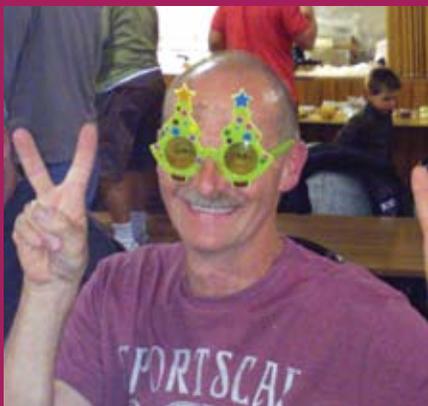


# MINI

## Mini Car Club of Auckland



FEBRUARY 2014



## CLUB CONTACTS

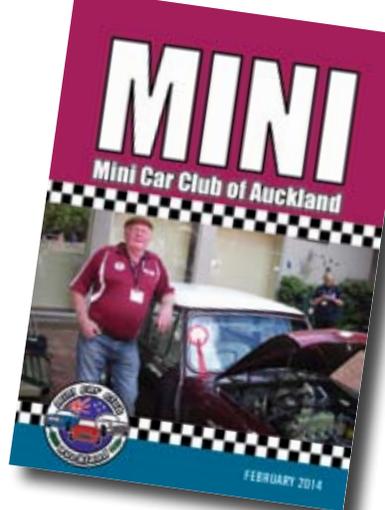
President:	<b>Murry Grant</b> – 09 537 0165 president@minis-auckland.org.nz
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	<b>Kyle Apanui</b> – 021 0243 9298 s.apanui@clear.net.nz
	<b>Richard Underwood</b> – 021 277 7831 underwoodnz@slingshot.com
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	<b>Phil Walters</b> – 022 473 6947 phillipw@dorminsecurity.com
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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:  
Mini Car Club of Auckland Inc  
P.O. Box 72-970  
Papakura 2244  
Auckland New Zealand



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

# Events Calendar

Sunday 23rd February	<p><b>Motorkhana Training Day.</b> 9.00am for a 9.15 departure short convoy run to a private paddock. Meet at Carriages Cafe car park on left, half way through Kumeu. This is a fun non competition event aimed at first timers to those wanting to get back into eventing. Experienced club members will be on hand for coaching. Come along and give it ago ! Bring your own lunch/drink, etc.Contact Club Captain (Chris Roper) if you have any questions.</p>
Tuesday 4th March	<p><b>Club Night.</b> Begins at 7:30pm, Northern Sports Car Club, Mt Richmond Domain, Gt South Road, Otahuhu. Swap meet tonight. Bring along all your Mini treasure to trade, sell or you can buy</p>
Sunday 16th March	<p><b>Grass Motorkhana hosted by the Z Club.</b>            When: Sunday 16th March 2014 @ 9am PROMPTLY (entries from 9 - 9.15am) - please ensure you're there on time!!!            What: Grass Motokhana!!!            Where: Keith's Farm, 491 North Road (North Rd runs between Clevedon &amp; Maraetai ), Clevedon.</p>
Sunday 23rd March	<p><b>Karaka Vintage Day</b> will take place on Sunday, 23 March 2014 to showcase the machines used to shape New Zealand during the last century. See <a href="http://www.karakavintageday.co.nz/">http://www.karakavintageday.co.nz/</a> for more information. Club participation details to come.</p>
Tuesday 1st April	<p><b>Club Night.</b> Begins at 7:30pm, Northern Sports Car Club, Mt Richmond Domain, Gt South Road, Otahuhu.</p>
Saturday 3rd May	<p><b>Taupo Fun Day.</b> Come and join members of the Mini Racing Drivers Club for a day of speed, smoke and celebration of all things Mini at the Taupo Raceway. Details to come.</p>
Tuesday 6th May	<p><b>Club Night.</b> Begins at 7:30pm, Northern Sports Car Club, Mt Richmond Domain, Gt South Road, Otahuhu.</p>
Saturday / Sunday 19th & 20th July	<p>Speedshow at the ASB Showgrounds, Greenlane. Details to follow.</p>
Friday 3rd - Sun 5th October	<p>The second offering of Brits at the Beach at the new venue of Whangamata. All vehicles need to register at <a href="http://www.britsatthebeach.co.nz">www.britsatthebeach.co.nz</a>. We think that this event will now quickly become bigger than the eponymous Beach Hop. An event everyone should do at least 5 times!</p>





# Club Points

As of 4-9-2013

Name	clubnights	Minimeet	Trials	Events	Visits	Runs	Duties	totals
Alan Murie	5	1	9	12		1		28
Chris Roper	3	11		6	1	1		22
Lee Norman	5			16				21
Kevin Taylor	4	1		4		1	10	20
Shelagh Murie	5	1	9	2	1	1		19
Rex Coubray	5			13				18
George Gray	4	11		2				17
Christine Roper	1	11		1	1	1		15
Nic Apanui	5		6	2		1		14
Rob Apanui	4		6	2		1		13
Catherine Ashton			1	4	1	1	6	13
Gary Ashton			1	4	1	1	6	13
Warwick Robinson	4	6		2	1			13
Richard Atkins	1	9		1		1		12
Jo Clark	4			2			6	12
Barb Atkins		9		1				10
Trent Dixon	2			3			4	9
Kyle Apanui	5			2		1		8
Kevin Patrick	5			3				8
Lesley Robinson		6		1	1			8
Dee Swney	2		4	2				8
John Swney	2		4	2				8
Phillip Walters	4						4	8
Gavin Agnew	5			1	1			7
Mike Bates	5			1		1		7
Ashley Bennellick	2		2	3				7
Andrew Carter		6		1				7
Murray Grant	4	1		2				7
Simon Lodge	2	1		2	1	1		7
Nagaire Stevens	1	6						7
Fiona Clark	4			2				6



