

# MINI

## Mini Car Club of Auckland



DECEMBER 2015



HAPPY 21<sup>ST</sup>  
MINI CAR CLUB  
AUCKLAND



## CLUB CONTACTS

President:	president@minis-auckland.org.nz
Captain:	<b>Simon Lodge</b> club-captain@minis-auckland.org.nz
Secretary:	<b>Graham Wing</b>
Treasurer:	<b>Kevin Taylor</b> – 021 121 8363 treasurer@minis-auckland.org.nz
Committee:	<b>Kevin Patrick</b> – 021 993 324 kpminimad@gmail.com <b>Warwick Robinson</b> – 021 186 5520 bearsfour@xtra.co.nz <b>Tony Maulder</b>
Web Monkey:	<b>Gavin Agnew</b> – 09-2980046 web@minis-auckland.org.nz

## 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

<b>Sunday 24th January</b>	<b>Dawnbreaker Run.</b> Meet at Scout Camp in Connaught Road, Green Bay at 6am. This years run is a follow the leader run so no need to bring clipboards or thinking caps. A great way to start the Mini year and the Ropers have promised they will take us to a lovely place for a hearty breakfast.
<b>Saturday 6th &amp; Sunday 7th February</b>	<b>Leadfoot Festival at Hahei.</b> Waikato Minis are heading over to Hahei for the weekends event and have invited us to join them there, they would like to have a good turn out of Mini's on display there. Organise your own accommodation and let KevT know if you're going.
<b>Sunday 7th February</b>	<b>Galaxy of Cars at Western Springs.</b> This is the clubs annual Show & Shine, meet in the carpark in Motions rd opposite the Zoo at 8.00am to convoy to the event in the Western Springs Stadium.
<b>Saturday 13th / Sunday 14th February</b>	<b>Classic Car Weekend incorporating Concours d'Elegance, Ellerslie.</b> Details to come.
<b>Sunday 6th March</b>	<b>Classic Brit and Euro Car Show.</b> Lloyd Elsmore Park, Pakuranga.
<b>Saturday 19th March.</b>	<b>Off The Beaten Track!</b> Alan and Shelagh Murie are putting together an 8 day excursion off the beaten track. Join for as much or as little as you like. This journey will not be limited to minis. We will say which motel we will be staying at - you make your own booking at same or accommodation of your choice. Outings to breweries, wineries, museums, places of interest, etc. will be suggested with no compulsion to do any at all. Feel free to make suggestions. Preliminary programme as follows: Day 1 Auckland to Pukeatua (not the direct route) Day 2 Pukeatua to Napier Day 3 Napier to Taihape via the Gentle Annie Day 4 Taihape - local area Day 5 Taihape to Wanganui via Waiouru & Fields Track Day 6 Wanganui to Taumarunui via River Road. Day 7 Taumarunui to New Plymouth via the Forgotten Highway Day 8 New Plymouth round the mountain Day 9 New Plymouth to Auckland Email Alan and Shelagh for suggestions, details etc.



# Club Points

As of 15th November 2015

Name		Club	Magazine	Caffiene	Events	Grand
		Nights		Classics	Total	Total
Kevin	Taylor	5	6	0	23	<b>34</b>
Ben	Fitness	1		0	23	<b>24</b>
Mike	Pykett	1		0	19	<b>20</b>
Tony	Maulder	4		3	8	<b>15</b>
Lee	Norman	4		0	11	<b>15</b>
Gavin	Agnew	3		2	8	<b>13</b>
Chris	Roper	2		0	10	<b>12</b>
Rex	Coubray	2		0	9	<b>11</b>
Phillip	Kane	4		1	3	<b>8</b>
Alan	Murie	4		0	4	<b>8</b>
Graham	Wing	5		1	2	<b>8</b>
Shelagh	Murie	4		0	3	<b>7</b>
Chris	Atkinson	3		1	2	<b>6</b>
Andrew	Carter	0		0	6	<b>6</b>
Kevin	Patrick	4		1	1	<b>6</b>
Margaret	Patrick	3		1	2	<b>6</b>
Steve	Clapham	2		2	1	<b>5</b>
Ross	Galloway	3		1	1	<b>5</b>
Vic	Hayes	2		2	1	<b>5</b>
John	Mannion	4		1	0	<b>5</b>
Chris	McMurray	1	4	0	0	<b>5</b>
Christine	Roper	1		0	4	<b>5</b>
Tim	Sinclair	3	2	0	0	<b>5</b>





# Club Captain

## Hello to all Mini Club members!

I'm Simon Lodge, Club Captain. Most of you will know me already.

