

MINI

Mini Car Club of Auckland



APRIL 2013



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CLUB ROOMS

Northern Sports Car Club
Mt Richmond Domain
Great South Road
Otahuhu
Ph: 09 276 0880

Meets 7.30pm 1st Tuesday of each month
Committee meets every 3rd Tuesday each month.

Address correspondence to:
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Auckland New Zealand



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Don't forget to touch base with:
<http://www.minis-auckland.org.nz>

Events Calendar

Saturday 1st – 3rd June	The Best of British – Exciting new event taking place Queens Birthday weekend at Queens Wharf, Auckland. Vehicles will be on display with 24 hour security the whole weekend. Contact George for more info and to display your Mini. The very best of England, Scotland and Wales. Guest are invited to toast Her Royal Highness over High Tea, dabble in a round of croquet or badminton, and dine on a veritable mix of the finest cuisine, from cucumber sandwiches to shortbread.
Sunday 2nd June	NZ Warbirds Open Day – Mini display at Ardmore Airport with heaps of entertainment for everyone. A unique event not to be missed arrival 8am.
Tuesday 4th June	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Saturday 22nd June	Night trial – Meeting at 5.30pm BP Service Centre between Papakura and Drury on the southern motorway. Bring clipboard, pens, torch don't forget your navigator. We finish for dinner for more info contact Garry Ashton.
Tuesday 2nd July	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Tuesday 6 or 13 July	Mid Year Xmas dinner held at the clubrooms maybe tge 6th or 13th of July something like the Coopers Birthday. Cost will be \$45 per person and will only go ahead if we have the numbers.
20th & Sun 21st July	Speedshow (more details to come)
Tuesday 6th August	Club's AGM and prize giving held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Tuesday 3rd September	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Tuesday 1st October	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Fri 25th – Sun 27st October	Mini Nationals held in Nelson over labour weekend.



Tuesday 5th November	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm
Tuesday 3rd December	Xmas BBQ please bring a salad or dessert to share with your fellow club members. (Sausages and bread supplied) held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.

There is lots of other runs, motorkhanas, trials in the planning stages and you all will be updated as the dates and information come to hand.



\$45
per person

MID YEAR XMAS DINNER





President's Report.

The Taupo Mini Fun Day is on Saturday 11th May

We will convoy down on Friday 10th around lunch time from BP Truckstop at Drury. Our normal Motel at the Gables, with new owners, has put their prices up from \$130 to \$170. So we are looking at other alternative accommodation.

If you want to have a go on the track at your own pace – this is the place to do it.

Mini Nationals @ Nelson over Labour Weekend.

Good communication has been provided by the Nelson people and Ferry discounts have been provided. Also provided is the schedule for the weekend.

Start planning now.

In 2014 Labour Weekend we MCOA will be running the Mini Nationals. We are starting to put planning schedules in place.

We will need at least \$5000 from Sponsors to run the weekend. If anyone knows of any potential sponsors, please contact the committee with the Company and contact details. This is very important.

Warwick El Presidento.



Note to Self,

Northern Sports Car Club Mt Richmond Domain
Great South Road. Otahuhu, Ph: 09 276 0880



What a busy couple of months.

Just having completed the Pork Pie charity Run I'm feeling fairly tired but
the least. A full report will be in the

URGENT

Editor required for Mini Magazine
contact Trent Dixon 021 335 883



Captains Log



Hello once again to all you fellow Mini Types

Here we are already into April, just think only eight months to Xmas. Well we have had a busy time with events so far this summer....

The first being the Ellerslie Concourse. A great day was had by those attending. Our Club Display was excellent coming third in the best display competition. There was one point separating the top three teams, picking up \$250.00 for our effort. The Biggie of the day being the Gymkhana Run coming 1st and 2nd and a prize well worth collecting. The Personal Plate Prize we received will be raffled off in our club. Well done Guys you have been trying for a long time and finally cracked it.

Then Big Boys Toys at the Howick Club in Howick. Eight cars turned up and a lot of interest shown by the Patrons. Rex, Murray and myself made contacts with the General Manager and discussed

Holding our Nationals there for 2014. A real ideal set up was offered to us, so we have tentively booked it for Labour weekend that year. You won't be disappointed I am sure. the committee has the wheels in motion for this event. Anyhow the Drag cars on display were quite spectacular, my ears are still ringing.

Next was two events held on the same day Howick in the Park and the Galaxy of Cars. Both events were well patronised, 18 cars at the Galaxy and 17 at the Military Tattoo. I felt a bit disappointed that the two events on the same day, but life goes on and you can't be in two places at once..