# President's Report.

Happy New Year to fellow mini -MINI people out there. I hope everyone is safe and relaxed after the festive season

Well it seems that a lot of time and activities have past over the last couple of months. Mini Nationals in sunny Nelson has come and gone, and what an enjoyable weekend it was. There were a few ups and downs. Like I say it's the people you are with and what you do that makes it enjoyable. 16 MCCoA members and partners made the trek south some by them selves others in convoy. The Auckland club managed to take a good stash of prizes, congratulations to all the members that competed. More details later in the magazine. The interclub Auto-cross between Auckland and Waikato minis was held late November. Great effort well done considering the challenges before the event started. Also the clubs annual economy run took place in early Decembers. Congrats to the new members that won that event, thanks Gary and Catherine for organising another event with (Gary) twist.

The clubs Christmas BBQ was held early December (last club night for the year). Thanks to all members for supplying a plate (search is over for the little green one that escaped, hope all is forgiven) and a BIG thanks to the members that helped cook/arrange and clean up. Congrats to Marion L and George G for taking out the best dressed prizes. All contributing a very successful event.

As all MCCoA members are aware by now that our/your club is hosting the mini nationals over Labour weekend this year. The committee is working hard to organise

this event and will be asking fellow member to help in different ways. If any members have ideas or know of organisations that may be able to help .Also we will be trying to put together a list of club members that could/would like to billet out of town mini owners. If you can help with the above talk to a committee member.

Well before the nationals arrive in October we still have a busy summer to look forward to. The annual Dawn Breaker run has its 10th birthday in January. If you have not done this run before, give it a go it is one of the runs that shouldn't be missed

The run starts early and finishes early giving you the rest of the day to do the other stuff you like doing? Ellerslie concourse the club is entering the club display again the theme this year is "back to the future" I understand Mike B and the team are underway with constuction. If you would like to help contact Mike on 021956800. Galaxy of cars is another major show for this club as it doubles as our annual Show N Shine. So get you cars cleaned ,polished up ready (just reminded me of mine, buggler!) just as I was looking forward to go and relax in the shade. That just a few events there are more check the magazine or better still the web site for more info.

Cheers to next time! Keep on mini-ing

**Murray**

PS

Also we need articles for the magazine, no matter how small /large. Any stories that may be interesting to fellow club members just email them to the editor@minis-auckland.org.nz



Note to All

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



## We are hosting the 2014 Mini Nationals

Plans for the 2014 nationals a fully underway....

### Message from the President.

The MCCoA is proud to be the host for this year and look forward to showing our city off and hopefully correcting some misinformation out there about this wonderful place! TBC...



SEARCH: Mini Nationals 2014  
Join us on **facebook**



# Club Captain

> Chris Roper



Hi to all you mini nuts.

The new year is off to a flying start already ! A visit to the Hot Rod show followed by the Dawnbreaker run the following weekend . This attracted around 16 Minis with a run around West Auckland .Cars went as far as Huia and the Cornwallis wharf with one extra instruction, find a hook and a sinker ! 34 people ended up for breakfast at Pukeko's Cafe in Henderson Valley with many a story to tell.

Galaxy of Cars has just been ticked off the list of events today with 25 or so Minis on display.It was great to see some new members comming along. The club took out 2nd place in the best display category. Not too bad at all.

Concours d Elegance was another huge gathering of many makes and clubs. The weather was windy and cold to start with, although soon fined up with some very hot temperatures in the afternoon.

Simon and Marions Mini and Caravan were on the Classic Car stand inside the events centre. This caused a lot of interest during the day as did the fine " Back to the Future" club display. This

was skilfully designed by Mike Bates and assembled by many club helpers on the day.

The Motorkana teams came second and third with M.G taking back first place. Hopefully, we will seek revenge next year although the event may be in a new format. The current sealed car park now being unavailable.

This is going to be a BIG year for the club with the Nationals being hosted by Auckland. We will be calling on lots of help from members as we get closer to Labour Weekend. Remember, this is your club and your nationals.Lets all work together and make it a great one !

Please keep an eye on the new look club web site. This is totally up to date and will remain that way.

A big thankyou to Trent Dixon and Gavin Agnew for their hard work in making this so.

Looking forward to catching up with you all over the comming months.

**Cheers Chris**



By Alan & Shelagh Murie

# ROAD TRIP TO MINI NATIONALS - - - - - 2013

20/10/13

**We depart Manukau City at 9.30am.**

We left slightly late on the Sunday before nationals as Alan sprained his ankle while starting to load the convertible the night before. Possibly we are the first on the road for the Nationals this year. What have we forgotten? Too late, if it's important we will just have to go shopping!