First of all, I would like to thank on behalf of the Club, Kevin Taylor for filling in the massive gaps in the club, i.e. Club President, Vice President and Captain, and keeping the club active. I hope I can be a help in the running of the club with Kevin, until such time people step up and fill the gaps.

Your club needs you!!!!!!

Cheers,  
Simon

**Club Captain**





# Bryan Jackson's Funeral

We were asked by Bryan Jackson's son to attend his funeral, and also bring the caravan [Jackson Cub] to feature as a tribute to his father. The funeral took place at St. Leonard's Chapel and Gardens at the Wilson Home Trust in Takapuna.

The photo shows the Mini and caravan parked at the entrance to the chapel. This photo also features in the article in November's issue of Classic Car Magazine on page 42.

We were happy to attend and be part of the funeral. Much interest was shown by old friends who were involved in the Bryan Jackson factory and remember the caravans being made.

**Simon Lodge, Club Captain.**

# GALAXY OF CARS



**SUNDAY  
7th  
FEBRUARY  
2016**

**WESTERN  
SPRINGS STADIUM  
AUCKLAND**

**CAR SHOW** commencing at 10 am

Prize giving at 2pm – Best Presented Car & Car Club Display Cars remain on site until 3pm

**INCLUDING AUTOMOTIVE SWAP MEET** commencing 7.30am

**Gate tickets:** Display car and driver free, Adults \$12, 5-15 year olds \$5, under 5 free.

No dogs or alcohol allowed on site

For information and registration of show cars Contact Noel Mountjoy

email: [mountjoy@slingshot.co.nz](mailto:mountjoy@slingshot.co.nz) or ph: 09 826 0504 mobile: 021 642 688

Organised by New Lynn







Club Mt Richmond Domain  
Auckland, Ph: 09 276 0880



Hi everyone!

Well, it's that time again - the end of the year, with all its celebrations, too much food, present buying, and another Club magazine. I've just returned from the fantastic Club Christmas Party. So much food! There have been so many outstanding events going on recently, like the 21st Birthday, the Nationals, and so on. Of course, I've managed to miss most of them. Always being away this time of year makes things a bit difficult! I'm sure I'll be hearing about them in detail though, in articles in this and the next magazine. My New Year's resolution - try to get to an event or two! The dyno day should be a good one, a great opportunity to get together, visit Minibitz and catch up over breakfast, and then see how healthy our Minis are. Well, I already know how healthy mine are... not at all. But if at all possible, I'll be there seeing how everyone else's Minis go, and hoping that Dad's rally Mini holds together OK.

On another topic, one thing I've noticed recently is the willingness for club members to help each other sort problems out. That's a great thing, and one of the main reasons we have a club in the first place! One thing I'd like to suggest - if you have a Mini-related problem, and you think someone in the Club might be able to help, why not stand up at a club night and ask? You might even like to explain your problem in a bit more detail. Who knows, maybe another Club member has had the same problem before, or knows someone who can help out?

Here's a familiar story for you - we still have a lot of Club Office positions to fill! If you can spare a little time, and feel like joining the Committee, or being a President, or perhaps Vice President, just make it known at the next Club night, or have a word with pretty much anyone on the current Committee. Even if you can only help out a little, that'd be much appreciated.

Lastly, apologies to those whose contributions didn't make it into this edition of the magazine. I've tried to choose a variety of articles, but that means I've had to leave out a few very good examples. Don't be afraid to ask me when your carefully-crafted writing will be featured, you'll probably prompt me to have another look and move it to the top of the pile! It'd be safest to do that via email though, you don't want to be relying on my memory for anything important...

Anyway, time to sign off, and get into the magazine itself - enjoy, and have a wonderful Christmas and New Year!

Cheers,

**Mike van Bokhoven**

# Coffee & Classics

SMALES FARM

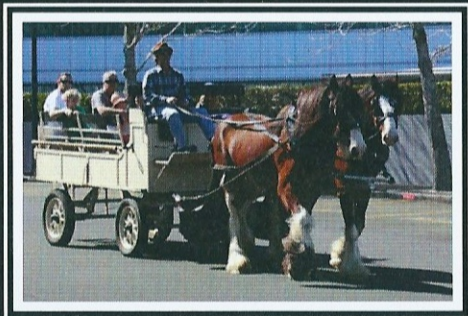
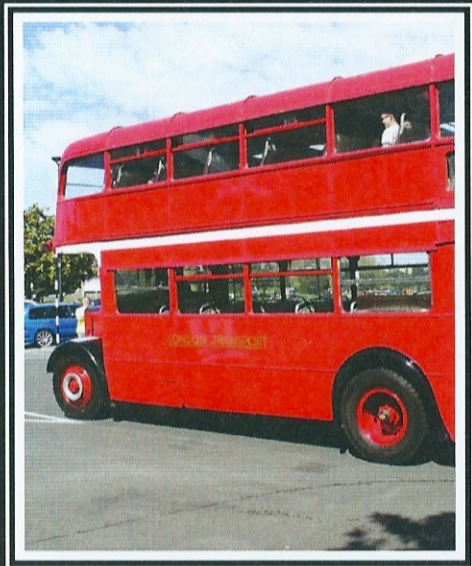
The September 27th Caffeine & Classics show was part of the Auckland Heritage Festival this year. As normal, on the last Sunday of the month, classic cars poured into Smales farm at Takapuna, on a fine cloudless day.