Wings and wheels at Ardmore was a non-event for our club. Richard Underwood being the only participant but he told me he enjoyed it.

Then Jo's Big weekend at Matarangi was a huge success. Buzzed on down on Friday, had drinks and dinner at the Fire Station. Met for briefing at the Clark's Beach Home for our Navigational trail. I still feel Jo that a genuine Paua shell doesn't look anything like a broken Mussel shell, We were robbed.

By the time of going to print the Pork Pie run will be done and dusted. It's going to be a real cracker I'm sure. So all of you participating enjoy yourself.

Ngaire and I have booked everything for the Mini Nationals in Nelson and are really looking forward to the tour of the south Island after the event. In the meantime enjoy yourself and see you all soon.

Yours

Honest George

P.S. We are still looking for a Vice President.
(Don't be shy)



AT OUR WITS END!

Some believe that our *raison d'être* is to go forth (not fourth) and As we left home for the Dawn breaker Run, our earnest wish was that there would be no coming fourth today. It was not to be!

As always, the amount of traffic on the motorways at 5:15am on a Sunday never ceases to amaze. Why? However, we had an appointment with the Ropers and their always great Dawn breaker Run. The early morning was quite dark, dark enough to make it very difficult to see the new speed bumps on Connaught St and we were nearly caught out although we seemed to bounce quite high. Here's hoping that no Mini sumps would become victims today.

The arrivals came in a steady stream and eventually 18 cars were there. Another excellent turn out for this fun run. The last to arrive was Richard, who announced his arrival with "Good morning everybody, I'm here." This was greeted with "Maybe we should have started earlier."

Today must have been our 10th Dawn breaker Run and they never disappoint. This year saw the introduction of the '3 point question'. People will need to be on

their best form for these, we anticipated. The first one didn't disappoint – at least until we discovered we were wrong! Down Kaurilands Road, turn right into Glendale Road and "Who is at 'Wits end?'" This was to be our finest hour because as we turned, we noticed the intersection marked the start of Withers Road to the left. The answer had to be 'her'. At wits end – WithERS Rd. Get it? We felt very good decoding a very cryptic clue. Unfortunately, it was not the answer Chris and Chris were looking for and we do not wish a plague of locusts on the Picture Framers who were the correct answer.

After 10 years of Dawn breakers, we thought we'd been just about everywhere out West, but this surprised again. More roads we had never travelled on and out to Bethells Beach. I remember saying that the road didn't look familiar and then we realised last year it was Muriwai. So another West Coast Beach ticked off the bucket list. Only Karekare (my favourite WC beach) and Whatipu to go!

Eventually we arrived at the finish – the Pukeko Café. The food was delicious, the company wonderful and the results..... ...4th again. Olympians call 4th place the 'Leather Medal' and we don't want anymore. Next year.....

To Chris and Christine – thank you. Your event always gets the New Year off to a great start.

Gavin and Teresa Agnew



Oil changing instructions

Women:

1. Pull up to Pit-stop when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check for \$89 and leave with a properly maintained vehicle.



Men:

1. Go to Repco. Write a \$50 check for oil, filter, oil lift (aka kitty litter), hand cleaner and scented tree.
2. Dump old oil from last oil change in back yard.
3. Open a beer and drink it. Jack car up. Look for jack stands.
4. Find jack stands under kid's pedal car.
5. In frustration, open another beer and drink it.
6. Place drain pan under engine.
7. Look for 9/16 box end wrench. Give up and use crescent wrench.
8. Round off drain plug hex with crescent wrench.
9. Unscrew drain plug with vise grips.
10. Drop drain plug in pan, splashing hot oil on you.
11. Clean up using hand cleaner. Have another beer while oil is draining.
12. Look for oil filter wrench.
13. Give up. Poke oil filter with phillips screwdriver and twist it off.
14. Drop oil filter in full oil pan. Clean up a big splash.
15. Beer. Buddy shows up. Finish case with him.
16. Next day, drag pan full of old oil out from underneath car.
17. Throw oil lift (aka kitty litter) on oil spilled during step 16.
18. Beer. No, drank it all yesterday.
19. Walk to Liquor-king, Buy beer.
20. Apply thin coat of clean oil to filter gasket. Install oil filter.
21. Remove oil filler cap. Drop it down there somewhere.
22. Dump quart of fresh oil into engine. Remember drain plug (step 10).
23. Feel around in full drain pan to find drain plug.
24. Clean dirty black oil from hands (step 23).
25. Install drain plug. Stay out of fresh oil on the floor.
26. Slip with crescent wrench and bang knuckles on frame.
27. Bang head on same frame in reaction. Begin cussing fit. Throw wrench.
28. Hit Miss December 1992 with wrench. Cuss additional 10 minutes.
29. Clean up. Apply Band-Aid to knuckle.
30. Beer. Dump in remaining 4 quarts of oil.
31. Look for lost filler cap (step 21). Give up. Stuff old rag in hole.
32. Lower car from jack stands. Accidentally crush one jack stand.
33. Move car back. Throw oil lift (aka kitty litter) to spill (step 22).
34. Drive car to Repco's. Buy new filler cap and one quart of oil.
35. Open hood in front of Repco's. Remove rag (step 31).
36. Pour in oil. Install new filler cap. Check oil level on dipstick.
37. Go back in Repco's. Buy another quart of oil and a filter wrench.
38. Crawl under car. Tighten oil filter. Burn arm on hot exhaust pipe.
39. Remove new oil filler cap and dump in another quart of oil.
40. Ignore the oil trail made going to Repco's while driving back home.
41. Stop in front of the Liquor-king when the old oil filler cap goes bouncing down the pavement. Stock up on beer while there since it's almost time for a spark plug change.



