

MINI

Mini Car Club of Auckland



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

Events Calendar

Saturday 23rd February	Big Boys Toyz - Howick Club, Botany Road, Howick. This annual event gets bigger and better each year with live entertainment, raffles, refreshments, Hot rods, model trains, model planes and so much more. Open to the public 10am – 4pm. For more info or to display your Mini contact Rex. Adults \$5, children up to 15 years free.
Sunday 24th February	Galaxy of Cars - our club's show and shine. Meet at Motions Road Carpark Western Springs by the school at 7.30am.
Sunday 24th February	Howick in the Park/ Military Tattoo held at Lloyd Elsmore Park, Pakuranga. Meet in the park at 8am to set up our Mini will display. A day filled with entertainment for the whole family. Rugby club's garden bar will be open for food and drinks.
March 3rd	Wings V Wheels. Ardmore AirField entry from Airfield Rd (be early or get caught in the traffic)
Tuesday 5th March	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Fri 15th – Sun 17th March	Leave the BIG smoke behind - we are heading for the hills of Coromandel. Are the Minis up for the challenge? The hub will be Matarangi for the weekend's adventure but never fear you will have time to relax. Accommodation options via the websites below with a few suggestions. Saturday morning is at your leisure walking our many paths, kayaking or maybe one of our local activities will take your fancy. Meeting Saturday afternoon at 1pm for my Navigation Run with a twist. I promise to have you back in time for dinner that evening at Pipers. Sunday morning breakfast will be available at a small charge of \$10 per person at the Clark's bach. Contact Jo for more info on jojo_clark@xtra.co.nz or 021 055 9227.
28th March – 3rd April	Goodbye Pork Pie Run. Charity fundraiser that is organized by the Whangarei Mini Club. Visit http://www.porkpie.co.nz to register and for more information on this event.
April 1st	Pukekohe Car Club Autocross. Glenbrook Station Rd, 9am (near the Glenbrook Vintage Rail). Contact Paul or Graham Crisp for Details
Sunday 28th April	Wheels of Fortune – A massive vehicle display extravaganza for the whole family held at Pukekohe raceway. 2013 is set to be bigger and better with MCCOA display and Motorkhana. (More details to come - contact Jo Clark)



Saturday 22nd June

Night trial – Meeting at 5.30pm BP Service Centre between Papakura and Drury on the southern motorway. Bring clipboard, pens, torch and don't forget your navigator. We finish for dinner. For more info contact Garry Ashton.

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.

New project

FOR REX – MIDIS MK3





President's Report.

We are into a New Year and the Show Season starts.

The first is Concourse at Ellerslie Sunday 10th February – Cars by invitation only – but we like as many members as possible to come along as it is a fabulous day. We will also be taking part in a gymkhana.

We will have on display most of the cars that have won awards over the last 7 odd years at Concourse.

Sunday 24th February Galaxy of Cars at Western Springs – meet at Motions Road past the Zoo at 0730hrs. This is also the Club Show-n-Shine.

At Easter is the Goodbye Pork Pie charity run from Kaitaia to Bluff. Many of our members are participating.

Mini Fun Day at Taupo Track on Saturday May 11th – this is another great event for those wishing to try out their Minis on the track. Convoy down Friday afternoon 10th May around lunch time.

The Big one for the year is the MINI NATIONALS – Labour Weekend at Nelson. The Nelson people are well into the organization at this stage including Show-n-Shine in Town Centre and private road for Hill Climb. They have already published the categories for Show-n-Shine and Speed event.

Warwick El Presidente.



Note to Self,

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



Happy New Year, we are now heading into the season of shows and events so if you happen to go to an event please drop me a quick story about it so I can add it to the mag. Some photos would be great as well. This month's mag is on the light side I've added a couple of interest items so please forgive me if they have been used before. To those going on the "Pork Pie Charity Run" we are actively looking for support in the form of sponsorship to aid "Leukaemia & Blood Cancer New Zealand". Ask the contestants for their ID number and make a donation directly to the LBC at any BNZ branch or on line.

LBC bank account detail:

Account Name: Leukaemia & Blood Cancer New Zealand
Account Number: 02 0256 0141907 026
Reference: Contestants ID Number XXXXXX
(example PP2172 for team "Maggie May")

I hope to see many of you out and about at the many events coming up in the next few months please keep safe while driving around in those precious little cars.

Best wishes

Ian



Captains Log



Welcome to you all for the New Year.