## **AUCKLAND HERITAGE TRANSPORT FESTIVAL**

The council had organised a half dozen food trucks, a 1962 Seddon bus, and a double decker London bus for rides. There was a horse and carriage for the kids, old fire engines and an interesting guy with a collection of old pushbikes. A couple of us coaxed him into riding the penny farthing he had. No demonstration of the 1905 fireman bicycle though!

More cars than usual, and definitely more people, probably due to the publicity by Auckland City Council for their heritage





*The September 27th  
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Festival this year.*



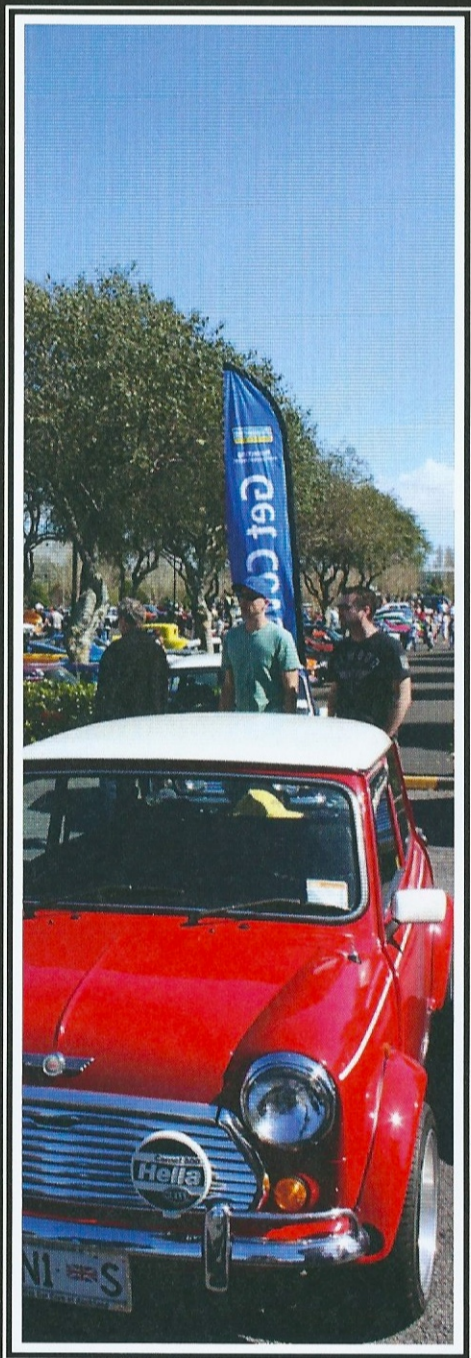
festival. Smales Farm was labelled a Transport Hub in its day apparently. It certainly was on the Sunday with about 450 cars, 24 of them being minis. Scattered amongst the show cars were 20 or so Auckland Transport Toyota Corollas!

## EARLY MINIS

Dave probably came the greatest distance, having been detoured along dusty roads behind Puhoi to get his early (dust coloured) Cooper to the show from Warkworth. A milk tanker had gone off the road and the highway was closed, forcing his detour. Jim and I added to the early Coopers. Grant and Bryan got their well restored early green and white Mini to the show, albeit showing a high reading on the temperature gauge. Another early Mini was Robins green highly accessorised car, and his mate Scott's newly painted surf blue Leyland Mini. Ian's black and white Aussie deluxe Mini, the national's class winning car, added to the early group on show.

## MIDDLE AGED MINIS

A regular at the show, Steve and his bitter apricot Leyland Mini looking more shined up at each show. Other Leyland era Minis of John, with the orange roof, Sarron in the Cooper stripes, and the Watson family's red and white one (Rover?) boosted our show group numbers. Vic and Graham came along in their Clubman Minis. Gavin came along in his open top





2000 Rover Cooper, Kevin & Margaret brought the red and white 90s Cooper S out for a run as well as Kerry bringing along the blue Rover Cooper "WEE MIN". There was also another red and white Rover Cooper S that came onto our stand later on.