Our first stop was at Bombay to check tyre pressures – 35psi, to help fuel consumption. This was the start of an unusual drive to Wellington. Cruising at 55mph, which with Alan driving was a new experience, we could hear, the ipod playing over the top the engine and road noise.





With hardly any traffic on the road and all day to get to the ferry Alan actually stopped at several places to look around and take photos - National Park, Makatote viaduct, Tangiwai memorial, Foxton.

We arrived at Johnsonville at 6.40pm and went to the Johnsonville Club for dinner.

We had booked a cabin on the 2.30am Bluebridge ferry and at the time of booking were told we would be able to board at 11pm. With time to kill, we drove up Mt Victoria for a look at the lights of Wellington. We reported in at 10pm and were told we would be boarding near midnight. We were actually able to board at 11.40pm and once parked we went up a couple of decks to collect our cabin key. The twin bed ensuite cabin was complete with sheets duvets, towels, and at an extra \$40 was good value. Luckily the crossing was relatively smooth, even though not

perfect we had enough sleep before our wake up call 15 minutes before docking. We arrived in Picton at 6.13am and drove to Blenheim for breakfast.

On Monday after breakfast at Blenheim, for those who have heard of it, we stopped at Basis at Renwick. While there we tried to buy Murray Grant a petrol pump from the owner's collection, but without success. We did buy a rubber petrol cap to try and solve the petrol spill problem. This worked but the rubber cap swelled with the petrol and only stayed on due to the over cap we had fitted. We then carried on to the upholsterers at Richmond, who originally made the soft top for the convertible, to arrange details for a repair to be made. We then continued on to Motueka for lunch.

In the afternoon with Alan still driving in the lazy mode we took in the sights up and over the Takaka Hill. We had previously driven this hill when attending the Mini 50th birthday celebrations. The weather then had been torrential rain and we were in our roofless roadster. The weather this time is sunny! What a hill for an economy run, you can coast downhill for approximately 10miles if you don't mind your brakes getting a little hot. With the help of a lady at the Takaka Information centre, we found accommodation for 3 nights at Pohara Beach Motel.

On Tuesday, we went exploring. We went to the end of the road to Totaranui (northern end of Abel Tasman Park). This road was only recently reopened after some major slips, it is an all metal surface but in good condition. Since the tyres were still at 35psi this made for interesting driving if you put your foot down too much! When we reached Totaranui we drove through a planted avenue to reach the DOC centre/camping area. We went for a walk along the beach, and had a look at the outside of the original homestead.

We then proceeded to Awaroa, the sign said "not suitable for towing vehicles or motorhomes". We crossed 2 fords to find all that was at the end of the road was a back-to-basics campsite and a boat ramp. We went back to the motel to have a lazy afternoon as the weather was turning against us.

On Wednesday we were up and on the road by 8.15am. First priority was fuel, before we explored to the end of another road. Near Collingwood we crossed Aorere Bridge and then turned back to





take a photo of how to go white baiting in comfort, a lazy boy chair on the riverbank while waiting for your net to fill up. We then proceeded to Puponga lookout with a view over Golden Bay and Farewell Spit. On the road again we went to Wharariki Beach, where we had a 20 minute walk over farmland and sand dunes to the beach.



On returning to the car we found that two untethered horses had decided that next to our car was the place to stand. One was a bit stubborn and wouldn't move to let Shelagh in the passenger seat. Returning back along the road we stopped at the Cape Farewell lookout. We had a chat to the DOC workers repairing the fence next to a high drop off. We then continued to the Puponga Coal Mine, where we found an overgrown path that went around and above the mine entrance. It was quite interesting looking at what has been left behind, we found parts of a boiler and what appeared to be a dangerous goods/ munitions bunker.



We then drove to the mouth of the Paturau River and chatted to some people in their motorhomes.

Alan was keen to continue to the end of the road on the west coast but by now (3pm) Shelagh had had enough and suggested a return to Takaka. Alan was tempted to leave the car covered in dust for the Show and Shine on Saturday and to enter as a "used" car but because of the upholstery repair the next day he decided to wash the mini (yeah right! Shelagh washed it!!!!).

On Thursday we went back over the Takaka hill again heading for Nelson. This time Takaka hill was in cloud. We parked the car at the upholsterers and went off for a wander while he fixed the

soft top. With it raining in the afternoon we proceeded to Nelson and met up with Warwick and Lesley. After a comfortable afternoon spent in the lounge of the Trailways Hotel we checked into the cottage we were sharing with Helen Burgiss and Stuart Macdonald from Napier.

On Friday we had a relaxing day wandering around town and having lunch out. We then took our cars to a house in Stoke with more Napier people, where we cleaned the cars in side and out. That evening we went to The Honest Lawyer to register for the Mini Nationals. The four of us travelled there in our convertible, what a laugh fitting 4 adults in.