This report is the first of many for 2013. I hope you all had a good festive season. (We Did)

First up the First War Birds Show was a notable for our good attendance once again.

We were to have a photo shoot with the Mosquito but it failed to turn up on time so we all headed for home.

The next War Bird Show is to commemorate The Battle of Britain in June sometime. Will keep you all posted.

Phils Xmas run was another good show put on by our members.

Ngaire and I are going on the Dawn Breaker Run next Sunday 20th January. Hope we can get out of bed on time.

I must make mention of Ian McDonnell's first edition of our Club Mag. Well done Ian. He must have some stories from you all to make it a success.

We have Ellerslie Car Show on the 10th February. Please show up and support the club.

Then on Sunday the 24th February Galaxy of Cars to be held at Western Springs which is also our Clubs own Show and Shine. Do turn up.

Well all for now, keep those Mini's shiny and take care on the roads.

Yours

Honest George

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





Economy Run

2nd December, 12.30 pm, an overcast day, 8 minis met at the Papatoetoe Caltex Station for the start of the Economy Run organized by Alan and Shelagh. We topped up our tanks and were given a run down on the rules, before Shelagh sent us off at one minute intervals. The route took us around South Auckland, on roads I didn't know existed, crossing over 21 different roads at least twice as we covered the 67Kms. The Elf did 69Kms, and I am sure others did more, depending on the skills of the navigator. Along the way we were required to complete questions which were made more difficult due to the removal of a sign, after the course and questions had been set. Some very dedicated teams found themselves traveling the same road in their quest to locate the missing sign.

We finished at the Caltex Station, where we had started a couple of hours earlier, to refill our tanks to see who had used the least amount of fuel. As my team arrived at the station we saw a red mini with a puddle of oil underneath, the bonnet up and a few bums in the air trying to find the problem. While the majority of us headed to the Hollywood Café for coffee and to hear the winners, the sad red mini boarded a tow truck for a ride home.

With the engine removed it was discovered a broken diff pin had punched a hole in the gear box. It is now awaiting parts, and getting some extra TLC.

CONGRATULATIONS TO THE WINNERS:

- 1st Sandra Langton & Debra Langton
(fuel injected) **1.89 litres**
- 2nd George Langton & Blair Ridgley
(fuel injected) **2.09 litres**
- 3rd Ian McDonnell & Leigh Barrett
(carb) **3.98 litres**
- 4th Robert & Nic Apanui (carb) **4.92 litres**
- 5th Alan & Grant Murie **5.14 litres**
- 6th Kyle Apanui & Richard Underwood
6.12 litres
- 7th Karen Michie & Trent Dixon **6.5 litres**
- 8th Andrew Carter & Jessica Henry
7.81 litres

A big thanks you to Alan and Shelagh for a great day and I look forward to next years Economy Run.

Thanks

Nic Apanui



My Trustie Handbag



It all started with Ian's Follow the leader run in late November it was a magical day starting at BP Bombay with 12 cars filled with 21 members set for the 100 km's plus drive ahead.

Only one rule when turning make sure the car behind you knows where you are going a very simple. Our follow the leader Ian McDonnell gave Mum and I a set of instructions in the middle along with Rex who has some and coming up the rear.

Our little adventure found some fantastic Mini roads not sure if seen before I can't remember them but no one would know where we head on the night trails been lost too many times. A brief stop for a photo opportunity before heading into Hunua falls for our first stop where my day started to fall apart.

On takeoff my Mini wouldn't start, why today, when Dad was not around after a couple of words that can't be repeated here I step out of the Mini and open my bonnet. Bugger most of the tools were in the other Mini we had packed up the night before as Dad had planned to come along but at late notice had to collect a family member from hospital so Mum came with me.

I looked up all eyes were on me with Murray climbing out of his Estate next to me I grabbed my so sensible white designer shoe and gave my solenoid a good bash as I turned over the engine bingo we were away. I climbing back into the Mini I can still see Cherry surprised face along with a few others.

My luck didn't last too long, thanks Murray for the use of your tools and Rex's helping



hand we were back on the road to catch up with the others before heading onto to our final stop Turanga Creek winery in Whitford.

On arrival we were lead the way to our reserved table outside with the all the trimmings along with the days or maybe weeks reading material but we soon discovered that book held our menu in the middle along with the history of the winery. The food is amazing along with the wine and I for one will be back soon can't believe how many times I have just driven pass the door before.