### **MODERN MINI**

I was able to get my dark silver BMW S along to the show as well as my other Cooper. Peter kept my BMW company, with his white 2007 JCW COOPER S, which is for sale as he has got himself one of this year's models COOPER S.

At one stage we had 18 Minis parked in a U shape for our showing. And 1 Morris minor estate.

We seem to be able to put a good collection together at this show each month - thanks everyone.

**Scribed by Tony.**

# Coffee & Classics

August

SMALES FARM

I was wondering if I had done the right thing heading to the Caffeine and Classics park up on Sunday 30th August, at Smales Farm, Takapuna. The motorway message board flashed out the message "Surface Water / Take Care" and I was heading north along the Southern Motorway in my white Mini City (with my friend Yulia alongside) thinking that we might be the only ones there on such a wet and threatening morning. As we bumped our way over the judder bars of the Smales Farm off ramp there thankfully were more than a few display cars already there. But, no MCCOA Minis in their traditional spot under in the rear carpark. Instead the always well organised Tony Maulder had grabbed a prime spot earlier in the morning near the entrance (and more importantly, near the mobile espresso coffee truck) then went and had a cafe breakfast out of the rain. Tony's 1964 Cooper was



~  
*last sunday of every  
month from 10.00am  
and 1.00pm anyone  
welcome to attend.*  
~

paired up with Gavin's metallic blue 2001 Cooper S, who wisely chose not to use the sunroof this time. I squeezed my 1980 City between them and a rather mysterious grey 1965 Datsun 1600 Fairlady convertible.

Soon after, Phil, back from this year's Pork Pie Run in his red Mini van, bolstered the Mini line-up with his bright orange 1976? Leyland Mini. At the stop off at the Mini Garage, Newmarket a former Mini enthusiast had thrust a box of bits into Phil's hands and he was forced to carry them all the way to Invercargill and back without using any of them! Finally now they found a good home with Tony.

Despite the rain, that Sunday's Caffeine and Classics get together was the usual gloriously mixed collection of restored Detroit muscle cars, Ford Mexico's, rare Italian sport saloons like the Lancia Stratos and this time rusty VW Beetles together with very expensive near new BMW's and Bentleys. What they all had in common were owners who were proud of their cars and wanted others to enjoy them as well, even on a wet day. About 200 cars in all were there, requiring the organisers to open the back car park in the end.

By this time the show was well underway. The rain was drizzling down and Tony had put up the (BMW) Mini banner to mark the club's presence – the only banner used at the show. A steady stream of ex-Mini owners came by to admire the cars and confess their sins of selling the Mini cars they owned in their youth. Pitiful inadequate excuses

such as marriage, children or chronic rust were offered to some of the other club members helping out such as Steve Lough (with dog Ben), Tony's friend John from the Hillman/Sunbeam car club and Tale, a new club member from overseas.

At around 11.30AM the rain returned and suddenly the car park was full of loud exhaust rumbling. The show's stars were all on the move heading for the car park's one exit, about 50 also headed off for a cruise to a hot rod show at Kumeu. So ended a morning at the Caffeine and Classics park up.

Come along sometime. The club is going to organise some afternoon runs/visits starting from this show in the future. Remember the last Sunday each month at Smales Farm, come along any time between 9.30am and 12, crank up the Mini, give it a run, summer's coming.





# A Pretty Monster.

## 1963 Morris Mini

In 2012 when we bought a 1963 Morris Mini we soon realised we'd bought a bit of a Frankenstein, and, rather than restore it back to stock, decided to run with the idea. The result won't appeal to people who value originality, but so far the mob with pitchforks and torches hasn't materialised, so we must have done something right.





When we bought him, Rupert was a fairly normal looking 1963 Mk1 Mini. Disassembly prior to restoration revealed that somewhere along the way he had acquired a 1965 Super De Luxe shell, interior, and trim; 1275GT brakes and servo, Morris 1300 engine and gearbox, Cooper S right-side fuel tank, and a whole bunch of other hard-to-find parts. Once he was in a million pieces in the workshop and originality clearly out the window, the temptation to upgrade absolutely everything proved too great.



We both liked the unadorned interior of the Mk1's, but wanted a bit more comfort than Grant's old '61 Mini Van, which was about as refined as rolling downhill in a 44 gallon drum full of spanners. We've fitted a ridiculous amount of Dynamat with sound absorbing Dynaliner on top, heavy cut-pile carpet, and extra padding on all the upholstered trim. The door cards and liners are now made of PVC rather than wilting cardboard, and since Grant has experience doing upholstery the entire interior is in leather, which still worked out cheaper than the Newton Commercial reproduction vinyl.