## MINI NATIONALS NELSON 2013

Congratulations to

**George Gray**

**1st** Concourse Mk1 to Mk 7  
1959-2000

**Warwick & Lesley Robinson**

**3rd** Concourse Mk1 to Mk 7  
1959-2000

**Christine & Chis Roper**

**1st** Original Mk1 to Mk 7  
1959-2000

**Richard & Barbara Atkins**

**2nd** Original Mk1 to Mk 7  
1959-2000

**Ngarie Stephens**

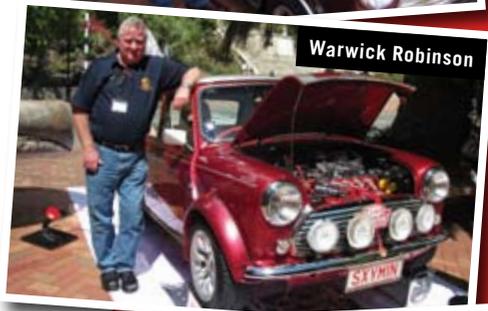
**3rd** Original Mk1 to Mk 7  
1959-2000

**Andrew Carter**

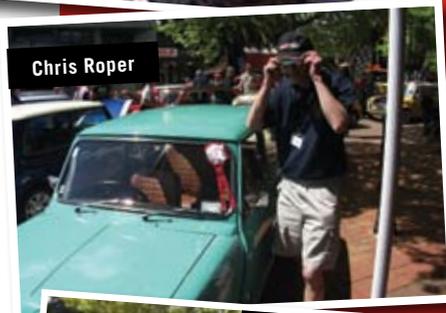
**3rd** Variants



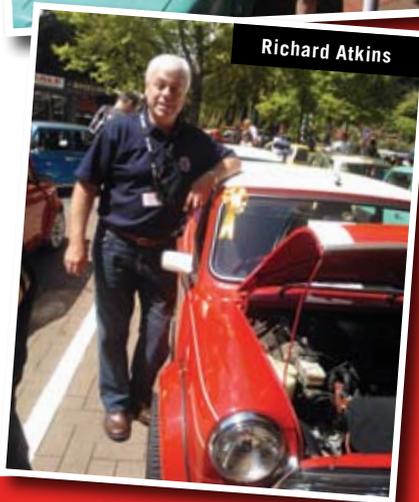
George Gray



Warwick Robinson



Chris Roper



Richard Atkins

# WAIKATO AUTOCROSS



With memories of the Hamilton nationals and the autocross at Wintec with reasonably long straights I chose to dust off the de joux and use it at the Te Kowhai autocross. On the Friday before I got the de joux started and had it running for about 5 minutes. On Saturday morning Shelagh and I washed our van and the de joux while waiting for the grandchildren to arrive for the morning.

In the afternoon I got the de jox ready for the autocross. This involved fitting another accelerator return spring, checking the wheel bearings, removing the fire extinguisher (as it didn't meet the new requirements), sitting in the driver's seat and trying to find a position where I was comfortable enough to drive the car while wearing a helmet. It is a good thing I am short as my helmet still hit the roof of the car in the best position. Last of all I fitted a set of battery terminal protectors. Sounds simple doesn't it? But no, when I undid the negative terminal strap retaining nut the bolt fell out and sat on a piece of box section just below the mounting hole, with no access available. Half an hour later, armed with 2 magnets and nail I managed to fish the bolt back through the mounting hole.

Time for a quick test drive around the block. I set off but halfway around the car started to miss. So instead of putting it on the trailer I put it back in the garage. (Bugger...) Too late in the day to fix it. I then rang my daughter to get her to return (what is fast becoming a communal car) my son's everyday driver, the red convertible. This arrived after dinner straight onto the trailer ready for the morning.

Sunday – what an excellent day to have an autocross. Arrived at the meeting point to an array of cars on trailers. With Kevin and Simon leading we set off for Te Kowhai. Over the Rangiriri bridge, to drive down the west side of the Waikato river. Along the way we all stopped to assist with Simon's wee fire problem. Then on to Te Kowhai just in time for registration.

Upon viewing the course, I was quite happy



that I had brought the convertible, as it was more like one of our gymkana courses, but through cones instead of around cones with a faster section ending in a sweeping 180° bend. To complete the course you had to do 2 laps, bypassing the timing gear the first time through.

After driver's briefing we all got ready for our practice run. I was the 3rd car out for the practice and found out, how not to go around the last 90° bend before the fast section and how slippery the grass was. I just managed to get between the cones.

Chris Roper, car #5, was chosen to be the first car out in the first timed run. This made me 2nd to last car out. Sitting on the line ready for my first timed run – thinking no problem with going the wrong way as the grass was pretty much flattened showing you which way to go.

I'm off, 1st gear all the way through the tight snakey bends, 2nd gear into the faster section and into the 180° sweeper. Understeered - too wide, just managed to bypass the timing lights, onto the 2nd lap. This time 2nd gear through the snakey bends, much better here less wheel spin. Into the fast section and the 180° bend, this time turned in, hand brake on - a lot of opposite lock around the bend, tidier this time I thought, then on through the timing lights. After our tasty barbecued sausages

and chocolate cake it was time for the 2nd timed run – reverse order this time, this meant I was 2nd car away.

