting and Prizegiving .

Any members who received a trophy at last years prize giving, please return it on or prior to the July club night.

Also club subs for the coming year come up for renewal in July please forward to the club Treasurer.

PLEASE NOTE: Only financial members can vote at the AGM.

Cheers
Murray



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LEE NORMAN

CLASSIC MINI SPARES & RESTORATION

Ramblings

Dear Readers

I must admit it is with some trepidation that I write my first editorial, in the esteemed position of Editor. Big boots to fill as Frits is at least a foot taller than me and worldly wise with respect to computers.

For those who don't know me, my drive in life has been predominantly Mini and believe that everyone should have Mini experience or they will never know what they missed.

For those who know me, please do not expect the obvious with my background of glossy new car magazines. That was an experience I cherish, but in reality is it fades into the distance compared to my love of the venerable and timeless Mini.

Editor Frits has been around as long as I can remember and has done a sterling job, growing the club mag to what it is today, a very credible and informative Mini read.

While wanting to know more about my predecessor, I happened upon his Mini profile on the minis-auckland.org.nz website, which I must say is better than any other car club site I have viewed.

Of course you think you know someone and the profile proved to me that Frits is a Mini man through and through.

The clincher was the fact that he met his wife [to be, back then in the 70's] because of a Mini, well Frits, that is another thing we have in common.

Always said that Minis were about passion.

To Frits, a personal thanks for the guidance and don't forget to keep us up to date with your projects especially the Minuki or was it Suzini.

All magazines are pretty much always in a state of evolution and some even revolution.

This is in part, because they need to move with the times or the readers will ignore them if they are not satisfying.

It is my belief that all readers should put down a magazine more enlightened than when first opened.

I very much welcome your input into this club magazine, as it is our living document to the world's best car, ever.

And finally, please contribute, as every reader wants to know.

Ed.

PS. Sorry for delay with mag delivery - software should be called hardware!

Triathlon Trial or

Hamish Who? Olympic What?, or "My Kingdom For a 2001 Dollar Coin." *Triathlon, noun - an athletic contest consisting of three different events, typically swimming, cycling, and long-distance running - but not this time.* If only Hamish Carter had known about the MCCoA Triathlon Trial held on Sat 3rd May, he may never have wanted to become an Olympic champion. I'm sure he would have instead changed his life priorities to include this event in his list of 'must do' achievements.

This 3 stage event could have been termed a 'Pentathlon' as there were 2 extra tasks for all to complete in conjunction with the main stages. The 2 extra tasks were a 'Treasure Hunt' and a 'Poker Run'. The Poker run was different from our previous one in that the cards were individually sealed in envelopes and had to remain so until the official playing of hands at the end. We had no idea of what cards we had collected along the way. Cards were distributed at the mid stage checkpoints, as well as the start of stages 2 and 3.

Gary pulled out the ultimate trick in the treasure hunt. A Heineken bottle top! Tinsell Knitting Needle! Trumpet! The treasure hunt would have provided enough challenge to be its own event, let alone trying to collect 19 items while being navigated through some wonderful countryside, concentrating on the Triathlon Trial! One of the required items was a 2001 One Dollar coin. After calling in at a friends hotel and checking through all of the extremely full tills, there were no 2001 \$1 coins at all. Plenty of 2000 and 2002 coins, but no 2001 minted dollars. I began to smell a rat here. Two more stops at very obliging stores did not provide any 2001 coins either, but there were plenty of 2000 and 2002 coins! The smell was becoming that of a complete extended family of rats now. We began to wonder why we needed a mouse trap - it would be far too small to trap the perpetrator of the great 2001 \$1 coin swindle!

Gary's initial briefing finished with words to the effect of "The organizer takes no responsibility for marital disharmony caused on this event. Please all remember, you are meant to be having FUN". This last reminder was really unnecessary as it was impossible not to.