When we are faced with a breakdown, a little preparedness can go a long way. MacGyver could fix anything with a roll of duct tape and a shoelace. He was a little optimistic, but he was onto something. We ladies never leave home without our hand bags not sure about you but mines just get heavier and heavier some of these everyday items can get us out of a bind instead of reaching for the mobile.

Nail polish – seals lights and stops water getting in (clear works best)

Egg white only – seals the radiator but leave the cap off when starting someone also told me pepper works that's a freebie at the takeout for the handbag.

Shoes – may uses do you have the right design great for hitting and a good as a tyre stop

Hairspray to stop speeding tickets and parking ones too

Water bottle – get rid of chalk marks and use if water required elsewhere.

Soap – petrol tank leaks

Duct tape temporary fix hoses and lots lots more

Pantyhose – fan belt

I don't think I be towing with anything with an over hung on so we can keep our bra's on. Ladies I would love to hear about any other handy hints you have to add to our handbags for our next run.

Jo Clark





SUNDAY 25TH NOVEMBER

Follow the Leader.

When I 1st looked out the window I had my concerns about the day but the forecast was for clearing weather. "Oh Yea of little faith" it actually turned out to be a beautiful day!

By 1 o'clock 13 Minis had arrived at Bombay and a text from the Murie's said they were at Repco in Pukekohe getting another spark plug at would be a couple of minutes late.

With the coupe' all fixed and a quick call to the Turanga Creek Winery to let them know the expected numbers(21) we departed- the only important instruction was to keep the car behind you in sight as you turn at an intersection (I didn't want to lose anyone).

We headed out towards Tuakau completing a couple of pirouettes the headed back out to Bombay via Ridge Rd.

From Bombay it was off towards Paparimu then out to the Hunua Falls. There are some really neat winding roads in them there hills.

After a Comfort stop and rest break at Hunua Falls it was on to Clevedon (I manage to Stuff things up a wee bit on this section-I decided on the run to miss a road because

of new seal but Jo and Fiona(who had a copy of the route notes took the right turn) so after a few minutes discussion

The 5 minis that had taken my change headed straight into Clevedon and managed to get ahead of the others again.

With 2 minis sounding like old fergie tractors we head out over Trigg Rd to the Turanga Creek Winery for refreshments. The Management and Staff had set out a lovely setting for us and the food and drink was fantastic. This really made the trip!

I thoroughly enjoyed myself as being the leader of the run and hope to see more members come along to these fun events.

Best wishes and when this get to press I hope you all had a very Merry Christmas and not to hung-over New Year celebrations.



Roving Reporter/Ed





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



1959 – 1961 PRODUCTION OF AUSTIN SE7EN

Details:	2 models available – The Basic and the De Luxe in either Farina Grey, Tartan Red or Speedwell Blue.
Engine size:	848cc
Original price:	£497 (Basic) £537 (De Luxe)

1959 – 1967 PRODUCTION OF MORRIS MINI-MINOR

Details:	2 models available: Standard or De Luxe in either Clipper Blue, Cherry Red or Old English White. Super model launched in 1961 but replaced in 1962 with Super De luxe model. Hydrolastic suspension from September 1964. Automatic gearbox available from 1965.
Engine size:	848cc
Original price:	£497 (Standard) £537 (De Luxe) £561 (Super De luxe) £606 (De Luxe Automatic)

1960 – 1961 PRODUCTION OF AUSTIN SE7EN COUNTRYMAN AND AUSTIN SE7EN VAN

Details:	Countryman featured wood framing. Both the Countryman and the Van had an increased wheelbase over the saloon and double swinging doors at the rear. Wheelbase increased by 4", overall length increased by 10".
Engine size:	848cc
Original price:	£623 (Countryman) £360 (Van)

1960 – 1967 PRODUCTION OF MORRIS MINI-TRAVELLER MK1

Details:	Morris version of the Austin Se7en Countryman. All metal version produced from October 1962.
Engine size:	848cc
Original Price:	£623 (Woody) £532 (All metal body)



1960 – 1969 PRODUCTION OF MORRIS MINIVAN

Details:	Specification as with Austin Se7en Van. Austin Minivan produced from 1962 to 1969 with different badges to Morris Minivan. Larger engine option available from 1967.
Engine size:	848cc / 998cc (from 1967)
Original price:	£360

1961 PRODUCTION OF AUSTIN SE7EN PICK-UP

Details:	Utilised the same floor pan as the Austin Se7en / Morris Minivan but had a flat loading bay and self-contained cabin. A drop down tailgate was fitted to the rear of the load bay.
Engine size:	848cc
Original price:	£360