This time away 1st gear straight into 2nd before the first 90° left corner. Through the snakey bends ok onto the faster section and into the 180° bend. Same as last time hand brake on, opposite lock around the corner bypassed the timing lights. Into the 1st 90° corner still in 2nd gear, out of the corner felt a little sluggish, through the snakey bends again felt sluggish out of the last 90° left hand bend. Onto the fast section okay onto the sweeping 180° bend went to put the handbrake on - oops its still on. I ended up understeering really wide around the corner and through the timing lights.

Off to check the time, was pleased to see that I had done a better time than my first timed run. I was left wondering what time I would have had if I had released the handbrake. It was decided that there was enough time to have another timed run, starting with car # 9. During the course of this timed run, the times got faster and

faster, down to 1min 20s by the time I started my run.

With my hand brake button taped down, I was hoping to beat my previous time by 3-4s. This time I had a good run with no mistakes. When I got out of the car after my run, Shelagh told me that I had just done the best time so far, with 5 cars left to run. This was almost 9s better than my previous run.

After the days runs were completed Shelagh had a practice timed run (1m 36s). I am still trying to get her to compete.

After packing up, hearing the results and saying goodbyes, there was enough time left to head to the Rangiriri pub for a beer with Simon, Lee, KP and Shelagh, before heading home.

I would like to take this opportunity, to thank Minis Waikato, for putting on a good event with a very testing course. I am looking forward to future events

**Alan Murie**



# BMW MINI

## Electric vehicles planned in the future

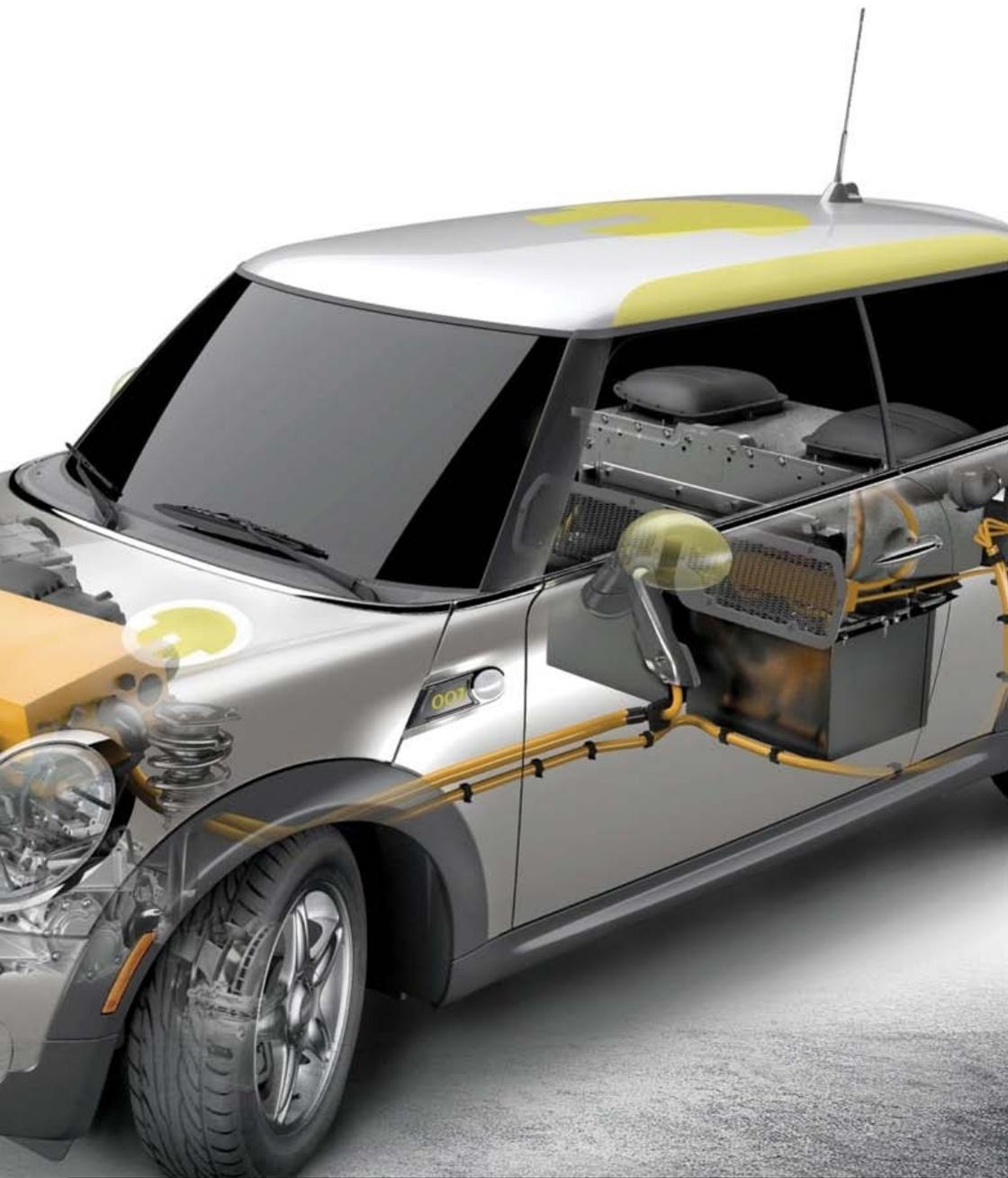
**MINI** | November 25th, 2013 by **Horatiu Boeriu 1**

BMW Group's first electric vehicle was launched in 2009. The MINI E trial, along with the BMW ActiveE, was the foundation of the recently launched BMW i3. More than 1,800 people and organizations applied to be part of the field trial of 450 MINI Es.