Galaxy of cars 2013



Arriving at the Motions Road Car Park at 7.30am ish, it was a worry that there would not be a great turnout as I was the second mini to arrive. I parked next to Vic Hayes' Clubman and two spaces away was a red MG. I saw the MG owner release the handbrake and push his car forward. I wondered if this was some sort of MG club ritual but looking up, there was a large seagull purchased on a lamppost, lining up his aim to do its business on the convertible. The owner's good fortune stayed with his club for the rest of the day but we will come to the judging later.

By the time we left the car park, there were 15 of us convoying to Western Springs. The lead mini was enveloped in a cloud of diesel smoke and almost disappeared as we started the ascent up the hill. On arrival at our display area, the club tent was erected with many

cooks giving advice. So it was a miracle that it didn't get assembled inside out! By the time the cars were arranged in a two deep semi circle around the tent, the temperature started to raise – not out of the heat of the moment, rather the heat of the sun! On show for the first time was a white mark 1, mint condition, rally spec 998cc. owned by Chris McMurray. It was jacked up on one side giving it that special touch. Once all was arranged, most club members went for an inspection tour of the opposition and a swap meet which had numerous mini spares for sale. Summoned by text, I went to fire up the barbie. My culinary skills were much appreciated by another club member as she thought the darker the sausages, the better!! After digesting the sausages extraordinaire, we moved onto the prize giving:

MODIFIED CLASS:

1st Chris McMurray

2nd Yours truly

3rd Nick Apanui

RESTORED:

Lee Norman

ORIGINAL:

1st Graham Wing

2nd Murray Grant

3rd Ngaire Stephens

BEST IN SHOW:

Yours truly



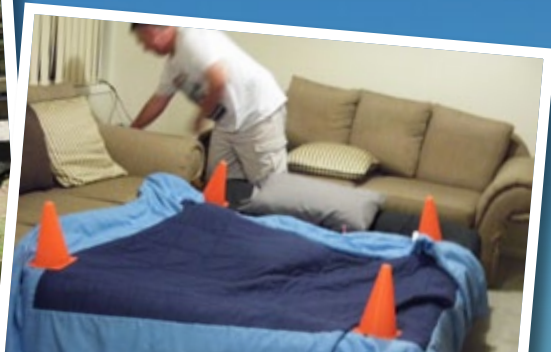
Shortly afterwards we went down to the inner circle of the track for the main prize giving. By now the temperature had reached 41.3 degrees. I felt the judges to be very biased as with much back slapping and handing out of magnums of champagne, 2 MGs, a Jaguar and a Chrysler cleaned up the awards. There were 18 Minis in all on display beating the Tattoo by three so we felt that we had come out the winners, even if the judges couldn't see it! Heading home we stopped for a frozen Coke at Greenlane. My chauffeur suffered brain freeze!

Author Richard Underwood aka yours truly.



Sorry to upset you but the Tattoo had 18 minis too plus one visitor mini for a few hours so that shoot that theory in the butt.

Matarangi Escape Weekend



The weekend started with Sylvia and I in “Maggie May” meeting Jo in Pakuranga before heading to Clevedon for the 1pm meet. At Clevedon Murray and Shirley joined us then it was off to our next stop at Waitakaruru to meet up with Robin in Elfie. Now a convoy of 4 we headed to Thames to refuel before headed up the Coromandel Coast. This is the most beautiful drive especially on lovely calm warm day like we experienced. We had a brief stop at the lookout at the top of the hill above Coromandel town (Elfie needed a drink here its hot work for him climbing that big hill) then it was a short mostly downhill cruise on to Matarangi. On arrival we went directly to our accommodation to settle in for the weekend. We meet up with the group at 5:30pm at the Fire Station for dinner and drinks which were very pleasant with lots of stories being told as the lubrication took effect. The evening ended up at the Clark

batch (The base for the weekend) with more stories and lots of laughter.

