

MINI

Mini Car Club of Auckland



JULY / AUGUST 2013



CLUB CONTACTS

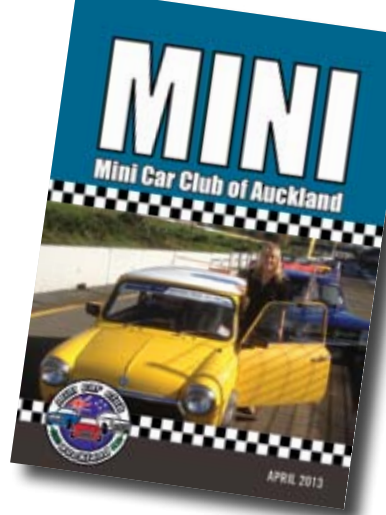
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CLUB ROOMS

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 4th August	Pukemiro Bush Railway (west of Huntly) – Meeting at BP Bombay at 10am for a follow the leader run. We will join up with the Waikato Mini club for a BYO picnic lunch. Be advised the station has NO EFT-POS and not much else apparently. The tramway operates with rides all day at a cost of \$10 per adult and \$5 per child on the first Sunday every month. Check out the Pukemiro Bush Railway website or contact Kevin Taylor for more info on 021 121 8363.
Tuesday 6th August	Club's AGM and prize giving held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Sunday 25th August	Hampton Downs Open Day – Drive the circuit or join in the fun on the skid pad for the gymkhana. Pre-register at www.hamptondowns.com
Tuesday 3rd September	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Sunday 15th September	Motorkhana Auckland v Waikato held at 1/25 Kitchener Road, Pukekohe. Cost \$20 per driver sign in and doc's at 9.30am with drivers briefing at 10am.
Tuesday 1st October	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
Fri 4th - Sun 6th October	Brits at the Beach at the new venue of Whangamata, all vehicles need to register at www.britsatthebeach.co.nz more details to come on convoy to Whangamata.
Fri 25th – Sun 27th October	Mini Nationals held in Nelson over labour weekend.
Tuesday 5th November	Club Night held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.
November 23rd	Mothers Chrome Car Show - Enter your mini in the show and shine Hampton Downs, 7.30AM set up, 5.30PM
Tuesday 3rd December	Xmas BBQ please bring a salad or dessert to share with your fellow club members. (Sausages and bread supplied) held at the Northern Sports Club, Mt Richmond Domain entry off Great South Road at 7.30pm.

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





Club Subscription Renewal Form

SUBSCRIPTION ARE SET AT THE AGM EACH YEAR AND COVER FROM 1ST JULY TO 30TH JUNE INCLUSIVE.

PAYMENT

Paid by: (please tick one)

☐ Single Subscription \$45 (12 months)

☐ Family Subscription \$55 (12 months)

Signature

Date

PAYMENT INSTRUCTIONS

Direct Credit: ASB **12-3024-0496171-00** Mini Car Club Auckland Inc.

Please use your **NAME** as reference

Or Post a Cheque payable to:

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PO Box 72-970

Papakura

Auckland

New Zealand



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Another Mini Fun Day @ Taupo Saturday 11th May has been and gone. Several groups convoyed down on Friday and it was wet all the way down.

This year some of us stayed at the Wairakei Resort, because their prices were considerably cheaper than 'The Gables'. Rooms were very modern and clean, plenty of parking for cars and trailers. Spa pools and restaurants within walking distance from accommodation.

Saturday dawned, fine and cold with a chilly wind blowing. Everybody had a great time with no serious incidents.

De Joux played up just before lunch. Back-firing down the front straight. Managed to get it back to the pits, then no start. Thank you to the many hands that helped push DJ onto trailer.

Trouble shooting at Auckland was to replace the MSD Ignition unit limiter

and the separate earth lead direct to the battery was corroded – cleaned that up and started ok.

Dinner Saturday night @ the Cossie Club in a special area set aside for the Club where we had our 'silly prize-giving'.

Mothers Day on Sunday – To celebrate a group of us went to Piccolos for brunch. Beautiful food, enjoyable meal, good company, and then it was back to Auckland.

Warwick El Presidento.

Don't forget at the August AGM we need a: -

President,
Vice President,
Editor for the magazine and
More new people on the Committee.



Note to All

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



Friendly, ready to listen to others, want to share ideas, offer advice or lend an ear.