With the launch of the new MINI F56, the plans of a production electric MINI are alive within BMW Group. Brand manager Peter Schwarzbauer said for German media that electrifying future MINI models are part of the strategy: "It fits perfectly with the brand, and I am convinced that we will offer a suitable solution."

Underpinning the third-gen MINI is a new BMW-engineered platform called UKL1. It will be used to underpin the entire new Mini range, as well as a suite of new front-wheel-drive BMWs. The platform will be available in various different wheelbase lengths and track widths. It will support all-wheel drive and various hybrid and electric drivetrains. It remains unknown what MINI variant would be electrified, but the larger Clubman is a prime candidate.





BMW Group's first electric vehicle was launched in 2009. The MINI E trial, along with the BMW ActiveE, was the foundation of the recently launched



# CLUB XMAS BBQ DINNER

HELD ON TUESDAY 3RD DECEMBER





## MINI ALL4 RACING.



# DAKAR RALLY

After the perfect run by the reigning Dakar champion Stéphane Peterhansel (FR) in his black MINI ALL4 Racing at the 2014 Dakar Rally on Monday, the third competitive day of the world's toughest endurance rally was another good one for the Monster Energy X-raid Team as well as the MINI brand. Joan "Nani" Roma (ES) in the yellow MINI ALL4 Racing and Krzysztof Holowczyc (PL) in the red MINI ALL4 Racing claimed a one-two on the third Dakar leg which took the competitors via 301 timed kilometres from San Rafael to San Juan (both

AR) and into the first foothills of the Argentinean Andes – a terrain well-suited for the MINI ALL4 Racing in which it could prove his core strengths: power, reliability and efficiency.

Meanwhile Nasser Al-Attiyah (QT) in his predominantly white MINI ALL4 Racing put the icing on the cake for the X-raid Team and the MINI brand. By finishing the day seventh, Al-Attiyah climbed to third in the overall classification. So the MINI brand holds a one-two-three overall with Roma in first, Orlando Terranova



(AR), who finished fourth for the day, in second and Al-Attiyah in third heading into the fourth competitive Dakar day. “It was a good day for us, and leading the Dakar Rally definitely feels great,” says Roma. “We know that the race for the 2014 Dakar title is still a long one. But today gives us an extra motivation.”

Day four will see the longest special stage at the Dakar Rally since the historic route from Zouerat to Tichit (both MR) in 2005. The drivers must cross rivers, negotiate ravines, and be wary of the opposition.

The route on day four features expansive spaces, making overtaking relatively easy. At the same time, the special stage to Chilecito (AR) is also the longest on the 2014 Dakar for the cars.

Beep-beep,  
**Greg Wenzlick**  
 clubMAN  
 clubMINI New Zealand





images from soulsteer.com



We can't imagine something more fun... three of the most eccentric Mini variants ever produced traveling through Germany in the late summer.

Official Release: Joining the sixth "Hamburg-Berlin Classic" 2013 rally for vintage and classic cars organised by "Auto Bild Klassik" magazine, will be three of BMW Group Classic's more unusual representatives from the small British car collection: a 1981 Mini Clubman Estate, a Riley Elf, first registered in 1969, and a Mini Wildgoose "Brent" Super V. E. B., one of the few surviving Mini-based campers, developed in the 1960's.

The "Hamburg-Berlin Classic" will be held from 19 to 21 September 2013 under a

name that will be familiar in vintage car circles, even though this time the rally is taking an east-west route. This is the first time that the Olympic Stadium in Berlin will be the starting point for the three classic Minis and around 180 other vehicles from almost 100 years of automotive history. Most of the route covers quiet secondary roads through Mecklenburg-Pomerania. The Fleesensee region, Müritz National Park, the state capital Schwerin, the Lauenburg lakes and the banks of the Elbe provide the backdrop for this veteran rally.



During the event, the competitors will be tested in special tasks to be completed against the clock. At the closing event in the Fish Auction Hall at Hamburg Harbour the winners in all categories will be named, including the team with the most original car and the best-dressed competitors.

Without doubt, the visual highlights in the field include the three classic Minis hoping to complete the trip from the banks of the Spree to the waters of the Elbe. The trio nominated for the “Hamburg-Berlin Classic” demonstrate only a fraction of the various incarnations of the classic Mini during its long and varied life. The Mini Clubman Estate was built between 1969 and 1981 as an estate version of the new model variant, which was longer than the original by 11 centimetres and which had a different front section. One of the last of this type of vehicle ever produced is taking part in the “Hamburg-Berlin Classic”, featuring silver paintwork and a 1.0 litre four-cylinder engine with 29 kW/39 HP.