Stage 1 began at the Drury Services at 8:00 am with one of the more traditional tasks - following written instructions and answering questions along the way. This was the longest of the stages as we found ourselves in places with names like Drury, Ardmore, Clevedon, Brookby, Hunua with the mid stage checkpoint down at the falls, Paparimu, Mangatawhiri, Maramarua, Waeranga and finally to Te Kauwhata for morning tea. A quick tour of the local shops (that were open) did not contribute to the treasure hunt. By this stage we had only 4 items left to find and I thought that might be enough.

I couldn't see any of the others getting close - we had called in at home to collect what we could as it wasn't far off the path.

Fools gold



Luckily we persevered and collected everything but that 2001 \$1 coin. *Underestimate the resourcefulness of a Mini owner at your peril.*

It was funny that as we entered the Waikato region, the sun came out which made for a very pleasant stop in this historic town. Stage 1 had provided all with a fair challenge, judging by the stories and comments being thrown about over a cup of tea.

However, we still had a long way to go and couldn't stop here for ever. Stage 2 was to be a 'tulip diagram' run where diagrams are provided of the intersections where we need to change direction. A list of clues on a separate sheet were also provided. One of the first things we had to do was cross the Waikato River at Rangiriri. I don't know what it is about the Waikato, but when crossing it, it looks dark and foreboding and not a place you want to be. I wonder if it has anything to do with the history of the river and all the 'things' that have happened on or in it, or its closeness to Taupiri mountain.

You fully expect to see a Taniwha sunbathing on the river bank and must not disturb it any any cost. Well not for less than a few million dollars anyway! From the river we tracked west, then North, then East to cross the river again at Mercer. It seemed I was being followed by that Taniwha as I was sure I saw it again as we crossed the river. However, this time it turned out to be Murray and the Stage 2 checkpoint. Thoughts turned from taniwhas to turrets as it was time to answer another question and the river did not look quite so foreboding from here. Thereafter, the route took us back to Mangatawhiri, up Pinnacle hill Road to Bombay and on to the motorway services for the lunch break.

While there we witnessed what must be a unique event. We observed a motorist pulled over by the Police (plain car - Nissan Maxima) for speeding in the McDonauld's drive through. He must have been doing 6 kph in a 5 kph area. How low will this revenue collecting go? Will we soon be forced to sit in our cars only as any speed at all will be outlawed?

Hang on a minute lads.....this might stop the boy racers.

Stage 3 was the jewel in the crown, the pinnacle, the Everest of stages. I heard 16 jaws hit the ground at the stage briefing (mine included!). To give all those who missed the event and haven't seen 'straight-through' instructions before, I have included a diagram of page 1 out of 7 pages of 'pace notes' for your information* . . . /

These instructions took us around and about Bombay, Ararimu, Hunua, Papakura, Ardmore Airport for the mid stage check point and on to Clevedon, Brookby, Whitford, Howick, Dannemora and Redoubt Road and through to the Botanic Gardens for the finish, needing to collect answers to questions on the way - again. We fin-

ished at 4:00 pm so the day had been 300km's and 8 hours long. It certainly did not seem that long, but we had been promised the 'Mother of all Trials' and we certainly were given one. I can only imagine the amount of time it had taken Gary and Catherine to put this event together. From a personal point of view, I found stage 3 to be the most rewarding as the driver and navigator had to work closely together and trust in each other in order not to get lost. This was a very small taste of how closely together the WRC drivers and navigators must be in order to succeed. As for the 2001 \$1 coin - they were not minted in 2001! Swimming training: Painful Cycling training: Disagreeable Running training: Agonizing MCCoA Triathlon: Priceless (I concede - so is an Olympic Gold Medal)

Results:

Name	Questions	Treasure Hunt	Poker	Points
1st: Gavin and Ben Agnew	24	19	3 Kings	73
2nd: Les Gubb	23.5	18	2 Jacks 2 Fours	69.5
3rd: Alan and Shelagh Murie	24.5	19	2 Queens	63.5
4th: Rex and Susan Coubray	24.5	13	2 Aces	57.5
5th: Vic and Joy Hayes	24.5	13		37.5
6th: Roy Wilson	27	8		35
7th: Brd Hall & Leigh Shaw	21.5			21.5

*If you want the pace notes explained further, you will have to do the next one!