Saturday dawned cloudy with the threat of rain and very humid. With this being a free time we decided to visit Whitianga for the morning. You should have seen the look on everyone face as we went to depart the Clark batch and I hoped in the passenger side of “Maggie May” with Sylvia taking the tiller. Everyone thought I must have flipped, I must admit this was a 1st for me and it took a while to relax (about 30kms. That’s how far Whitianga is) I survived and in the end actually enjoyed the trip over the hill.

We returned to base for the 1pm start of the navigational trial the day had cleared to just cloudy but very humid. I had decided to let Sylvia drive and I’d navigate as I usually do the driving this would give me a different perspective on the trial (full story on the trial being submitted by the 4th place and only



**continued
from last
issue**

An in-depth timeline covering the history of Mini production from 1959 to 2000.



1980 – 1992 PRODUCTION OF MINI CITY

Details:	Similar specification to the previous Mini 850 City but with a larger capacity engine. Changed to 2 models in 1982- the Mini City E with economic 2.95 final drive ratio and 1000HL Saloon. Front disc brakes and 12 inch wheels from 1984. Two dial instrument pod from 1985. City E Model replaced with City model in 1988. Brake servo fitted from 1988.
Engine size:	998cc
Original price:	£2,796 (Mini City) £2,999 (Mini City E) £3,363 (1000HL Saloon)

1982 – 1992 PRODUCTION OF MINI MAYFAIR

Details:	A more luxurious model compared to the Mini City. Radio, head restraints, locking fuel cap and tinted glass fitted as standard. Front disc brakes and 12 inch wheels from 1984. Brake servo fitted from 1988.
Engine size:	998cc / 1275cc (after May 1992)
Original price:	£3,363.

1983 PRODUCTION OF MINI SPRITE

Details:	Available in either Cinnabar Red or Primula Yellow with 'Sprite' body decals. Fitted with Mini Special alloy wheels and wheel arch extensions.
Engine size:	998cc
Original price:	£3,334

1984 PRODUCTION OF MINI 25

Details:	Based upon the Mayfair model to celebrate 25 years of Mini production. Painted silver with 'Mini 25' decals and fitted with 12 inch wheels and front disc brakes.
Engine size:	998cc
Original price:	£3,865



1985 PRODUCTION OF MINI RITZ

Details: Based upon the City E model and painted in metallic Silver Leaf. Fitted with 12 inch alloy wheels and locking fuel cap as standard.

Engine size: 998cc

Original price: £3,798

1986 PRODUCTION OF MINI CHELSEA AND MINI PICCADILLY

Details: Based upon the City E model. Painted in Targa Red with red and silver body stripes with 'The Chelsea' decals applied. Piccadilly model was painted Cashmere Gold with Piccadilly logos and full width plastic wheel trims.

Engine size: 998cc

Original price: £3,898 (Mini Chelsea) £3,928 (Mini Piccadilly)

1987 PRODUCTION OF MINI PARK LANE AND MINI ADVANTAGE

Details: Mini Park lane painted in black with 'Park Lane' decals and tinted windows. Mini Advantage came painted in Diamond White with tennis themed decals. Both were produced with full width wheel trims.

Engine size: 998cc

Original price: £4,194 (Mini Park Lane) £4,286 (Mini Advantage)

1988 PRODUCTION OF MINI RED HOT AND MINI JET BLACK

Details: Based on the Mini City and painted in red for the Red Hot and black for the Jet Black. Both were produced with silver wheel trims and tinted windows.

Engine size: 998cc

Original price: £4,382

1988 PRODUCTION OF MINI DESIGNER

Details: Style influenced by Mary Quant with stripey seats and 'Designer' decals. Painted in either Black or Diamond White.

Engine size: 998cc

Original price: £4,654

1989 PRODUCTION OF MINI RACING, MINI FLAME, MINI ROSE AND MINI SKY

Details: Mini racing was painted in British Racing Green whereas the Mini Flame was produced in Flame red. Both included a sports steering wheel, white roof and rev counter. The Mini Rose and Mini Sky were painted in white with a pastel blue roof for the Sky and a pastel pink roof for the rose. All were fitted with full width wheel trims.