The Riley Elf is unmistakably a Mini, while also having a character all of its own. This model was introduced in 1961 as a more elite version of the classic Mini and extended the range of the Riley marque, which also belonged to the British Motor Corporation (BMC). The Elf was immediately recognisable thanks to its tall radiator grille, extended luggage compartment and swallow-tail wings on the back. The participating car, customised for rallying, dates from 1969, the last year of production and features a splendid two-tone colour scheme in Damascus Red/ Whitehall Beige, the advanced hydro-elastic suspension system and a 28 kW/38 HP four-cylinder engine.

The British trio is completed by the Mini Wildgoose, a particularly radical example of how much the revolutionary small car inspired the ingenuity of fans and modifiers right from the earliest days. Using the classic Mini van as a basis, British coachbuilders in the 1960s set about creating a camper van for adventurers who wanted to push to the limits of the principle of the creative use of space that characterised Mini. Wildgoose Ltd. in Worthing produced about 60 of the small camper between 1963 and 1968, only about 10 of which are estimated still to survive today. One of these is the turquoise and ivory vehicle with serial number 18, produced in 1965 as the top-of-the-range Mini Wildgoose “Brent” Super V. E. B., will take to the road this weekend.

The Mini Wildgoose has room for four people to travel and sleep and, among other features, has a two-ring gas hob, a sink and an electrically powered telescopic roof that offers a surprising amount of headroom in the living quarters. A modest tempo is guaranteed by the 850 cc four-cylinder engine with 25 kW/34 HP, enabling this bird to reach maximum speeds of 116 km/h. However, the “Hamburg-Berlin Classic” has never been about speed, and stopping for tea is almost mandatory.

Beep-beep,  
**Greg Wenzlick**  
clubMAN  
clubMINI New Zealand



OVER

one

Million

“ Over **1 million** current  
MINI Hatch models built  
at Plant Oxford between  
2006 – 2013 ”

Current MINI Hatch models  
built at Plant Oxford between  
2006 – 2013



“ **14% of all cars built in the UK last year were MINIs, and 14% exported were MINIs** ”

Having put a smile on over a million drivers' faces across the globe, the last of the outgoing MINI Hatch drove off the production line at Plant Oxford today.

With production of the new MINI Hatch underway, associates at the brand's historic Oxfordshire home took a moment to recognise their achievements in building a car which has formed the backbone of MINI's burgeoning global growth.

1,041,412 of the outgoing MINI Hatch model have been produced at the high-tech facility, which has built more than 2.4 million MINI vehicles since 2001. 14% of all cars built in the UK last year were MINIs, and MINIs accounted for 14% of all UK vehicle exports in 2012.

When launched in 2006, the outgoing MINI Hatch saw the introduction of turbo charged engines and suspension enhancements which cemented MINI's reputation for enthralling driving dynamics. With the introduction of MINIMALISM technologies, customers also benefited from improved fuel economy and performance in equal measure. MINI Connected appeared for the first time, setting the standard in the

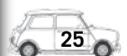
segment for infotainment and connectivity. This model also furthered MINI's exciting and unique programme of customisation and personalisation, from bespoke roof designs to interior colour worlds, which has become synonymous with the MINI brand.

The New MINI Hatch is set to receive its UK launch in Spring 2014. Distinctly familiar, yet completely fresh from the ground up and enhanced in every single way, the new MINI Hatch features significant improvements in technology, engine efficiency and power delivery, driving dynamics, quality and – of course – personalisation.

“ **The new MINI Hatch production starts, with UK launch in Spring 2014** ”

“ **1,863,289 total MINI Hatch models built since 2001** ”

Beep-beep,  
**Greg Wenzlick**  
clubMAN  
clubMINI New Zealand





## BMW Mini Cooper Service Tips and Tricks



### **1 RESETTING TIRE PRESSURE MONITORING SYSTEM (TPMS) MINI COOPER & COOPER S**

The MINI Cooper Tire Pressure Monitoring System (TPMS) is designed to warn you when the tire pressure significantly drops below the recommended pressure in any one tire. This system works in tandem with the MINI' ABS brakes system to monitor tire pressure. Any time you change your tires or adjust tire pressure, the TPS system should be reset.

To reset the system, the first step is to set all the tire pressures to the recommended pressures. You will find these pressures on a sticker attached to the door opening with the driver's door open. Resetting the TPMS on MINI Cooper & Cooper S vehicles from 2002 to 2006 (and convertibles up to 2008):

Locate the reset button positioned in front cabin on the emergency brake handle.

Turn the ignition to position 2, press and hold the reset button until the yellow indicator on the dash lights up for a few seconds.

The vehicle is now ready to recalibrate the TPS system on your next drive. After a few minutes of driving, the system will calibrate to the newly-installed or adjusted tires and properly set the pressures to be monitored.

Resetting the TPMS on MINI Cooper & MINI Cooper S vehicles from 2007 On (excluding convertibles):

Begin by starting the engine. Push the button on the end of the turn signal lever until "SET/INFO" is displayed in the dashboard vehicle message center (next to your odometer display.)

Press and hold the button until the message changes and continue scrolling through messages by pushing the button until you see the tire monitor symbol and reset is displayed.