Intrepid Mini stories - Royston Wilson

Tags along with the Ford 8 & 10 Car Club of Auckland's Easter Weekend (2008) rally to Cambridge, NZ.

On the Friday, we met at the BP Motorway, Drury, at 9.30; then drove to Cambridge using some roads I never even knew existed. We knew that we were going to be incognito when we got there, as the VW car clubs were holding a convention in Cambridge on the same weekend. 6 old Fords, a not-so-old Mini & a BMW Mini are no match for hundreds of Beetles & Kombis. [I disagree-Ed.]



We spent the rest of Friday relaxing: doing such diverse attempts at relaxation as drinking, reading, sleeping, going for walks; or - as the last photo shows - contemplating getting beaten at chess yet again.

Saturday saw us on a scenic rally through miles & miles of Cambridge's finest back roads. The finishing point was the Cambridge racecourse, where we had lunch. While we were sitting around, soaking up the sun, someone asked "Who won the rally?"

"Not yet," was the reply, "You've only done half of it!"

Sure as eggs, the second half was as long as the first.

After we finished, we went back to the motor camp. There was a bit of discussion, as you do, about old cars: & before we knew it, we were on our way to Te Awamutu to see a car restorer's workshop & collection.

One thing I learned about the trip to Te Awamutu from Cambridge, there are NO petrol stations at all. The whole trip there was driven with one eye on the road, the

other on the fuel gauge.

When we finally got to Te Awamutu, I filled the Mini. 437 km on 27.5 litres. 15.9kl in dollars & cents, or nearly 45mpg in pounds, shillings & pence. [What are those?-Ed.]

Not too shabby, considering we weren't "babying" them on the earlier 2-part rally.

Even though the NEWEST Ford there was first registered in 1952, my Mini - at a tender 25 years younger - was the only car to break anything on the whole trip (and that was a window winder handle & shouldn't really count).

--- Roy Wilson.

Mini Car-Club of Auckland
(& Former member of the Ford 8 & 10 Car Club)

Ford 8 & 10 refers to the rated engine horsepower.

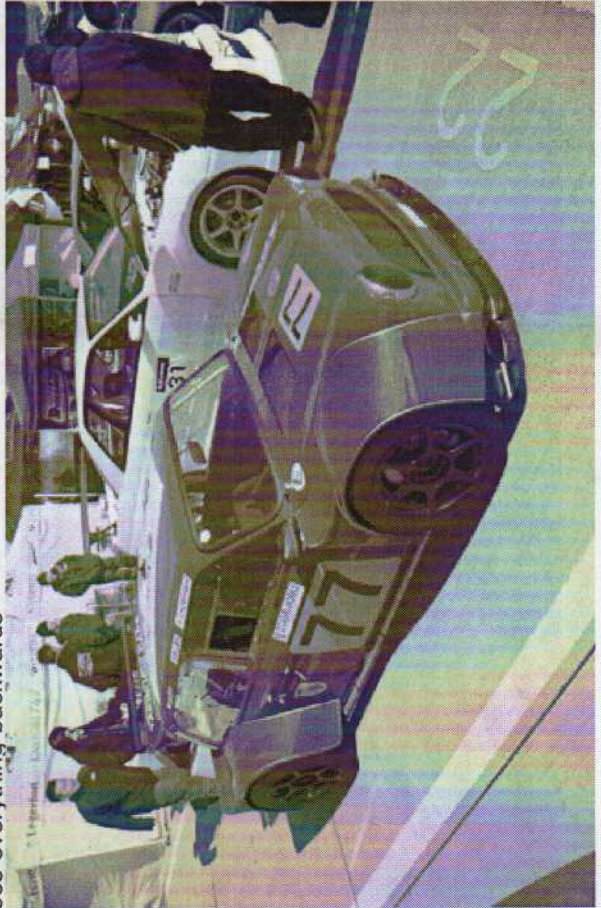
After World War 1, the English introduced a tax system where, the more horsepower, the more tax you had to pay.

Therefore, if you drove an 8hp car, you probably got a rebate. Yeah, right.