Brian was staggered at how primitive the original wiring loom was, and has designed and built a bespoke wiring loom featuring such newfangled innovations as fuses (one for each circuit!), relays, adequately sized wires, and corrosion-resistant connectors, all in the correct BLMC wire colours (though we had to invent a few new ones- for some reason, there isn't a factory correct colour for heated seats, bluetooth



hands-free, or deadbolt door locks).

The bodywork took the most time mainly because it's horrible, sweaty work, but also because the shell, while relatively rust-free, was definitely not incident-free. New front wings, flich panels, and nose panel were needed to straighten out the lopsidedness, and a whole bunch of repair panels were made to replace what rust there was.

Before sending the shell off to be stripped, we checked our colour choice by buying a half litre of cheap enamel in Mid Brunswick Green and hosing down the shell with it. It looked ok in the workshop, but out in the sunlight it turned into something you'd find in Carmen Miranda's hat. Another half litre was purchased in a shade darker, and still it was too bright. The third time was the charm though, with Conifer (BS4800 14C40) turning out to be just right. By this time the man at the paint shop was starting to think we were insane, and he's probably right.

The shell was dip stripped at Kiwi Metal Polishers in Rotorua, who take extra care to neutralise the caustic and wash it out of everywhere. One big mistake we made was to have the stripped shell primed to protect it from flash rust. A fine idea in theory, but we should have talked to our painter first—the primer wasn't going to be compatible with the 2-pack epoxy paint we intended to use, and we had to strip it all off again. The stripping revealed a few new areas that needed work, which took another year to complete.



After meeting with a half-dozen painters, we chose to have the painting done by Sin and Grant (not me- another Grant) at Bengé Spraypainting and Restorations in Penrose. It turns out that my prediction of how much a paint job would cost was woefully out of date, and Sin was happy to let us do much of the work ourselves to help keep costs down. I regret volunteering to sand down the polyester filler- we had dust everywhere (everywhere!) in the workshop for a year.

Building our own engine turned out to be an ongoing learning experience. I've repaired more than a few engines, but this was our first full engine build, and it turns out there's a learning curve. I was a bit optimistic when choosing parts and went for all the performance ones, and ended up with an engine that was a little over the top for road use.

Our first few drives left us pale and shaking, grinning, and half deaf, so we've swapped a few of the sportier parts for more reasonable ones. We've learned to take the glowing descriptions on Minispares' website with a grain of salt, and, distressingly, we've recently learned about cleaning the freshly-machined engine block before engine assembly. Whoops. Apparently, if you don't clean it well enough, the bearings don't last very long at all. At least, that's what our engine reconditioner told us, as he took our money for the second time.

Apart from those few teething troubles, we're very happy with how Rupert turned out. Just like Frankenstein's monster he's made of bits and pieces of other Minis, but suits us perfectly.

For more detail, check out the blog we kept at [63miniresto.wordpress.com](http://63miniresto.wordpress.com)





Gary Ashton

MG CAR CLUB

# KEMP ROAD HILLCLIMB

15 OCTOBER 2015



When I found out that the MG Car Club Kemp Road Hill Climb was coming up, I knew that I had to inform Chris, as he had been wanting to do this event for a while. Unfortunately Chris already had plans for the day, so he very generously offered BYGGLS to me to compete in the event.

I sent the entry off and made arrangements to pick up the car prior to the event. On Sunday I drove BYGGLS and Catherine followed in our car which carried tools, fuel, food and drinks. On arrival it was documentation, scrutineering, then time to check out some of the other cars and catch up with drivers that we knew. One thing that quickly became apparent was the variety that this event attracts, from Ron Roycroft's Bugatti and a 1948 MGTC to a late model BMW, to a Hayabusa Toyota Starlet, and everything in between. The people were just as varied from a young lady in her early 20's to retired gents. Then we have driver's briefing and a recce run.

Kemp Road is at the top of the Awhitu

Peninsula, north of Waiuku. The MG Car Club have been using this road for a hill climb for about 40 years. Approximately 2.2 kilometres of the road is used, predominantly uphill, lots of corners, some of them a little tricky, narrow in places with banks and drops to the sides, with trees shading arms of the road. The stage was run in a north to south direction.

When it came to my first run, the plugs had fouled up so we coughed and spluttered up the hill. The 1969 MK2 Cortina behind me had the same problem, so we went for a blast around the block to clear the cars. The second run was a lot better, no coughing and a dry road made for a happy driver. A light shower during the third run slowed the times a little, then time for another go.

This was a great way to spend a Sunday, great road, great cars, great people.