Available for attend once a month committee meeting held a McDonald at Greenlane 3rd Tuesday of each month. (not December)

- Do you have new ideas to share? (maybe seen used in other clubs)
- Help to sell raffle tickets at Club night.
- Find a speaker to join us at a club night or suggestions.
- Mix & mingle with all the members.
- Welcome new members.
- Write a story or two for the magazine. (just had to add that)

If you have any questions, check out phone numbers & call one of the committee to discuss or ask at our next club night. Plenty of time.

JOIN THE COMMITTEE AT OUR AUGUST AGM.

(nomination forms are located in this issue, ask if you require a proposer or seconder – only too please to help)

WE NEED: Committee Members, President, vice President, Club Captain.

So, Only thing left to say is "Welcome Aboard"



Captains Log



Hi All you Mini Buffs.

Welcome to this Edition, a lot has happened and a lot to come.

Firstly welcome to new Members, I am sure you will enjoy many events our club puts on.

The last two shows we attended was the War Birds D Day commemorative show. It wasn't very well patronised by our Club. A bit of a shame really. Put it down to being held on Queens Birthday weekend with lots of members away for the last of our summer long weekends.

The other show was the All British Weekend held at the Cloud on Queens Wharf. Ten cars from our club were invited to display our various Model Mini's. The display was set up on Friday and it looked quite impressive. Some 100,000 people came through the doors over the three days.

The cloud would be an ideal place to hold our Show and Shine at our nationals next year but not at \$10,000.00 per day. that is what it costs to hire it for one day.

The Botany Town Centre is going to be the place we have booked as well as the Howick Club for our Base.

At the time of going to print Gary Ashton's Night Trial will have been and gone, I am talking to her indoors about competing as long as it is not snowing as reported.

The Britz's on The Beach held at Whangamata is going to be attended by a lot of our Members.

I believe some ten couples from our club are travelling to Nelson for the Nationals Labour Weekend.

Will keep you updated on both of those events.

Don't forget Subs are now due and the A.G.M. is to be held on the 6th August.

Please support this occasion because a lot of effort goes into this sort of event. Part of the proceeds will go to our fund raising for the Nationals in 2014.

Well that's all from me, see you at the Mid Year Xmas Party

Yours

Honest George

WE WOULD LIKE TO WELCOME OUR
NEWEST MEMBERS!

CALLAN RIES

PETER ZABELL

ODELIA SCHAARE

ROGER REED

TIM SINCLAIR

BEN & MICHELLE FITNESS

KARL GREENLAND

ALEX POWELL

JOEL RAMOS

NEIL SCOTT

If you need some information -
What happens?, What is that?
Who is that? Can I go?

Please ask the closest person to
point you in the direction of a
committee member to help.





Help your club!

The Mini Car Club of Auckland will hold its annual general meeting on Tuesday 6th August 2013 at 7.30pm at the Northern Sports Club, Mt Richmond Domain entry off Great South Road.

We need new faces on the committee, especially as some of the current committee members have been on for three years and more and a couple will be stepping down.

Please consider running for the committee if you can offer the following:

- Time to attend one extra meeting per month (3rd Tuesday)
- Help with organizing and running events
- Enthusiasm, energy and fresh ideas

NO EXPERIENCE NECESSARY!!

Please contact a committee member if you would like more details or keen to take on a new challenge.

We look forward to seeing you all on the 6th August at the AGM for:

- Evening format
- Election of officers
- Members forum
- Prize giving

NOTICE OF NOMINATION

I

Nominate

For the position of

Dated

Proposers name

Signature

Seconders name

Signature

*Nominations to be forwarded to the secretary or by handed in on the night





TAUPO MAY 2013

MINI FUN DAY

The usual suspects, plus a couple of newbies set off for Taupo on Friday for the annual Mini Fun day – some of the convoy going down during the day with the obligatory coffee/comfort stop at Tirau.



Viv and I left after work on Friday night and had a great run, apart from the heavy rain and the road works before Matamata that shook my fillings out.

Up early on Saturday morning the sky was clear and no frost so it was looking good for a great day on the track.

First up was scrutineering – now worries there/driver briefing and away we go.

Ben Furness in the purple mini (ex M1NTED) , Alan Murie in the red convertible & Paul in the orange GT were the newbies – Ben looked like The Stig in his new driving suit/helmet and gloves and he had upgraded the purple mini with new brakes / tyres / adjustable suspension – all the things I should have done when





it was MINTED !! He was a little nervous before his first run but after his first session he couldn't wait to get out again. Unfortunately he was having so much fun he forgot to top up the petrol and we all had to wait while he was towed back to the pits and Michelle was sent into town to get more petrol !