1961-1962 PRODUCTION OF AUSTIN SUPER SE7EN

Details:	Improved interior and sound deadening over existing Austin Se7en models. Two tone paint incorporating a black or white roof. Different slatted grille with 9 wavy horizontal bars and 12 straight vertical bars.
Original Price:	£592

1961 – 1967 PRODUCTION OF AUSTIN SE7EN COOPER, AUSTIN AND MORRIS MINI-COOPER 997CC

Details:	Introduction of front disc brakes. Fitted with a close ratio gearbox. Austin version had 11 grille slats whereas the Morris Cooper had 7 although both included a contrasting roof colour.
Engine size:	997cc
Original price:	£679

1961 – 1969 PRODUCTION OF AUSTIN MINI PICK-UP AND MORRIS MINI PICK-UP

Details:	Name and badges changed to reflect availability of both Morris and Austin versions. Larger engine available from 1967. 850 model discontinued in late 1980.
Engine size:	848cc / 998cc (From 1967)

1961-1969 PRODUCTION OF RILEY ELF AND WOLSELEY HORNET.

Details:	Two more luxurious versions of the mini saloon produced to cater for a slightly different market. Body length was extended by 8½ inches. The front and rear appear different to the standard saloon with upright grille and rear fins with a top-opening boot-lid. The Mk2 brought with it a larger engine in January 1963. Loss of external hinges in 1966. Mk3 released in 1969. Riley Elf and Wolseley Hornet similar in specification although quality of trim slightly higher with the Elf.
Engine size:	848cc / 998cc (From 1963)

1962-1967 PRODUCTION OF AUSTIN MINI

Details:	Austin Se7en models renamed as Austin Mini. Standard, De-luxe and Super models available. De-luxe and Super models superseded by Super Deluxe model in October 1962. Hydrolastic suspension from September 1964. Super Deluxe name changed to Deluxe in late 1964. Automatic gearbox available from 1965.
Original price:	£561 (Super Deluxe) £606 (Deluxe Automatic)

1962 – 1967 PRODUCTION OF AUSTIN MINI COUNTRYMAN MK1

Details:	Renamed version of Austin Se7en Countryman. Produced with all metal body from October 1962.
Engine size:	848cc
Original price:	£623 (Woody) £532 (All Metal Body)

1963 – 1964 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER 'S' 1,071CC

Details:	Similar specification to the existing Austin / Morris Cooper but with larger, more powerful engine, different badges and 120mph central speedometer.
Engine size:	1071cc
Original Price:	£695

1964 – 1967 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER 998CC MK1

Details:	Engine specification changed to improve performance over 997cc Coopers. Hydrolastic suspension from 1964.
Engine size:	998cc

1964 – 1965 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER 'S' 970CC

Details:	Limited production number of 963. Similar specification to the Cooper 'S' 1071cc accept for the engine. Often referred to as the Mini-Cooper 1000.
Engine size:	970cc
Original Price:	£693



1964 – 1967 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER 'S' 1275 MK1

Details:	Similar specification to existing Mini Cooper 'S' models but with 130mph central speedometer and single colour later in production. 4 ½ rims as standard. Hydrolastic suspension from 1964. Twin fuel tanks as standard from 1966.
Engine size:	1275cc
Original cost:	£778

1964 – 1968 PRODUCTION OF AUSTIN AND MORRIS MINI MOKE

Details:	Very basic commercial version of the mini intended for light off road usage. Produced until the early 1990s abroad where it was more popular than in Britain.
Engine size:	848cc
Original price:	£405

1967 – 1969 PRODUCTION OF AUSTIN MINI MK2 AND MORRIS MINI MK2

Details:	New front grille design, larger rear window and rectangular rear lights. Brakes also improved. 2 models available- basic and Super De Luxe. Models changed to Mini 850 and Mini 1000.
Engine size:	848cc or 998cc (Super De Luxe only)
Original price:	£509 (848cc basic) £555 (848cc Super De Luxe) £579 (998cc Super De Luxe)

1967 – 1969 PRODUCTION OF AUSTIN MINI COUNTRYMAN MK2 AND MORRIS MINI-TRAVELLER MK2

Details:	All changes in line with the Mk2 saloon model. Increase in engine size over Mk1.
Engine size:	998cc
Original price:	£610 (All metal body) £629 (Woody)