Thanks to the MG Car Club for putting this on!! This is a great event for everybody to have a go at, I think I will be back next year.





A big thanks to volunteers and organisers for a well organised motorsport event and a big thanks to Chris for the use of BYGGLS.





# MG VS MINI

## MOTORKHANA

AUGUST 30TH 2015

It was cold, it was dark and it was raining. Awesome!! NOT

I thought to myself why am hooking the trailer up to the van????? I could be warm and asleep but like my other Mini counterparts I knew there was a battle approaching, a long standing rivalry that required as many Minis as we could muster.



So with the heater on full I set off via Wild Bean hoping we had the numbers and hoping this bloody rain would stop!

Two and a half hours later..... still raining but the Bombay's were approaching and I had my fingers crossed for a fine and sunny Auckland (yeah right)

Maybe I crossed one too many things because as I hit the Puke off ramp it just rained some more..... oh well it will make for less traction (fun).

On arrival to the Customkit battleground it was obvious both manufacturers had had a good turnout with Mini having 10 drivers, MG having 8 drivers and a Morris Minor and Toyota Celica thrown in for good measure.

This had all the makings for a great day with all the usual veterans from the Ellerslie Concours Mini vs MG motorkhana days with a hand full of Minieers facing the MGs for the first time (myself included) After Andrew Walbran (clerk of the course) from MG went through all the usual official bits and pieces we kicked things off.

**Test 1** was a fairly basic slalom which was a good warm up. So Paul Walbran (MG) gave us a demo and on completion his car decided to lock on its brakes. But as Paul knows a thing or two about the MG he was back underway 5 minutes later. With test 1 complete things were looking good for team Mini with Rex taking out the top spot followed very closely by Paul & Cameron (MG).

**Test 2** was a familiar course with an

MG twist. This again favoured Cameron Walbran (MG) with him being the quickest by almost 2 seconds. With myself (Ben F) coming in 2nd and Rex in 3rd.

**Test 3** saw the return of Mini to the top spot with Lee taking a commanding win followed by Andrew and Paul (MG).

Lunch.....and time to recharge. It had been a good morning with only occasional rain but a heap of good runs with the MG guys really hanging their tails out.

**Test 4**, and I am thinking to myself how am I going to remember this one!!!!!!

The MG club have a different array of motorkhana courses and they are tricky to get your head around when attempting them for the first time. But surprisingly almost everyone nailed it first time.....except the Red MG that half way through got some understeer going and ploughed into a fence. On closer inspection the car only had a minor bend on a panel which had seen something up close before so it was carry on as usual. After everyone had been round twice it was a MG white wash with Andrew first then Cameron and then Paul.

Maybe we shouldn't have given them lunch ha-ha.

Test 5 the final test for the day and team Mini really needed to dig deep and we did with Lee setting a blistering 30.3 sec run followed by myself with a 31.3 but then it all came unravelled with Andrew (MG) pulling off a 28.9 to take test 5.

Test 5 the final test for the day and team Mini really needed to dig deep and we did with Lee setting a blistering 30.3 sec run followed by myself with a 31.3 but then it all came unravelled with Andrew (MG) pulling off a 28.9 to take test 5.



So after the results were all tallied up for the 5 tests the overall top 5 looked like this:

<b>1ST ANDREW WALBRAN MG</b>	<b>483.9</b>
<b>2ND CAMERON WALBRAN MG</b>	<b>469.3</b>
<b>3RD LEE NORMAN MINI</b>	<b>453.8</b>
<b>4TH PAUL WALBRAN MG</b>	<b>452.1</b>
<b>5TH REX COUBRAY MINI</b>	<b>442.2</b>

Overall it was an awesome day had by all and it really did spice things up having the MG club involved. Well done Andrew and hopefully next time Mini can turn the tables.

#### **SPECIAL THANKS TO:**

**Kevin Taylor and Chris Roper  
for organising the event.**

**Customkit for the venue.**

**Viv Taylor and Chrisätine  
Roper for timing.**

**The MG Car Club for officiating  
the day's events and timing.**





# 21<sup>ST</sup> MINI NATIONALS

## LABOUR WEEKEND 2015

at Masterton and hosted by MMR – Modified Mini Register

A smaller than usual group of MCCoA members attended the Mini Nationals this year but represented the club well and returned with a trophy or two.