*The STIG (or is it Ben) hoping nobody would notice he had run out of petrol.

Warwick and the de Joux were circulating as quick as ever but unfortunately developed an electrical fault and it was back on the trailer early in the afternoon.

Rex and Murray were thrashing their yellow mini all day long and Lloyd was having fun until he thought he'd gone blind – turned out it was only the bonnet that had flown up and flattened itself against the windscreen. No problems, he said, I can use the bonnet off Jo's mini!!

*Rex & Warwick massage Lloyd's bonnet



back into shape before Fiona notices

The Minibitz mini didn't stop all day – it was like watching pit stops at Le Mans with 3 drivers in and out of the hot seat – KP followed by Lee followed my Margaret (MP ?) She was the only lady driver from the club on track this year which was a shame after the good turn out the previous year.

The fun day isn't a race day and is not meant to be competitive – yeah right, you should have seen these guys scrutinising the stopwatch after each session. Sounds like 2013 went to KP again ?

*Probably KP but could be Lee ? but not Margaret as wrong colour lippy.

Trent was taking a few passengers for hot laps in his race car & also let Rex into the drivers seat for a few out of control laps – there was some talk about the tyres being past their use by date or were they just practising for the upcoming drifting competition ? Apparently a photo appeared on Facebook of Trent spinning off the track, a closer examination would have shown it to be Rex behind the wheel !

Paul had his lovely orange Aussie GT circulating the track all day and looked like he was having a ball. Chris Roper and his son in law Ben were playing follow the leader all day trading places on track so that Ben could work out the lines through the corners. Ben had set up a video camera in his mini so he could record each session for further examination later.



As the previous owner of the mini formerly known as M1NTED I was trusted to do a few laps (just for comparative research purposes) and was happy to report back to Ben that I approved of the improvements he had made to the handling & braking which highlighted how good the motor was (damn, I knew I would regret not keeping it).

Alan Murie was happy that it wasn't wet as he motored around in the convertible – luckily he had all his motorcycling gear on to keep warm.

Chris McMurray had his Targa Cooper BYGGLS on track for it's maiden voyage, it had only just been complianced and done a few kms on the motorway to run the engine in before being put in the trailer and heading for Taupo. It seemed a little reluctant to come out of the trailer but many hands make light work.

Chris & Gary his co-pilot put in plenty of laps getting used to being in the car together – it was great to see the Cooper on the track.

*Watch out BYGGLS , here comes BBEAP

Meanwhile for most of the day I was the only MINI on the track but I had fun getting in everyone's way – does my bum look big in this corner ?

But in the middle of the afternoon a MINI JCW GP appeared – Viv told me later that

the owner had needed some coaxing to go out on the track so she encouraged him to do his own thing and enjoy it – which he did. So imagine my delight to be able to do a few laps behind the JCW GP and pull off an audacious overtaking manoeuvre at the start of the back straight – he didn't see that coming !! (and couldn't have cared less).

*BBEAP chases down the JCW GP

Viv didn't realise the significance of the red mirrors on the JCW GP – the what ?? so she didn't bother taking any photos (or was she just too busy knitting and chatting ?) however, fortunately I was able to scour the internet to find some. For those of you that are interested the MINI JCW GP is a limited edition John Cooper Works MINI Cooper S Grand Prix which costs a lot more than usual because they have left the back seats out so they can fit a rear strut brace and a bunch of other stuff which makes them great track day cars. The owner of this GP had brought it from the UK with him and believed it to be the only one in NZ, so was puzzled when I asked him “did you buy this from BuyWrite Cars in Botany?” I'd seen it on Trade Me that week while doing some market research. The GP was only available in Grey with Red mirrors.

I was happy to finish the day with all of BBEAP's tyres still the same shape - last year I had 3 tyres delaminate which



made for an interesting trip home. It was commented on later that evening that it was probably because Viv hadn't been driving this year and the tyres didn't have to work as hard !

So a good day was had by all on the track and later that evening we gathered at the Taupo Cossie club for the traditional aftermatch function/prize giving/dinner – everyone got a prize even if they hadn't been allowed to drive this year as they still hadn't got their licence back. Never mind Richard there's always next year,

and thanks to Richard's Dad for being the designated driver so that Richard & his girlfriend could still enjoy the Taupo Fun Day.