Models from this range included Y-& C- Models, Populars, Prefects, Anglias, & Fordson vans.

The range ran from 1932 to 1959 - now, where have I heard that year before...?

Below found on the 'net' at: <http://jalopnik.com/386053/this-japanese-mini-cooper-does-everything-backwards>



MINI John Cooper Works FOR NZ

MINI New Zealand announced pricing for its MINI John Cooper Works and MINI John Cooper Works Clubman, due to arrive in New Zealand in spring.

Unveiled at the Geneva Motorshow in March, both the MINI hatch and the MINI Clubman John Cooper Works models feature a 1.6 litre 4-cylinder engine with Twin Scroll turbocharger and petrol direct injection, based on the multi award-winning MINI Cooper S engine platform, delivering 155 kW/211 bhp. Maximum torque of 260 Newton-metres comes between 1,850 and 5,700 rpm – by means of overboost the torque can actually be increased to 280 Nm. The MINI John Cooper Works bolts to 100km/h in 6.5 seconds while the MINI John Cooper Works Clubman is just 0.3 seconds behind.

Motor racing is at the heart of these extreme performance models. The engine cylinder block and bearing housing are made of aluminium; the four valves per cylinder are controlled by two upper camshafts, friction-optimised cam followers and hydraulic valve clearance compensation elements. The outlet valves are filled with sodium so as to meet the increased cooling needs of a turbo engine. The camshafts of the 4-cylinder are composite. Instead of using the conventional die-cast procedure, the cam rings are made of high-strength steel and shrink-fitted to the actual shaft. The intake camshaft has a continuously variable phase adjustment function by means of which the valve control times can be adapted to the relevant performance requirements.

It is not only the engines of the MINI John Cooper Works and the MINI John Cooper Works Clubman that provide a genuine racing feeling. Both models are also fitted with extensive motor racing technology as standard: exclusive light alloy rims with especially light and extremely high-performance brakes, a new exhaust system and the modified 6-speed manual transmission.

In addition to the sophisticated chassis technology with McPherson struts at the front axle and the central control arm rear axle, which is itself unique in the small car segment, the electromechanical EPAS (Electrical Power Assisted Steering) is a further guarantee of reliable and precise handling. The electrical servomotor also contributes to efficiency in that it is only activated when steering support is required or desired by the driver.

The steering system EPAS allows various settings to be programmed. The basic set-up guarantees balanced steering support depending on road speed. With the sports button, which is positioned as standard next to the gearshift lever in the centre console in the MINI John Cooper Works and MINI John Cooper Works Clubman, it is possible to activate a perceptibly more dynamic characteristic curve with higher steering torque and increased steering precision. In keeping with this, pressing the sports button also changes the accelerator pedal to a much sportier characteristic setting.

The MINI John Cooper Works and MINI John Cooper Works Clubman are fitted with sporty suspension settings as standard. As an alternative, a sports chassis with harder damper characteristics and stronger stabilisers is available for the front

MINI John Cooper Works und MINI John Cooper Works Clubman
MINI John Cooper Works and MINI John Cooper Works Clubman

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02/2008



and rear axle. For a more extreme

racing orientation, customers can opt to lower the suspension by 10 millimetres with even harder damper characteristics and stabilisers.

The standard sports brake system guarantees short braking distances and is characterised by precise response and fine controllability. The fixed calliper disc brakes with aluminium callipers finished in red – inner vented on the front wheels and bearing the John Cooper Works emblem on the callipers – are large in their dimensions. Weighing less than 10 kilos, the 17-inch light alloy wheels are the lightest standard wheels within the competitive environment of the MINI John Cooper Works and MINI John Cooper Works Clubman. The high-speed tyres in 205/45 W 17 format have runflat properties, and both models are equipped with a tyre damage display function.

As always, MINI offers a wide range of individualisation options for configuring the two new extreme sports cars. In terms of exterior paint finishes, interior design, seat upholstery types, interior colours and decor options as well as the comfort features, the full breadth of variety is available as for the other model variations. Additional comfort, versatility and sporty flair can be achieved with items from the extensive accessory range of MINI and of John Cooper Works.