1967 – 1969 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER MK2

Details:	All changes in line with the Mk2 non-cooper model. Grille style standardised between Austin and Morris.
Engine size:	998cc
Original price:	£631

1967 – 1970 PRODUCTION OF AUSTIN AND MORRIS MINI-COOPER 'S' MK2

Details:	Similar specification to the Mini-Cooper model but with twin fuel tanks, 4½ inch rims as standard, different badges and a larger engine. Outlived the other Mk2 models until the Mk3 'S' was introduced.
Engine size:	1275cc
Original price:	£849

1969 – 1979 PRODUCTION OF MINI 850

Details:	Move to Mk3 bodyshell with internal hinges and wind up windows. Loss of Austin / Morris branding.
Engine size:	848cc
Original price:	£596

1969 – 1980 PRODUCTION OF MINI CLUBMAN AND MINI CLUBMAN ESTATE

Details:	Move to Mk3 bodyshell with internal hinges and wind up windows with redesigned front. First appearance of the two clock instrument binnacle. Clubman model used hydroelastic suspension until 1971 whereas Clubman Estate used dry cone suspension throughout production. Clubman estate similar in appearance to the Austin Countryman/Morris Traveller but wood panels not an option.
Engine Size:	998cc / 1098cc available from 1975
Original price:	£720 (Mini Clubman) £763 (Mini Clubman Estate)

1969 – 1980 PRODUCTION OF MINI 1275 GT

Details:	Same facelift bodyshell as the Mini Clubman. Rostyle steel wheels were changed to 12 inch in 1974 to cover front disc brakes. Features close ratio gearbox and additional rev counter.
Engine size:	1275cc
Original price:	£834

1969 – 1982 PRODUCTION OF MINI 1000

Details:	Move to Mk3 bodyshell with internal hinges and wind up windows. Higher quality interior than the Mini 850 with inertia seatbelts and reclining seats. Renamed Mini 1000 Super in 1979. Renamed again to Mini 1000HL in 1980.
Engine size:	998cc
Original price:	£675 (Mini 1000) £3,122 (Mini 1000HL)

1969 – 1983 PRODUCTION OF MINI VAN

Details: Name changed from Austin/Morris but otherwise a similar specification.
Engine size: 848cc / 998cc

1969 – 1983 PRODUCTION OF MINI PICKUP

Details: Name changed from Austin/Morris but otherwise a similar specification.
Engine size: 848cc / 998cc

1970 – 1971 PRODUCTION OF MINI COOPER 'S' MK3

Details: Same grille as the other production models and similar overall appearance. Internal door hinges and wind up windows. No two tone paint option. Hydrolastic suspension.
Engine size: 1275cc
Original price: £942

1976 RELEASE OF MINI LIMITED EDITION 1000

Details: Green and white with a gold body stripe. Featured recling seats and face level ventilation.
Engine size: 998cc
Original price: £1,406

1979 RELEASE OF MINI 1100 SPECIAL

Details: Painted in either Silver or Rose metallic with 10 x Mini Special 5inch alloy wheels and wide 165/70/10 tyres. Unique centre console fitted along with larger engine as with the Mini Clubman model.
Engine size: 1098cc
Original price: £3,300

1979 – 1980 PRODUCTION OF MINI 850 CITY AND MINI 850 SUPER DE LUXE

Details: Houndstooth check cloth upholstery, City decals and black bumpers. Super De Luxe has striped fabric seats, face level ventilation and fitted carpets.
Engine size: 848cc
Original price: £2,482 (Mini 850 City)
£2,482 (Mini 850 Super De Luxe)

**more
years next
issue**

Brown's Bay Christmas Parade

Saturday 8th December

This event was an invitation event because of the limited number of cars needed.

With a scheduled start time off 5pm we had a planned arrival time of 2:30pm at Phil's place so the car could be decorated.

There were 9 Minis involved this year and we had fun decorating them. This was a first for me I'd never decorated a car in Christmas decorations.

With all the cars looking very festive and cheerful we headed down to Brown's Bay at 4:30pm for final touch ups and form up ready for the parade.

We departed side by side to be greeted by crowds up to 6 deep in places, there was lots horn tooting as we travelled through the streets. The folks from Brown's Bay really got into the festive fun which was great to see and the weather man turned on a beautiful evening to top everything off.

After the parade we headed back to Phil's for refreshments (non-alcoholic for the drivers) and a BBQ dinner for the few that stayed.

Thanks Phil for organising a fun event.