Press and hold the button until the display changes. The monitoring system is now initialized.

The vehicle is now ready to recalibrate the TPS system on your next drive. After a few minutes of driving, the system will calibrate to the newly-installed or adjusted tires and properly set the pressures to be monitored. (The system DOES NOT display a notification once the reset is complete.)

## **2 WINDOWS DON'T DROP MINI COOPER & COOPER S**

There are a few cute characteristics of your MINI that may cause you some concern, chief among them the habit of the window not dropping when you open the door. Although there is always the possibility of a more significant problem, it is most likely caused by a “confused” system. Some of us flick the window switch just to make sure the windows are all the way up, which confuses our Minis into thinking the window wasn’t already all the way up in the first place. The solution is to press and hold the window switch in the up position. You can do this with the door closed (as a preventative measure), or when they’re open (if you realize they have not dropped when you open the door). You’ll know this little tip has worked when your window drops down slightly. Simple,

## **3 LOW A/C AIR PRESSURE MINI COOPER & COOPER S**

Many MINI Cooper Owners aren’t even aware of the little air filter inside their

cabin. Not to be confused with the engine’s air filter, the A/C cabin filter is designed to clean the air inside your car. One way to tell is to turn on your air conditioning system and see if a) it has lost some of its force, or b) it smells like you’re sticking your face in the exhaust of your shop vac. If this happens, change your filter. You’ll find it at the underside of your glove box. Buy a replacement either the dust-trapping electrostatic filter or, to help remove unpleasant odors inside the cabin, the carbon filter and slide it in. (Note: save a little time and frustration by noting how the old filter came out and the new one will slide in easy.) Depending upon the type of driving you do in traffic, dusty conditions, etc you should change your filter annually.

## **4 CLUNKING SOUND MINI COOPER & COOPER S**

When you start out from the curb and hit about 16-20 kph you may hear a disturbing “clunk” but it’s really nothing to be concerned about. In fact, it means your MINI is working just fine, thank you. All MINI Coopers run a self-test of their ABS when getting up to speed. Additionally, you may also hear the central locking system set in, which adds yet another “clunk” at about the same speed. Again, nothing to worry about (but it shows you’re paying attention)!

## **5 COLD WEATHER BEEP MINI COOPER & COOPER S**

From about mid-March 2002-on, the engineers worked a warning into the MINI Cooper that alerts you of the dangerous possibility of black ice on the roads. At around 3-degrees Celsius or 37-degrees Fahrenheit, the system will beep or chime and your temperature readout will flash to

alert you of this potential driving hazard. Nothing is wrong with your MINI just pay extra attention to road conditions!

## **6 SPEEDOMETER SHAKE**

### **MINI COOPER & COOPER S**

If you're seeing your speedometer shake or rattle it's likely because you either a) removed the battery recently or b) turned the key to the second position and held it there for over a minute after shutting down. The system is basically re-setting itself to the factory pre-sets, so it's nothing to worry about. If it gets really bad and doesn't stop, have it re-set at your dealer or an independent shop.

## **7 HOOD DOESN'T OPEN**

### **MINI COOPER & COOPER S**

If, like many of your fellow MINI owners, you've occasionally been bothered by an obstinate hood, the problem is easily fixed. First, try "popping" the hood by applying pressure to it as a buddy pulls the lever. If that doesn't do it, remove the right front wheel and manually release the catch you'll see in the inner liner. What's happening is that the tension of the cable is preventing the ball from slipping from the release lever. The cable is simply too long, and this sometimes lets the ball drop out of the yoke in the release lever. Once you've found the cable, take a nylon wire tie to it to hold it into place. This should keep the yoke and ball assembly together, preventing future problems.

## **8 ENGINE OVERHEATING**

### **MINI COOPER & COOPER S**

Here is a strange suggestion that just may save your engine long enough for you to drive to the nearest garage for help. If you

find your engine is running too hot, turn on the heater and turn it up to high. The heater core transfers engine heat into the passenger cabin, which in turn helps blow the hot air out of your engine compartment. It won't fix the problem, but it will allow you to get to a place that can.

## **9 LOW OIL PRESSURE**

### **MINI COOPER**

If you see your oil pressure light register LOW after a filter and oil change... don't panic. It probably just means that you or your mechanic forgot something. Your MINI Cooper's oil filter has a cartridge that slips over a perforated center core that is attached to the inside of the oil filter cap. This core is spring loaded and is intended to add pressure to the filter when installing that seals it against the base. This must NOT be discarded! If it is thrown out with the old filter, the new filter won't seal properly and you'll register low oil pressure at idle " a dangerous condition that can seriously damage your engine. So remember...don't throw this baby out with the bad oil! (Hey, if a simple oil change were really simple, it wouldn't be any fun, would it?)

Source:

<http://www.gfs1.com/web/Mini%20Cooper%20Service>





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# MEMBERSHIP APPLICATION 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, held in August. For people joining after the start of the Club financial year, the subscriptions are reduced on a quarterly step basis.

Currently the subscriptions are set at:

	SINGLE	DOUBLE
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Januaray – March	\$23	\$28
April – June	\$12	\$14

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