Engine size: 998cc

Original price: £4,795 (Mini Racing / Mini Flame) £4,695 (Mini Rose / Mini Sky)

1989 PRODUCTION OF MINI THIRTY

Details: Based upon the Mayfair model to celebrate 30 years of Mini production. Painted in pearlescent Cherry Red or Black and produced with special '1959-1989' decals.

Engine size: 998cc

Original price: £5,599

1990 – 1996 PRODUCTION OF ROVER MINI COOPER CARB AND SPI

Details: Specification based upon the Mini 30 with similar specification engine to the MG Metro. Featured white bonnet stripes and roof. Available in green, red or black. Alloy wheels fitted as standard along with a black leather interior and red steering wheel. Became a full production model from September 1990. Mini Cooper 'S' conversion available from 1991. Equipped with single point fuel injection from October 1991. Engine size: 1275cc

Original price: £6,995 (Mini Cooper Ltd. Edition) £6,595 (Rover production model) + £1,751 (Cooper 'S' conversion) £7,845 (with SPI engine)

1990 PRODUCTION OF MINI RACING GREEN, MINI FLAME RED AND MINI CHECK MATE

Details: All three models similar in specification with Minilite-style wheels and appropriate body decals. Mini Racing Green came in British Racing Green, the Mini Flame came in red and the Check Mate was painted in black. All were painted with a white roof.

Engine size: 998cc

Original price: £5,455

1990 PRODUCTION OF MINI STUDIO 2

Details: Based on the Mini City model. Produced in three colours- Black, Nordic Blue and Storm Grey.

Engine size: 998cc

Original price: £5,375

1991 - 1996 PRODUCTION OF MINI CABRIOLET

Details:	Originally supplied as a limited edition from the company 'LAMM'. Produced by Rover from July 1993. Similar specification to Mini Cooper 1.3i model but with manually adjustable colour-coded soft top and Revolution 5 spoke alloy wheels. Produced with colour coded body kit and full length burr walnut dashboard.
Engine size:	1275cc
Original price:	£12,250 (Mini LAMM Cabriolet) £11,995 (Rover Mini Cabriolet)

1991 PRODUCTION OF MINI NEON

Details:	Based on the Mini City model. Painted in Nordic Blue with pink and green 'Neon' decals.
Engine size:	998cc
Original price:	£5,570

1992 PRODUCTION OF MINI BRITISH OPEN CLASSIC

Details:	First special edition fitted with the larger 1.3i engine. Featured full length electrically folding sunroof and part leather interior. Painted in British Racing Green
Engine size:	1275cc
Original price:	£7,195

1992 PRODUCTION OF MINI ITALIAN JOB,

Details:	Based upon the Minis used in the 1969 film, 'The Italian Job' and produced in four colours – Flame Red, Diamond White, British Racing Green and Electric Blue. Fitted with twin spot lamps and Minilite-style wheels.
Engine size:	1275cc
Original price:	£5,995

1992 - 1996 PRODUCTION OF MINI SPRITE AND MINI MAYFAIR 1,275CC

Details:	Sprite had black wheel arch extensions and full width wheel trims but otherwise a similar specification to the City model. Mini Mayfair had added chrome and Chevron fabric interior. Full width burr-walnut dash from 1993, metro based front seats and internal bonnet release. Alarm Immobiliser also fitted to Mayfair from 1993.
Engine size:	1275cc

1993 PRODUCTION OF MINI RIO AND MINI TAHITI

Details:	Based on the Mini Sprite model and only 750 cars sold in the UK. Produced in Black, Caribbean Blue and Polynesian Turquoise with 'Rio' decals. Only 500 Mini Tahitis ever built. This model came with alloy wheels and Tahiti Blue paintwork.
Engine size:	1275cc
Original price:	£5,495 (Mini Rio) £5,795 (Mini Tahiti)

1994 PRODUCTION OF MINI-COOPER MONTE CARLO

Details:	A visual upgrade from the standard Mini-Cooper model to celebrate the 30th anniversary of Paddy Hopkirk's 1964 Monte Carlo Rally victory. Featured special Monte Carlo Rally decals and an extra pair of spot lamps. This model was produced in January. In July 1994, another edition was launched to celebrate Paddy Hopkirk's return to rallying. This version was also available in black and it featured gunmetal alloy wheels.
Engine size:	1275cc
Original price:	£7,195 (January Monte Carlo edition) £7,995 (July Monte Carlo edition)

1994 PRODUCTION OF MINI 35

Details:	Based on the Mini Sprite model to celebrate 35 years of Mini production. Painted in Nevada Red, Arizona Blue and White Diamond.
Engine Size:	1275cc
Original price:	£5,695