Roving Reporter/Ed



Phil Walters



Phil joined MCCoFA in the early days of the club, He has membership No 15.

His first mini was a Riley Elf in 1977.

He bought the 1997 Mini Cooper off Honest George in 2003.

Phil started accessorising his mini in 2006.

The trailer was added in 2008 to carry display bits.

In 2009 Phil got involved with Panasonic to do car and trailer sound systems.

Chroming of the mini and trailer is an on-going project.

No restoration has been done to car mechanics and paint there has been the normal maintenance when necessary.



Show prizes that Phil has collected since he has owned The Mini Cooper

- 2004 2nd Show & Shine- Waikato Nationals
- 2005 6th Teams Event -Ellerslie Concourse
- 2006 3rd Show & Shine- Auckland Nationals
- 2007 2nd People's Choice Show & Shine -Ellerslie Concourse
- 2008 2nd Overall -Waikato Nationals
- 2009 1st in Category & 2nd Best Car- Kapiti Nationals
- 2012 Best Promotion and Graphics- Rotorua Nationals



1959 Morris Mini Minor

What's happening?

Steve Gregory in Christchurch New Zealand found an early Mini in a barn that had been laid up for 30 years. It had turned up on the back of a borrowed trailer in 1980 and with nowhere to keep it the guy asked the owner of the trailer if it could be looked after until he got some storage sorted out. That was the last he saw of the Mini owner.

In October 2010, 30 years later in steps Steve, recognising it as a very early Mini he posted some questions and photographs on the Early Forum on Specialist Mini Forums.

The other members were able to confirm Steve's suspicion that the Clipper Blue Morris Mini Minor Steve had found whilst

talking to a chap at a car boot sale about early Mini seats was in fact a September 1959 CKD. It was part of the first batch sent out to New Zealand, the kits being recorded as produced on 29th September that year. Of the 59's known of in New Zealand Steve's find was the earliest Morris known to survive and is still the earliest Morris CKD on record surviving anywhere in the world.

A deal was hastily done and AM 4535 was Steve's!

Now for the restoration.

Steve stripped it down and found a remarkably solid, original, and complete car, his stories of sourcing body shops and parts makes any UK restoration look

easy. Still undeterred on went the rebuild, by April 2011 the welding was done and the car being prepped for paint, a hurry up phone call from Steve to the panel beater/painter revealed a worrying turn of events, he'd been evicted from his workshop and had a breakdown!!

By May 2011 with the 59 now rescued and at the same body shop that was working on Steve's 997 Cooper is was progressing to paint well and was back at home by the end of May in a fresh coat of Clipper Blue.

On 13th June 2011 a large earthquake struck Christchurch with Steve's house being very badly damaged, Steve wrote at the time,

I went home to check everything and pick up the kids from school. Then remembered the 59 was painted and up on very high axle stands (which I must admit were a bit wobbly) I felt sick as I opened the garage do to check the carnage. It was fine! Wow! Close shave!

Plenty of other mess all-round the garage and something had decided to go through the rear garage glass door putting glass everywhere.

By the end of June Steve was back working on the car, a house move in November 2011 saw AM 4535 out on the road (on a trailer anyway) and off to a new undamaged house.

Again Steve writes about the home they've just left and been living in since the quakes started in September 2010,



Our whole street has been written off (about 120 houses) in total two fifths of the town I live in has been 'red zoned' our street has stretched over 3 meters also creating cracks you can jump into never to be seen again!! (450 homes) meaning the land is too damaged to economically repair.. In places land has sunk over a meter creating massive flood risks..

The sub frames were all newly painted and going back on the car along with the new wiring loom. By the middle of December 2011 the engine was back in only for more quakes to strike a week later.

More from Steve,

They (the quakes) were felt all over the South Island. We moved only 2 miles from the last house to keep the kids at school. This new "Fault Line" has moved further up the coast to us this time. They were centred about 10 miles away.

When the 1st one hit I was driving with the kids and thought a wheel had come off, I quickly pulled over but the whole car was rocking and rolling still. We jumped out and hit the deck. You could see the waves coming through the ground.

When the 3rd and largest one hit we were back in the house.. It was very violent and we ran in different directions before heading under the kitchen table. We were lucky this time as there appear to be no damage to the new house. It's going to cost us in rates though as the council can't get insurance these days and there was a lot of new infrastructure damage.

Into the New Year of 2012 and Steve is fitting doors, glass and restoring other parts like the heater.