Ten exterior paint finishes are available to choose from for the MINI John Cooper Works and the MINI John Cooper Works Clubman. Contrasting roof finishes and roof decor options provide a wide range of possible combinations. The basic fittings of the interior include seat covers in the fabric Chequered. Optional extras include leather upholstery, sports seats with fabric/leather covers, sports leather seats and Recaro sports seats from the John Cooper Works accessory program. The decor strips of the interior can be selected in Fluid Silver as an alternative to Piano

Black. The accessory program also includes an interior strip in Carbon.

The high-quality entertainment and navigation systems of the MINI equipment range are also available for the two top-of-the-range sports cars. The controls of the audio system – with CD player as standard – and the 6 ½ inch TFT colour display of the optional navigation system are situated in the central circular instrument. The standard AUX socket enables music saved on an MP3 player to be played through the audio system, for example. A special interface for full integration of an Apple iPod is also available as an accessory. For optimum and safe communication on the road there is an optional mobile phone preparation or integrated hands-free facility with Bluetooth interface and USB connection. An interface for integrated operation of the audio and telephone functions is also especially available for the Apple iPhone.

The highlights of the John Cooper Works accessory program include the aerodynamics package and sports suspension with springs finished in red for the MINI John Cooper Works, as well as perforated brake discs and rear spoilers for both model versions. Other items include a suspension cross-brace for the engine compartment, mirror caps in carbon finish and so-called side scuttles – direction indicator surrounds with a sporty grid structure. To match this there are also decor strips, handbrake handles and sports gearshift levers in carbon decor which provide an even sportier ambience. The gear shift indicator in the John Cooper Works accessory program also contributes to an intensive driving experience.

Pricing for the MINI John Cooper Works hatch starts at \$54,900. Pricing for the MINI John Cooper Works Clubman starts at \$59,900. Both models are expected to reach New Zealand in August.

MINI COOPER ENGINE TOP OF THE CLASS

Official BMW Press Release: Munich / Stuttgart.

With six awards for five engines gained at this year's "International Engine of the Year Awards", BMW has successfully defended its position as the world's leading manufacturer of efficient high-performance power units.

Among the others, the 1.6-litre four cylinder with Twin Scroll Turbocharger and direct petrol injection employed in the MINI Cooper S managed to repeat last year's win in the engine class 1.4 to 1.8 litres.

With its current win of six trophies, the BMW Group continues to impressively dominate the engine competition which has been held now for ten years. The repeated success of the straight six engine with Twin Turbo is already the sixth overall victory for the company since the foundation of the "International Engine of the Year Awards" in 1999. The bandwidth of the BMW Group's currently successful engines is also remarkable. They range from the 128 kW/175 bhp four cylinder of the MINI Cooper S to the two high-revving power units produced by the BMW M GmbH.

The "International Engine of the Year Award" has been presented since 1999 by

an international jury consisting of highly prominent car journalists. This year the team of experts comprises 65 top journalists from 32 nations which include the USA, Japan, China, Russia, India, Germany, France, New Zealand, Korea and South Africa and, this year, Romania and Poland. Prizes are awarded for eleven categories as well to the winner of the overall rating. The award ceremony will be held on 7th May during the "Engine Expo 2008" in Stuttgart

MINI Cooper Diesel (R55 and R56)

In these times of increasing fuel prices, the first ever diesel powered MINI available in New Zealand is coming to NZ. With production starting in April 08 expect to see this exciting new variant arrive on our shores in June 08.

Both the Clubman and Hatch Cooper D's will be priced \$4000 (aprox. +10%) above their Petrol powered counterparts. This is due to higher manufacturing costs associated with producing the light weight diesel engine when compared to the petrol engine. Automatic Stability Control is also now a standard feature.