Thanks to the Mini Racing Drivers Club for inviting us to the event and we look forward to being invited back next year.

KevT.

ps next year I'll be back in M1NTED (red not purple)



SATURDAY MAY 11, 2013

TAUPO FUN DAY TRIP

Friday night we were all gathered around the lounge of our chosen abode delighted with the warm fire heating our bones while enjoying a few drinks or two as we admired the view across the lake as the sun with down.



After a lovely nights sleep, cooked breakfast we waved goodbye to those mini's along with the men.

Had the pleasure of a second coffee while scanning the latest magazine or two then we ladies were ready to check out the markets.

Found this lovely lady called Ferr 31 & her owner stills plans to restore her but busy selling her wares. Her husband has American monsters (her words) to restore so was so happy we call gathered around her baby to admire her.



Founding that special lunch menu wasn't hard – visited sushi café that had a great assortment for us to choose from. After refueling, we wandered around the shops checking out the fashions and deco items that the shopkeepers think that we just had to have (yeah right!) **...delivery is free..... still NO.....**

Lost one member of our group among the assortment of shops but guess where she was found. “Man Cave”

rumour has it she even asked if she could enter. (must have been missing the track & the men) They are now out-of-stock of Mini peppermints tins.

Next after dropping off our bargains we decided more exercise was calling so across the road down the path joined us to the lakeside walkway. Here we came across the “Ford Convention” some serious motors here, even our Holder supporter couldn't stop herself engaging in some conversation with some of the owners.

Trip of to the track in the afternoon to catch up with the gossip & look around.

Rex took the off-road option while driving Trent's race mini.

Ben's breakdown was lack of petrol.

Warwick had a pump issue so he was trailer up.

But I guess we have to wait until next year to watch the cousins fight it out on the track again as just at that vail moment a passing opportunity, Lloyd's bonnet blow up & wrap around the windscreen. Thankfully he stayed in his lane & got off the track without any other problems. Bonnet clips will be added when a new bonnet is found.

Much later – we all enjoyed dinner & prize giving at the Taupo cosmo club – no driving for our group as we were within the club's van area for pick up & deliveries.

Fiona Clark

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OVER THE
LONG WEEKEND



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Mini...

Best of British.... goes hand in hand without saying?



So when club captain Honest George 1 (the first) asked if I would like to bring my British made 1964 Mini Cooper to the show over the recent Queens Birthday Weekend at The Cloud on Queens Wharf at the bottom of Queen Street... I was right there...Thanks George, who showed the British Racing Green British Open Mini.

Brilliant car show venue for us, and free exposure for the club greatly assisted by;

Warwick and Leslie who had 'SXYMIN' on display beside Phil's 'COOPER' and matching British Racing Green disco trailer. Chris had his 1964 British Morris Cooper 'BYGGLS' at the rally, next to the lovely "OLDE ENGLISH WHITE" Mini woody traveller from Lee of Mini Bits. Kyle and Nic brought along a British Leyland Mini with a union jack gracing the roof and a 'Royal' blue Riley Elf. Another union jack graced the roof of Simons' mellow yellow Morris "MINEEE" which towed along its





cub, hurried along by the Yorkshire miss “AUPLUV”.

There was also a trade show of a MINI Cooper S Coupe soft top and a hard top. An Aston Martin Vanquish and a Bentley Coupe rounded out the indoor car display. MG cars displayed outside on Sunday I believe, and Land Rovers, Hillmans, Austin's & the Morris dancers displayed outside on the Queens' Birthday.

I enjoyed my times at the show over the three day event by travelling by ferry to and from the wharf venue home to the North Shore. I think George and Chris also used the ferry home to Beachlands. I also travelled out on a \$5 ride on a genuine London 1960s double decker



bus that was there. Great views from the top deck.

As our show area was just in the front door, we were first impressions stuff. Photos, photos and more photos. Well everyone was up with their cameras at the Minis and most of the time photos with the Minis. I had one tourist family who had 2 & 4 year olds that thought my Cooper was a large toy for them to play in, as it was so small and they had not seen one before! Tourists and more tourists and many Britons.

By the way this “CLOUD” is a very interesting structure. See the double decker London Bus photo.