The quality of work Steve is putting in to this rebuild would be impressive for any of us to be rightly proud of, but to be doing all this under such conditions and the stress all this must bring is something super human! Well done Steve and keep up the good work, I'm sure all the members and fellow 59 owners can watch with admiration as AM 4535 returns to life!!





15/11/2011

Mr. S. Gregory
107 Allison Crescent
Kaiapoi
Christchurch
North Canterbury
7630
New Zealand.

**Re: Morris Mini-Minor Chassis number M-A2S4/2766.
Engine number 8AM-U-H/4319 Registration number AM 4535**

The 1959 Mini Register can confirm that the above vehicle was exported to New Zealand on 1st September 1959.

It is one of the first generation of Minis produced having the rare early style body pressings. These were modified for later models in October 1959.

According to our records this car was one of the first batch of Minis sent to New Zealand and is the oldest survivor that we are aware of and oldest Morris CKD mini in the world.

Regards

Trevor Ripley

Registrar

www.1959miniregister.com

1959 Mini Register, Precedent House, Woodchurch Rd, Upton, Wirral. CH49 5PJ

Email: bill@1959miniregister.com

Tel: 0151 522 0040





2013 DAWN BREAKER

With a 6am start at Green Bay on a day that was forecast as being wet a gaggle of mini enthusiasts gathered. The numbers grew to an impressive 19 cars by the time the briefing started, and then along came Richard with chauffer and aid. This brought our numbers to an impressive 20 Minis. With 30 second gaps we were sent off, out through Titirangi and eventually out to Bethals Beach then back into the Henderson Valley to the Pukeko Café at Old McDonalds Farm Park. The trial was an interesting one taking us over some fascinating roads. I can now say I've been to Bethals Beach even if it was in the rain... Congratulations to Chris & Chris Roper for another fun Dawn Breaker. Regards from a happy Roving Reporter





2013 Dawn Breaker

The results:

1st place: Murray & Shirley Grant
with 19 / 19 score.

2nd place tied: Ian McDonnell &
Leigh Barrett in "Maggie May", Viv &
Kevin Taylor, Lloyd & Fiona Clark, Vic
& Joy Hayes, Richard Underwood/
Kyle Apanui, Alan & Shelagh Murie all
with 18 / 19 total

3rd place: Rex & Susan Coubray and
Jo & Anita Clark with 17/ 19 total

4th place: Gavin & Theresa Agnew

Christine Roper





9TH DECEMBER 2012 OPEN DAY. ARDMORE WAR BIRDS-PEARL HARBOUR MEMORIAL

What a fantastic day!!!

The weather man really turned on a beautiful day, just enough cloud to make some brilliant photos of the brilliant selection of Planes and Cars on display.

We arrived at approx. 8:30am and set up our display of 16 Minis.

The crowds started arriving by just after 9:30am and continued steadily throughout the day. The Warbirds put on 3 fabulous displays though the day. I managed to take over 700 photos which I've managed to reduce to about 230 after editing them.

We attempted to get a photo shoot with the Mosquito but this never eventuated so we'll have to try again before the plane is dismantled for its trip to the USA.

By 4pm we had packed up and departed at about 4:30 all looking rather more sun tanned then we were when we arrived.

As I said at the beginning this was a Fantastic day enjoyed by everyone that attended.



Roving Reporter/Ed

Club Points

FirstName	clubnights	minimeet	Trials	Shows	Events	Runs	Duties	totals
Rex Coubray	6	21	10		12	1		50
Ian McDonnell	3	1	15	1	3	1	16	40
Murray Grant	6	9	20	1	2	1		39
Alan Murie	6	11	4	1	4	1	12	39
Fiona Clark	6	6	20		2	1	2	37
Jo Clark	6	6	13		2	1	8	36
Lloyd Clark	5	6	20		2			33
Christine Roper	2	19	1		2		7	31
George Gray	6	21	1	1	1			30
Shelagh Murie	6	1	10	1	4	1	7	30
Susan Coubray	6	11	10					27
Kevin Taylor	5		10		4		8	27
Chris Roper	2	11	1		4		8	26
Shirley Grant	3	1	20					24
Warwick Robinson	4	17			1			22
Richard Underwood	5	1	10	1	1	1		19
Kyle Apanui	5		10		2	1		18
Vlv Taylor	5		10		2			17
Vic Hayes	2		9	1	1	1	2	16
Sandra Langton	2		11	1	1			15
Grant Murie	3		10	1	1			15
Phillip Walters	4	11						15
Peter Chadwick	4		9		1			14
Lee Norman	3	9	2					14
Nic Apanui	5		5	1	2			13
Cherry Chadwick	3		9		1			13
George Langton	2		9	1	1			13
Ryan Bautista	1	11						12
Karen Michie	6	1	2			1	2	12
Mike Bates	4	1			2		4	11
Joy Hayes	1		9			1		11
Robin Greenland	3	6						9