Performance (figures in brackets indicate automatic version)

Cooper D Clubman

Maximum power: 80kW / 110hp at 4,000 rpm.
Maximum torque: 240Nm at 1600-5000 rpm (260Nm with Overboost)
Top speed: 193 (188) km/h
Acceleration 0-100 km 10.4 (10.9) seconds
Fuel consumption combined: 3.8 ltr /100kms
CO2 emissions EU: 121 (142) g/km

Cooper D Hatch

Maximum power: 80kW / 110hp at 4,000 rpm.
Maximum torque: 240Nm at 1600-5000 rpm (260Nm with Overboost)
Top speed: 195 (190) km/h
Acceleration 0-100 km 9.9 (10.3) seconds
Fuel consumption combined: 3.7 ltr /100kms
CO2 emissions EU: 118 (140) g/km

MINI Cooper D Hatch from \$39,900 and MINI Cooper D Clubman from \$44,900

Mini Ads

1976 Leyland Clubman van for sale
In great condition. Has rear fold down seats with certified lap seatbelts.

Any members are keen to know more, please contact Mark Whicheloe on: 07 868 1324 or 027 383 4866 or email whicheloe@xtra.co.nz.

85MINI is for sale

Much loved club member's car that does need a few things done but is an honest example. This 1985 Mini City is a 998cc and very frugal. Less than 50,000kms but 1 Mini too many. Buy now at a knocked down price \$5,000 or we will finish.

Rego on hold

Nearby Minibitz if you want a look.

Contact Ian Ferguson on home 09 446 0663 or mobile 021 446 164 or ian_ferguson@xtra.co.nz



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Frits' fantastic Suzuki GTI conversion project: <http://simple-pages.homeunix.net/mini/Minizuki/>

MINI REFORMATION

Hi I'm Julz I am 15 and this is my car. Not bad when you can drive this at my age ! This totally renovated 1980 Mini was a New Zealand original and Dad and myself have done all the work inspired by the beautiful restorations that we'd seen.

My dad has been into old cars for as long as I can remember and whilst living in the UK we had various Austin Healey's and Morgan's. I even had two old Austin pedal cars which dad had renovated. He always said that he was through with fiddling about with old cars so it came as a bit of a surprise to me, and also to mum that he offered to do a restoration with me and teach me as we went along.

I need to backtrack a bit as to the reason, I was sent to boarding school at the beginning of 2006 when I was 13 so I think he was feeling a bit guilty and wanted something that we could do together during the holiday periods. I was naturally really pleased: as unlike UK, in New Zealand you can learn to drive at 15!



So with it all agreed with Mum, well almost! We settled on a mini that we would rebuild and dad started the search for a suitable car. I know that he looked at quite a few but eventually found one not far from where we live, just north of Auckland city. He then called me at school and told me that he had purchased a Mini 1000 which was as he described a hor-

rrible shade of Yellow, with brown plastic seats. However the car was a runner and I couldn't wait to get home at the end of term to see the car and to start work.

We started in October 2006 and finished during the summer holidays just before I returned to school in February 2008. Driving the Mini for the first time was really great and it looks so cool! Imagine driving this at the age of 15 !

We completely refurbished the mini from top to bottom and I have learnt a lot about

cars and the mechanics of them. We changed the colour to Island Blue, a colour we first saw in Miniworld magazine and the interior is finished in Blue and Grey based on seats from a 1994 Mini bought from E Bay. Most of the body and sub frames are original as things do not rust so much over here, other parts we bought new or reconditioned as required. We fitted standard Mini disc brakes on the front and 12 inch minilights from UK. The 1275 motor came from Leaton Mini Centre in the UK and runs very well.

In my last year at school which is in two years I am hoping to take my car with me. In doing the restoration of this car I have learnt a great deal about cars and how they all work. I would like to restore another car with dad as we both thoroughly enjoyed restoring this one.

Julian Remfry and Dad (John)



Nice job Julz - Hope to see you at Mini events - Ed.

Members are welcome to write a report and supply images of their own projects. We will attempt to get as much as possible up on the website as room is limited in Club Mag.

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HAMPTON DOWNS MOTORSPORT PARK

Update from May 08 newsletter

Construction - Construction is now moving ahead in all areas of the development. It should be noted that all dates mentioned in this newsletter are weather dependent.