1994 - 1996 PRODUCTION OF COOPER GRAND PRIX

Details:	Special model created by John Cooper Garages with an increased power output of 86bhp. Luxury leather interior with walnut dashboard and additional gauges. Only 35 built- 34 in British Racing Green and one in Tahiti Blue.
Engine size:	1275cc
Original price:	£13,495

1995 PRODUCTION OF MINI SIDEWALK

Details:	Based on the Mini Sprite and available in Charcoal Metallic, Kingfisher Blue or White Diamond. Blue tartan interior trim.
Engine size:	1275cc
Original price:	£5,895

1995 PRODUCTION OF COOPER S

Details:	Up-rated version of the Rover Cooper. The first Cooper 'S' available from new for 25 years. John Cooper styled features and a more powerful engine. Fitted with a unique chassis plate.
Engine size:	1275cc
Original price:	£9,975

1996 PRODUCTION OF MINI EQUINOX

Details:	Special edition model based on the Sprite. 'Sun, moon and stars theme' produced in Amaranth, Charcoal Grey and Platinum Silver.
Engine size:	1275cc
Original price:	£6,195

1996 PRODUCTION OF MINI COOPER 35

Details:	Produced to celebrate 35 years of Mini Cooper production. Painted in Almond Green with a white roof and body coloured wing mirrors / arches. Included a green leather interior and special anniversary decals. Only 200 were produced.
Engine size:	1275cc
Original price:	£8,195

1996 – 2000 PRODUCTION OF MINI MPI

Details:	Engine now utilised Multi-Point fuel Injection to lower emissions, noise and increase performance. Front mounted radiator fitted along with strengthening door bars and driver's airbag. 12 inch Pepperpot alloy wheels as standard. The Classic Mini Se7en was introduced in April 2000 in either Solar Red, Old English White or Black as the last non-Cooper Mini.
Engine size:	1275cc
Original price:	£8,995 (Mini) £9,495 (Mini Se7en)



1996 – 2000 PRODUCTION OF MINI COOPER MPI

Details:	Engine now utilised Multi-Point fuel Injection to lower emissions, noise and increase performance. Front mounted radiator fitted along with strengthening door bars and driver's airbag. Extra features included additional spot lamps, bonnet stripes, sports alloy wheels and Monaco trim. Sports pack option available for an extra £795 including wider 13inch wheels and wider wheel arches. The names Classic Cooper and Classic Cooper Sport were introduced in April 2000. The Classic Cooper model gained silver and black leather seats whereas the Classic Cooper Sport gained black and nickel leather seats and also alloy door furniture.
Engine size:	1275cc
Original price:	£8,995 (Mini Cooper) £9,895 (Classic Cooper) £10,895 (Classic Cooper Sport)

1997 PRODUCTION OF THE MINI HOT ROD AND MINI LIMO

Details:	Built as one-offs for the 1997 Frankfurt motor show. The Mini Hot Rod featured a 16 Valve version of the 1275cc A-series engine with a power output of 160bhp. The Mini Limo was a luxury show car featuring electric leather seats, satellite navigation and polished 13inch alloy wheels.
Original price:	Around £50,000 (Mini Limo)

1998 PRODUCTION OF ROVER MINI PAUL SMITH

Details:	Styling by fashion designer Paul Smith. Painted in Paul Smith Blue with Citrus Green detailing and with black leather upholstery.
Engine size:	1275cc
Original price:	£10,225

1998 PRODUCTION OF MINI COOPER SPORTS

Details:	Only 100 of this model were made. Available in either Brooklands Green or Black, all with a green leather interior. Distinguishing feature is the twin coach-line featuring a BMC rosette at the rear. Sportspack style arches and 6x13 inch alloy wheels.
Engine size:	1275cc
Original price:	£10,525

1999 PRODUCTION OF MINI COOPER S TOURING

Details:	'Cooper S Touring' decals, with tuned 86bhp engine. Optional Sportspack add-on available for £400. Similar spec to other existing Cooper models.
Engine size:	1275cc
Original price:	£11,595



1999 PRODUCTION OF MINI COOPER S SPORT 5

Details: Fitted with Sportspack and Jack Knight 5 speed gearbox.
Engine size: 1275cc
Original price: £13,650

1999 PRODUCTION OF MINI COOPER S WORKS

Details: 90bhp tuned engine which was the most powerful engine ever fitted to a full production Mini. 'S Works' badges and decals. Sportspack was an optional add-on as was a Jack Knight five speed gearbox.
Engine size: 1275cc
Original price: £12,495 - £14,595