Gavin Agnew	2		4			2	8
Graham Crispe	6				2		8
Keith Hargraves	5	1			1		7
Kevin Patrick	5		2				7
Rob Apanui			4	1	1		6
Dayle Cowley	5		1				6
Ross Galloway	5				1		6
Ian Gillanders	6						6
Dave Bates	3				1	1	5
Ross Cargill	2			1	1	1	5
Trent Dixon	4		1				5
Marion Lodge	2				3		5
Simon Lodge	2				3		5
John Mannion	4		1				5
John Miller	3				2		5
Neil Scott	5						5
John Turnham	4				1		5
Teresa			4				4
W Bhikha	4						4
George Brown	4						4
John Leighton	4						4
Margaret Patrick	4						4
Malcolm Reed	1				1	2	4
Dee Swney	1		2			1	4
John Swney	1		2			1	4
Richard Wilson	2				2		4
Richard Atkins	1				2		3
Craig Baylis	2				1		3
Wayne Cheesman	2		1				3
Steve Landon	3						3
Lesley Robinson	2	1					3
Nagaire Stevens	1	1	1				3
Catherine Ashton					1	1	2
Gary Ashton					1	1	2
Jim Banks	1			1			2
Jan Bates	2						2

Jo Baylis	1			1		2
Warwick Beadle	2					2
Russel Bolton	2					2
Paul Crispe	1			1		2
Kathy Kerr			1	1		2
Rodger Kerr			1	1		2
Jesse Lee	2					2
Stephen Miller				2		2
Kerry Morgan	2					2
Carl Vroegop	2					2
Michael Wigmore	2					2
Graeme Wing	2					2
Peter Amies	1					1
Barb Atkins				1		1
Sarah Bates		1				1
Shelly Bragg		1				1
Tracey Brake		1				1
Maz Cargill					1	1
Andrew Carter			1			1
Bronson Cheesman	1					1
John Crook	1					1
Cowley Doyle	1					1
Trudy Drinkwater				1		1
Ken Forsyth	1					1
Craig Luxmore	1					1
Tony Maulder	1					1
Jeena Monk			1			1
Wendy Northin	1					1
Tom Parker	1					1
Jon Revill	1					1
Charlotte Rose	1					1
Jamie Taylor	1					1
Karen Tolich			1			1
Terry Tolich			1			1
Andrew Wilson	1					1

FRIDAY 15TH – SUN 17TH MARCH

Coromandel Escape

Leave the BIG smoke behind we are heading for the hills of Coromandel are the Minis up for the challenge? The hub will be Matarangi for the weekend's adventure but never fear you will have time to relax. Accommodation options via the websites below with a few suggestions. Saturday morning is at your leisure walking our many paths, kayaking or maybe one of our local activities will take your fancy. Meeting Saturday afternoon at 1pm for my Navigation Run with a twist I promise to have you back in time for dinner that evening at Pipers. Sunday morning breakfast will be available at a small charge of \$10 per person at the Clark's bach. Contact Jo for more info on jojo_clark@xtra.co.nz or 021 055 9227.

Check out the following websites..... www.bookabach.co.nz or www.bachcare.co.nz or www.holidayhomes.co.nz and www.holidayhouses.co.nz with these options below.

SUNNY MATARANGI	\$90 - \$210 (REF#5485) Bedrooms: 3, Bathrooms: 1.5
MATARANGI SANDS	\$300 - \$500 (REF# 9244) Bedrooms; 5, Bathrooms:2
THE SANDS	\$130 - \$190 (REF# 19418) Bedrooms: 3, Bathrooms: 1
FAMILY BEACH HOUSE	\$95 - \$210 (REF# 8217) Bedrooms; 2, Bathrooms:1

I also have the option of a friends place that offers one large room with 2 double bed settees, kitchen and bathroom. Price would be \$30 per person per night they would need to bring Sheets, blankets and towels. Everything else supplied. First in first served.

If anyone requires driving instructions from Auckland let me know, also anyone arriving Friday night the local takeaway closes at approx 8pm.

Jo Clark