Apartments - The first four apartments in the Amon Block are now almost complete. They are looking great and the view is fantastic. The Amon block will be finished in June and titles should be issued by August/September 08. This is followed by titles for the McLaren block October/November 08, Denny Hulme Block February 09 and the Ganley block March 09. A furniture package has been designed and next month an apartment will be furnished for the apartment owners to view. We have negotiated a number of deals for extras at very competitive prices and details will be mailed to apartment owners next month. We envisage the renting out of the apartments to begin October/November 08 so that apartment owners can start getting a return on their investment.

Lifestyle Blocks - The subdivision will be completed by mid July 08 and titles should be issued by mid September. This is dependant on the council. There is now just one lifestyle block available for sale.

The track is now fully "preloaded" and the settlement is performing to the Geotech Engineer's expectations. The area of track on the flat land has been loaded by putting extra clay fill on the track area. The settlement is then monitored and the preload is removed at the optimum time to ensure that future settlement is virtually nil. The laying of metal for the track surface should begin about September 09, though this is weather dependant.

Business Park - The initial earthwork development for the Business Park is well under way and should be completed by December 09. Fill is being taken from the area between Old Hampton Downs Rd and new Hampton Downs Rd and this will create an 35,000 m2 of flat land that has been zoned for showrooms and parking. This is a great opportunity for a major retailer or car dealer. Land here will be available towards the end of 2008. Business Park lots alongside the back straight have sold well, with only two left overlooking the circuit. The central hub of the Business Park has a retail centre, with a tavern, a number of restaurants and shops.

Track Bookings - are in a very healthy state but there still dates available.

For more details contact: Tony Roberts 021 1332 895

TERETONGA TRIBUTE PLANNED FOR RACING MINI'S

In an innovation sure to interest owners of racing Mini's another special feature is being investigated for next year's Classic SpeedFest at Teretonga Park. Southland Sports Car Club member, Howard Kingsford-Smith is fielding expressions of interest from owners of Mini's for what is being described as the fastest Mini races in New Zealand.

The plan is to include up to four races for the iconic cars on the programme when the annual classic race meeting is held at Invercargill's Teretonga Park in February 2009. Kingsford-Smith, an accomplished Mini racer himself, has introduced the concept to coincide with the 50th anniversary of the world famous competition vehicles. The first Mini's were released in 1959 and their motorsport pedigree is impressive. Included in their successes throughout the world are several Monte Carlo Rally wins in the 1960's and a Bathurst victory in 1966 with Rauno Aaltonen of Finland and Australian Bob Holden at the wheel. In fact on that occasion Mini's took the first nine places in the great race.

The Mini class is the longest running saloon car register in English motorsport and in New Zealand they have been a regular feature on the country's motor race circuits throughout their fifty years. One of the legends of New Zealand motorsport, Bruce McLaren, owned a Mini during his career.

Mr Kingsford-Smith says, "the idea is to hold some Mini only races at the SpeedFest meeting. These would be open to all types of racing Mini's and it could quite conceivably become the fastest Mini race in New Zealand considering the specifications of some of the cars out there."

"If anyone would like to be a part of a large Mini only race I would like to hear from them," continued Mr Kingsford-Smith.

Howard Kingsford-Smith can be contacted at howard@southnet.co.nz or by phone at 03 230 4879 (home) or 216 0120 (work).

A recent announcement regarding a class for a Historic Touring Car Class at the SpeedFest has attracted a lot of interest.

The Classic SpeedFest is one of the most popular meetings on the calendar each year at the fast, flowing 2.6 kilometre Teretonga Park circuit on the outskirts of Invercargill. The race meeting features a friendly atmosphere and is accompanied by an official dinner and prizegiving for competitors during the weekend.