Viv & I headed off after work on Thursday in our Rover Cooper S and headed down to Taupo to spend the night with Ben & Michelle Fitness who now live in Acacia Bay. Woke up Friday morning and enjoyed the great views they have over Lake Taupo. I had to replace the engine steady bush as it had turned to mush and the engine was flopping around, not so easy on the late model Cooper as there is plenty of stuff in the way. Only lost one nut off the engine breather but Ben had spares on hand so job done. Minis loaded and we're off to Waiouru to meet Chris & Christine

Roper who are travelling in Christine's BMW Cooper. They had overnighted in Taumaranui with Chris's Dad. So now the convoy was 3 (Ben was trailering his purple Mini). A good run turning off SH1 at Vinegar Hill and some interesting roads from there to the Manawatu Gorge. The weather had been good up until now but as we headed into the Wairarapa the rain set in and it was pretty miserable by the time we got to Masterton and made our way to the Copthorne Hotel. MMR had based the event from here and most entrants/competitors were staying on site or at

nearby motels.

It was good to meet the MMR committee at registration, a few familiar faces from past Nationals who got the paperwork sorted quickly, then off to scrutineering for all Minis that were entered in the weekend's Speed events. I had decided not to take part in the Motorkhana as the Sportpac Cooper S with it's 13" wheels is too much of a handful to throw around on a sealed event and that's not how I want to treat it. However I made a last minute decision to enter the Regularity Sprint after they explained exactly what was involved.

We then headed off to find our motel and unload the Mini, get tea and arrange for the use of the fire hose outside our unit so I could get started cleaning off the days filth and grim, made a little easier because it was still raining steadily. Spotted a couple of Hawkes Bay Minis across from us at the motel, a very similar Sportpac like ours and a very nice BMW JCW Cooper S.

Up early Saturday morning to finish the cleaning and the sun was shining brightly and the Hawkes Bay folks – Glenys Cooper (yes Really) & Phil were already up and cleaning their Minis - they had been at it for a day or two truth be told and their Sportpac was entered in the same group as ours - let the competition begin.

The Show & Shine was held in the main street of Masterton. The Council had allowed MMR to close off several blocks of the main shopping area and Minis were angle parked both sides for several blocks – what a great sight that was with Minis grouped by Mark, Clubman, Variants etc. We now found that several more MCCoA members had arrived in town overnight as we were joined by Alan & Shelagh Murie in their De Joux, Andrew Carter in his Estate, Phil Kane in his Clubman van, Mitchell

Pykett in his BMW Cooper S and the Dolley Bros, James & Jack, in their green Minis so there were now 9 Minis representing MCCoA.

The Mayor of Masterton opened the event and welcomed us to town. Roger May from Queen was on the movie theatre verandah and gave us a terrific electric rendition of "God Save the Queen" – well someone said it was him !

Time to have a look at the 100 odd Minis on display, a great variety and many that we hadn't seen before and apparently a number from the Wairapa who had turned up even tho' there is no local Mini club. Judging was under way, a local car painter & upholsterer doing the job. There were plenty of excellent coffee shops and eateries to choose from to give your feet a rest.

A new feature that MMR had introduced to the event was the use of a computer results system accessed thru QR codes - this gave the tech savvy amongst us (Ben) the ability to check on results as they were compiled over the weekend. This was a great system and I'd like to think that it may be able to be utilised at future Nationals.

Early afternoon they had arrived at the winners for the various show classes and sashes were handed out.

## **MCCOA RESULTS :**

**MkV onwards:** 1st place Kev & Viv T : 1999 Rover Cooper S



**Variants:** 3rd place – Andrew Carter : Mini Estate

**BMW MINI:** 2nd place – Mitchell Pykett : MINI Cooper S



It was now time to assemble for the Navy Trial, setting off from the north end of the shopping centre at minute interval, lots of instructions, “make sure that you read them all” they said. As we wait to start we see lots of Minis going this way and that across the intersecting road - this is going to be fun. Off we go, we decide to pull off and sit & read all the instructions, page after page and then Viv finds the trick - “disregard the first 14 instructions! “ The overriding instruction is that the front of your Mini is North so at every intersection there was a direction given : W, N, E – easy peezy as long as you can remember which way is West or East – I saw many drivers later in the day with W written on the back of their left hand and E on their right hand, yes my hands as well. Viv & I travelled in convoy with Ben & Michelle so we collaborated at times when one picked up a clue that the other had missed and vice versa. We got lost several times and there was the odd wrong / misleading instruction but we covered a lot of interesting roads and saw lots of other Minis having fun not knowing who was on track or lost. Viv said at one stage “this is taking too long, lets go

home” but we didn’t know where home was so had to keep following the instructions to get to the finish at the Cophorne. The final twist in the tail was having to identify local points of interest that we passed in order that we passed them – yeah right ! More like pin the tail on the donkey.

The day finished with drinks and nibbles at the Cophorne and the Presidents meeting to discuss future Nationals. The local movie theatre was showing the Italian Job (original version) which I’m told was great on the big screen, I missed it as I was at the Presidents meeting and wasn’t even a President.