1999 PRODUCTION OF ROVER MINI 40

Details: Created to celebrate the 40th year of Mini production. Available in Island Blue, Mulberry Red or Old English White. Wide wheel arches and 13 inch sports alloy wheels.
Engine size: 1275cc
Original price: £10,995

1999 PRODUCTION OF JOHN COOPER LE

Details: Produced to celebrate the 40th year of the Mini and also the 40th anniversary of the first Cooper Formula 1 World Championship win. Painted in Brooklands Green with Old English White roof, bonnet stripes and matching mirrors. Featured Red leather interior and CD player.
Engine size: 1275cc
Original price: £10,995

PRODUCTION OF COOPER SPORT 500 LE

Details: The last 500 of the 'Classic Cooper Sport' models manufactured. Similar spec to the Classic Cooper Sport but with official glovebox mounted 'Cooper Sport 500' plaque.
Engine size: 1275

4/10/2000 LAST MINI BUILT AT LONGBRIDGE WAS A RED COOPER SPORT.



HOWICK IN THE PARK

**MILITARY TATTOO
ASSOCIATION
INCORPORATED**

SUNDAY 24TH FEB.

My Scottish heritage made this event a MUST in my appointment book.

Close to home, food tasting, crafts, marching teams, Scottish dancers, pipe bands, army, gun battles with the added bonus of a club rooms with an open bar.

Sunday was another scorcher day and the Lions club Co-Coordinator Leigh (Trent's Dad) did us proud by moving us to set up our display under the shade of the trees.

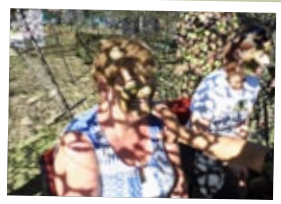
We had 18 Mini's arranged among the trees, which was an ideal area to draw the crowds.

Three Goodbye Pork Pie cars were on show with buckets ready waiting for donations.

Our lunch spread of quiche, chocolate cake, hot cross buns & watermelon was enjoyed with great company & laughter. (Are you sorry you missed this?)

A couple of members got a little friendly with some of the army men and came back to the club area looking a little greenish but it was a draw card and talking point too.

Fiona Clark









Bayswater Primary School Fair

Right on my door step and the only Mini, well I was the only small there as all the rest were manily muscle cars on display. But a great day all the same and with access to a power I provided the music all day long.

Phil Walters



wow original script



special screening of the

Mini cult movie

"GOOD BYE PORK PIE"

Its Wednesday

December 19th 2012.

The email says there is a special screening of the Mini cult movie "GOOD BYE PORK PIE". Problem is it's at 7.30pm in Whangarei.

That's a 180 km trip one way and it's a work night. Still it is a special screening. Why!! Because Kelly Johnson aka Blondini is the owner of the bar where the movie is being shown. So Murray and I decide that my Mini Cooper (TOYMAD) must make the trip.

We head off north from work in East Tamaki around 4.30pm in rush hour traffic towards the city on Auckland's fantastic motorway system. An hour

and a half later we are just over the harbour bridge and starting to gain momentum towards

THE OLD STONE BUTTER FACTORY

bar/eatery/movie theatre in Butter Factory Lane, Whangarei. On arrival outside this great little place we are greeted by the man himself. Kelly Johnson also known as Gerry Austin, Leslie Morris and Blondini.

He seems quite thrilled that there are crazy like us that are willing to travel a 320km plus round trip just to watch his movie.

After a bit of a chat some photos and autographs. His not ours! We head inside for a refreshment and movie. Before the show starts Kelly gives us a bit of an incite in to making movies of such calibre. Some very interesting anecdotes along with the only two



items of memorabilia Kelly has retained from the experience. Firstly his hand typed script held by yours truly in the photo and the Popeye badge that he wore on the silver jacket he was wearing throughout the movie. This is modelled by Kelly's daughter Jasmine.

At intermission there are a few more tales from Kelly while we partake in a pizza some locally brewed beverage to wash it down. The film continues on to the end with a few more things pointed out along the way. Now it's time to head home but not before a quick chat with Kelly and family. We are told that this is the very first time Jasmine has seen her dads movie. I asked her what she thought of it and all I got was shrug of the shoulders and a smile. I'm sure Mum and Dad will have a few questions to answer once everyone has gone home.