It was conceived as a showcase for New Zealand, and as the Auckland City





Fan zone area of the 2011 Rugby World Cup. It is cleverly formed as a long white cloud (Aotearoa). The roof fabric 'cloud' is held up by curved steel trusses, and to give a 'wavy cloud' look, different length sloping steel posts have been placed under the trusses to hold the opaque plastic windows. And at night the lighting changes colour to give a 'floating' impression. Also there is plenty of light in the day to see sticky children's finger marks along the sides of our nicely polished cars and caravan.

The Cloud is quiet big, see the interior photo of the red white and blue ceiling flags and the tennis court and bowling green inside. The structure is 180m long

and 21 m wide and 11 m high, with 6000 square metres of PVC and 1250 square metres of *ETFC window material used. I discovered the acoustics were quite good also whenever the pipe band came in and also when the morris dancers were dancing outside the sound came in over the front doors as there is no wall above the doors for natural ventilation.

Best of British.....

by **Tony Maulder.**

*Inflammable ethylene tetrafluoroethylene, for those amongst us who need to know.

Wheel of Fortune

The weather leading up to this event was rain, rain & more rain.

Lots of changes had been made to the venue so we could have the V8's back racing again. The V'8 first track day was before the WOF & the rain that followed didn't help to remove some buildings & outhouses to name a few out of the area that was originally offered for our team for Motorkhana style fun to happen.

But never fear, the entrance to pit-lane was blocked off, a number of roadcones set about & then some (mad) serious mini drivers had turns to burn rubber, roar the engines & entertain the crowds. This was one very tight course with concrete walls so close. A few Club photographers had problems with keeping their camera's still while trying to video sitting in the passenger seat of the moving minis.

This was so very different from last year where we had more space & could run two minis at a time & race against each other. BUT both Rex & Jo kept smiling and taking turns to entertain. Just show offs. Lloyd retired after a few runs, rumour has it, he was saving his car for Taupo Fun day as had no time to do any repairs if anything happened.

Beside the Mad Motorkhana Minis, we had 19 + show cars on display.

It was very disappointing that the crowd numbers were down this year as all proceeds for this charity fun raising event goes to the local Volunteer Fire Brigade

& Police. But still the crowds love the minis so we were never short of people admiring our babies.

At the end of the day – One gets the chance to drive around this famous track behind the pace car. Catherine joined me to check out the improved track layout changes. Now if you slow down & let others get ahead of you, the back straight was where more fun was developing. Every time I glanced in my rare mirror I saw “A determined old chap wearing a big hat & a huge grin, foot flat to the board getting his 1275 engine working as he passed me down the back straight every lap. My little Bernie's 1100 motor didn't stand a chance not that I didn't try. What a gentleman, letting me go in front again only to pass us again each time.

At the end of the day, everything all packed away it was time to join the queue to head home but Jo's mini decided “enough was enough & I'm not going anymore” Help wasn't far away, a MG owner help to push her out of way so others could get home then Dad took over. Got it up to Mike & Jan's place where Lloyd collected both Jo & her mini much later using the wagon & car trailer. It is slowly getting some attention so hopefully should be up & running again soon. (that is the Jo's car) Hopefully ready for the night trial.

Fiona Clark





JINXED GT ENGINE.



pass them all by, everything is going great and making good time. It's not even

Lunch time yet. Getting a bit hungry now though. Bacon and egg pie at Takanini BP is wearing off.

Purchased on 29th June 2011 an Aussie GT engine and gearbox that has been in storage for over 20 years. Small issue of it being in Lower Hutt. No problem Looks like a road trip coming up. Murray volunteered to ride shotgun on 9/10th July to pick it up on the theory that we would return via Rotorua for the annual swap meet. Mini engine being as small as it is we will put it the boot so no need to tow trailer all that way.

We left for Welly, bright and early Saturday morning plan was to end up back in Rotovegas for the night. Beautiful morning away we go. Making good ground nearing Tokoroa we get a thud on the windscreen. Stupid bird!! No damage we carry on. Turn off at Tokoroa, take highway 32 thru to Turangi back on to highway 1. Waiouru, Taihape, Mangaweka, Hunterville, and Bulls. We



We turn right a Sanson and there is a long straight past the school. Might be a good opportunity to put my foot down and pass the truck and trailer unit we had been stuck behind the last few kilometres. Road is clear ahead so off we go. 100kph plus along side this big rig and BANG!! Right rear tire disintegrates under us. The car gives a bit of a wobble but we keep going. No choice really. Safely past I look for somewhere to stop and check it out. Tire is still intact so we

decide to limp on to Levin to look for a replacement. Time is of the essence as it's almost midday and everything will be closed if we don't get a wriggle on. We arrive at the first tire shop and sorry nothing that big in stock (only 18") try the guys just up the road. No luck there either but would you believe that there is 3 tire shops in Levin and lucky number 3 had the right size. They fitted us up just after closing and relieved me of \$600 for 2 tires "OUCH". Never mind at least we weren't stuck there for the next couple of days. We grab a bite to eat and on our way again.