Sunday was the Speed Event day and this was held on the Drag strip a few kms out of town.

MMR had set up 4 different courses and competitors got to do 3 runs on each course. Because it was on the drag strip the courses were quite narrow and had very solid concrete barriers on each side, so you had to be neat and tidy or you’d be in trouble. Ben quickly got into the swing of things and was recording some pretty good times. He could see who the main competition was in the beige Mini.

In the afternoon the drag strip was cleared and timing gear with Christmas light starting was set up. There were more Minis running in the afternoon event as it wasn’t an outright fastest wins drag race but a regularity sprint where the object was to get as close to the time you set on your previous run – 3 runs, the difference between your closest 2 counting for points.

I enjoyed my runs in the Cooper S, it goes well in a straight line but the original 16 year old tyres are getting a bit hard and lacked traction. My strategy was to go as fast as I could each time and see what happened. After everyone had completed

their 3 runs there was time to have a Top 5 shoot out for the fastest Minis of the day. Mitchell was Top Gun in this group having scorched down the strip in 15.84sec (if memory serves me) but he got a bit excited in his last run and missed a gear change and was just pipped by an A Series powered Classic Mini – a cheer went up from the crowd ( so I'm told, I'd gone back to the Motel by then to have a lie down before the prize giving).

Back to the Copthorne for the Dinner & Prize Giving. A great meal, lovely food and plenty of it. Onto the prize giving with Jai & Graham awarding the prizes. They awarded Timber Trophies to the winners as well as a number of the Annual Awards.

Ben Fitness placed 2nd in the Motorkhana – well done Ben.

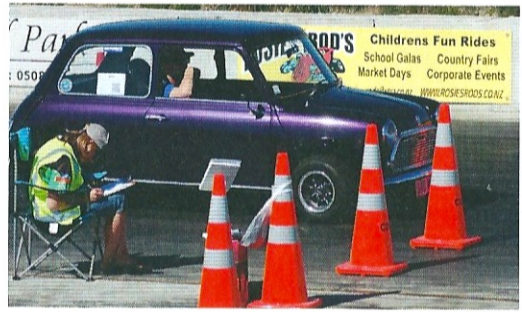
He also placed 2nd in the Regularity Sprint with an incredible 0.01 sec difference between his times.

The Winner of the Regularity Sprint was Helen Middlemiss from Minis Waikato who recorded 2 identical times – unbelievable. She beat her husband Brent into 3rd place.

I thought that I had done pretty well with a 0.1 sec difference but wasn't good enough. I did manage to record a slightly quicker time than Ben tho just getting under 20 sec for the ¼ mile - he was unaware of that competition.

Mitchell Pykett did very well over the weekend and was awarded the "Under 25 Trophy" as well as his 2nd place in the S&S and was the Fastest Mini/MINI for the Standing ¼ mile but lost out in the Shoot Out to the A Series – another Big cheer from the by now very merry crowd.

We didn't win the Trial but Viv & I placed 4th and Ben & Michelle 7th.



The Overall Club Trophy was won by Minis Waikato and MCCoA came in 5th.

A good night and a great weekend was had by all. A well organized event put on by MMR. Congratulations to them for running the event with a very small team/committee - a real credit to them.

Next year's 22nd Mini Nationals will be held at Dunedin and the 23rd Mini Nationals in 2017 will be a bit closer being held in Hamilton.

Cheers

**KevT**



# MEMBERSHIP AND SUBS RENEWAL FORM

## OWNER DETAILS

Surname

First Name

Address

Ph Home

Mobile

Email

Date of Birth  /  /

Occupation

## VEHICLE DETAILS

Model

Rego No.

Capacity

Year

Colour

Mileage

## PAYMENT

Paid by: (please tick one)

- Direct Debit
- Cheque
- Cash

Signature

Date  /  /

## CLUB SUBSCRIPTIONS

The annual subscriptions are set at the AGM of the Club. Our financial year runs from 1st July to 30th June. Club Subscriptions Information

	SINGLE	DOUBLE
July – August	\$45	\$55
January – June	\$25	\$30

For new members only, joining from January the subscriptions are reduced as per above

## PAYMENT INSTRUCTIONS

Direct Credit:

ASB **12-3024-0496171-00**

Mini Car Club Auckland Inc.

Please use your **NAME** as reference  
treasurer@minis-auckland.org.nz

Or Post a Cheque payable to:

**Mini Car Club Auckland Inc.**

Mini Car Club Auckland Inc.

PO Box 72-970

Papakura

Auckland

New Zealand