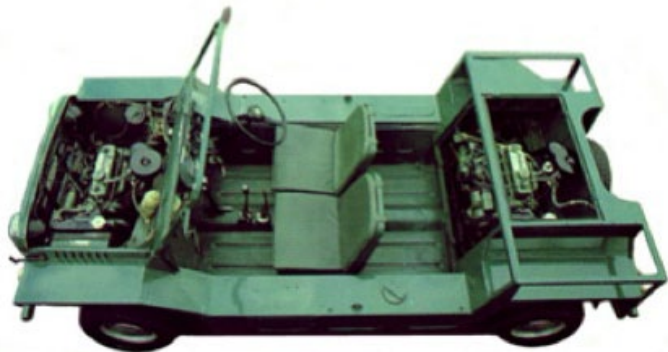
TOYMAD got us back home at around 1.30 am without a hitch from what was



a very enjoyable night. A big thanks to Kelly his staff and family. If you're up that way pop in and have a bite to eat. I'm sure you will be welcome. Especially if you are in a Mini.

Rex Coubray.

TWIN ENGINE MOKE



It was in January 1963 that because of heavy falls of snow, as a way of getting some publicity for the Moke the company decided to make a 4 wheel drive version by simple putting a second engine mounted on a front sub-frame in the back. Originally the gear changes were connected together along with the clutch and throttle pedal. This proved to be a bit of a nightmare as it was very difficult to synchronise both engines and the gear-changes. The solution was solved by putting an automatic power unit in the back, which was not the perfect solution, but as a prototype worked quite well.

Press Statement June 1964 US Army Testing BMC Moke

The United States Army is carrying out trials with two British Motor Corporation vehicles derived from the design of the mini-car, the BMC announced yesterday. One is the Mini-Moke and the other the Twin-Moke a twin-engine version. Left-hand drive prototypes of each are undergoing study and evaluation by the United States Army Tank Automotive Centre.

The single-engine Moke is a general, purpose vehicle, built by BMC for possible military use. Powered by an 850 cc engine mounted transversely and driving the front wheels, it is likely to go into production this year.

Fitted originally with two 850c.c.engines, the Twin-Moke was a four wheel drive version, first produced experimentally by Mr Alec Issigonis, technical director of BMC and Mr George Harriman the corporations chairman during the severe 1962-63 winter.

In January last year, at Longbridge, I drove the first double-engine Moke, which proved capable of astonishing performance and road holding in deep snow and mud. In its latest form the Twin-Moke is powered by two 1,100 cc. BMC engines, fitted transversely front and rear and driving each pair of wheels, with twin, linked gear levers. The open-bodied vehicle can carry four passengers or a heavy payload. No vehicle of this type have yet been sold to the United States Army, but BMC say that they are undergoing field tests "all kinds of extensive field tests".

One of the Mokes on test in the US by the Army, the main reasons why an order did not materialise was because of the lack of ground clearance.

In 1967 the MkII was announced which incorporated changes that had been introduced in the Mini. But you did get a passenger wiper as standard now, along with a choice of two body colours Spruce Green or Snowberry White. Another try was made to interest the Navy, but it came to nothing.

Club Points

FirstName	clubnights	minimeet	Trials	Shows	Events	Runs	Duties	totals
Rex Coubray	9	21	10	12	12	1		74
Alan Murie	8	11	4	3	4	1	12	54
Jo Clark	7	6	13	1	2	1	16	53
Murray Grant	9	9	20	4	2	1		51
Fiona Clark	7	6	20	1	2	1	4	48
George Gray	9	21	1	9	2		2	46
Shelagh Murie	8	1	10	3	4	1	7	45
Christine Roper	2	19	1	10	2		9	43
Lloyd Clark	6	6	20	1	2			42
Susan Coubray	6	11	10	1				37
Shirley Grant	5	1	20				2	34
Kevin Taylor	8		10	1	4		8	31
Chris Roper	2	11	1	2	4		8	28
Warwick Robinson	6	17		1	1			25
Ian Mcdonnell	5	1	15	4	3	1	24	24
Richard Underwood	8	1	10	3	1	1		24
Kevin Patrick	7		2	12			2	23
Kyle Apanui	7		10	2	2	1		22
Phillip Walters	7	11		1			2	21
Nic Apanui	8		5	3	2		2	20
Mike Bates	7	1		1	2		4	19
Vic Hayes	3		9	3	1	1	2	19
Grant Murie	4		10	2	1			17
Vlv Taylor	5		10		2			17
Peter Chadwick	6		9		1			16
Sandra Langton	3		11	1	1			16
Lee Norman	3	9	2	2				16
Cherry Chadwick	5		9		1			15
Robin Greenland	4	6		2	1			15
George Langton	3		9	1	1			14
Ryan Bautista	1	11		1				13
Andrew Carter			1	12				13