WINERY FUN RUN

Hi all, As discussed we will be holding a mini fun run to include an invatation to B.M.W minis. As per discussion with Murray we have decided to hold this in Sept and finish at Coopers Creek Winery in Kumeu. I have been in and confirmed Sunday 21st Sept and to arrive at 2 pm. This will give us time to have our B.B.Q and also wine tasting. Cover charge per person is \$5.00.Great Value! We provide the food and drinks can be purchased there. Max number of people is 45 to 50 so we will need an indication of numbers closer to the time. To have this also really helps with the catering side. Nothing worse than to be way out and under supply especially when trying to impress others who are not club members yet!! Planning of the run will follow next. I am looking at meeting central auckland and going up thru Silverdale, then cutting back toward Helensville and onto the Old North Rd. This will take us back to Kumeu. Maybe a coffee stop on the way. Thanks for your other info Warwick. We could look at this for another run maybe. Could someone on the committee now approach B.M.W and see what they have to say and then give us feedback. Any other feedback most welcome. Chris Roper.

MINI EVENTS

TUESDAY 3 June - Club Night- Northern Sportscar clubrooms 7.30pm
NEW MINI CLUBMAN on display

SUNDAY 8 June - The Italian Job. The annual Italian Job trial will take place through the streets of the Central City. Drive roads that you may not have been on before in this feast of tight, twisting roads, never far from the CBD. You will need a Navigator, Clipboard, Pencil and Map! Meeting Auckland Domain (off Titoki Street) Parnell Side at 11.15am If you only do 1 or 2 events a year, make sure you do this one and make sure the brakes are in top class order as they will get a working over.

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 District's best roads and finishes for dinner. Contact: Gary Ashton 021 621230

TUESDAY 1 July - Club Night-Northern Sportscar Club rooms 7.30pm

SUNDAY 13 JULY -GO KARTING held at Auckland raceway 82 The Concourse Henderson at 1.45pm Approx cost \$50.00 (Non driving watchers welcome)

TUESDAY 5 AUGUST- Club Night AGM & Prize giving held Northern Sportscar Club rooms 7.30pm

SATURDAY 16 AUGUST Short follow the leader run to Lion Breweries LIONZONE for a tour of the Breweries (and a little tasting) Meet outside the main entrance to the Auckland Museum in the Domain at 9am Numbers may need to be limited. Cost \$15.00 Contact Murray 0274 881960

TUESDAY 2 SEPTEMBER Club Night-Northern Sportscar Club rooms 7.30pm

SATURDAY-SUNDAY 20th-21st SEPTEMBER- Speed Show/Motorsport expo ASB show ground Greenlane---Mini racing club may have a display---INFO only

SUNDAY 21st SEPTEMBER- Mini fun run ending at a winery and BBQ and some tasting. More info to follow



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MINI EVENTS continued....

TUESDAY 7 OCTOBER-Club Night- Northern Sportscar Club rooms
7.30pm

SATURDAY-SUNDAY 24th -25th OCTOBER (Labour Weekend) - NZ Mini Nationals, Hamilton. Hosted by Minis Waikato. Watch this space for more details regarding accomodation, convoys down etc. as it comes to hand.

TUESDAY 4 NOVEMBER-Club Night- Northern Sportscar Club rooms
7.30pm

SATURDAY-SUNDAY 22nd-23rd NOVEMBER -Waiuku Flying 50/Concourse euro held Massey park Waiuku. More info Google Waiuku flying 50

TUESDAY 2 DECEMBER -Club night- Northern Sportscar Club rooms
7.30pm Christmas BBQ

EASTER 2009 - Mini Car Fun Run - To celebrate the 50th birthday of the Issigonis designed Mini, the Whangarei Mini Owners Group are staging a Mini Car Fun Run that retraces the route taken in the famous NZ movie 'Goodbye Pork Pie'. Starting in Kaitaia on 9 April '09 and finishing in Invercargill on 14 April '09 the run will hit the open road with a tank full of gas and a group of like minded people intent on a social and scenic driving adventure. A maximum of 50 cars will be allowed, so visit the event website and register your interest today. See <http://www.minicarfunrun.co.nz/> for all the details.

NEW TYRES	
145R×10 \$85	185/70×13 \$89
165/70×10 \$118	185/70×14 \$99
145/70×12 \$95	175/65×16 \$105
165/60×12 \$139	185/60×16 \$105
175/50×13 \$210	195/60×16 \$110
175/70×13 \$79	205/65×15 \$110

SECOND HAND TYRES	
145R×10 \$40	

Other Second Hand from \$57
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