Been pretty eventful so far. Should be plain sailing for us from here on. We finally arrive at the address in Lower Hutt and collect our goods. The guy has a very nice grey and white Mini Cooper in his garage so we have a good look at that, have a bit of Mini discussion and it's time to head for Rotorua. Some brief instructions turn right then left at the bottom of the hill etc.etc. Real men don't need instructions. We promptly went the wrong way and ended up on the Western Hutt road which runs into River Rd to Masterton. Wrong Way!! Now is raining hard. No now it's hailing hard. The hail is 50mm thick on the road and we have just turned off the main road to try and turn around to go back and it looks like it's been snowing. The whole place is white.

Stop and wait a while and get our bearings. Ok we head back now and turn off at Haywards Hill road. This should get us back over the hills to State Highway 1. We get to a place called Pauatahanui that

has three shops and a gas station. At this stage we are still on first tank of gas but they only have 91 octane. GPS says 27km to Paekakariki and car says 95km left in the tank. We will go over the Paekakariki Hill Rd and fill up at Paraparaumu. There's a BP there with 98 octane. Did you know the a car uses a lot more gas when climbing a windy twisty steep road than it does on flat straight roads?

Half way to Paekakariki the car tells us we now only have 13km's of gas and GPS says 15km to go. Coast down the hills to save gas. Accelerate gently up hill. Finally we come over the top of the mountains to be greeted by more hail and nose to tail traffic. Get down amongst it and crawling pace. Km's in tank 2. Not gas station in site. There's a van buried in the flax bushes on the side of the road people standing all around in the hail and rain. Appears they skidded off the road in the icy conditions. We are at a stand still. At least the car makes gas while it's not moving. The computer now shows 4km in tank. Hooray!! I see a big bright BP sign. A quick stop to fill and visit the little boys room. Need to get going. It's still a long way to Rotorua and we have to stop for dinner yet.

Heading towards Waikanae now and shit look at that car on the other side of the road. It looks like they have just rolled it. The people are still getting out. The windscreen is smashed and the roof is all crushed in. Next thing the road is covered in debris and more damaged cars. Must be a big pile up. A van is on its side in the paddock on our side of



the road and there are people walking about all over the place. A tornado has just gone thru ripping massive pine trees right out of the ground destroying a barn and everything else in it's path. We just missed it by seconds. Literally. My god what else could go wrong. Made our way thru the carnage and continue on to Taihapi.

The Stock and Station serve the biggest steak I have ever had. Highly recommended. After dinner were off again. No more drama please, we just want to get to Rotorua. Good run. We made it across the Desert Rd ok. Going along the edge of lake Taupo now about 8-30 pm and it's blowing like you know what and absolutely persisting down. Lights on full, wipers flat out and oh oh what's that red light on the dash. Looks like a little battery. Everything's still going so I'm not stopping. Now the engine temp is rising. I think we have lost the drive belt. Yes that's it. Power steering has gone as well. 18 km's to Taupo. Crap. Lucky it's so cold we coast once again down the hills. This time to

cool the engine not to save gas. Pull in to the car park at the Lakeside Motel and everything stops. Battery is dead flat. Guess where we're staying the night. Need a stiff drink so we wander down to Mulligans bars and watch the Canterbury verses the Reds final. So tired don't know who won. Drink was good though.

Next morning, let's see what we can do to get home. Idler bearing has collapsed and jammed which in turn melted the belt. Can't get the parts in Taupo on a Sunday so improvisation is in order. Managed to get a belt that was a tight fit around the Water pump, Alternator and crank pulley. No power steering or air conditioning but at least the water was circulating and the battery charging. Hotel owner ran us around to Repco and helped jumpstart and the guys at Repco were very helpful supplying a variety of belts to try. We never got to Rotorua and I own what must be the most expensive GT engine in history. Still it was a great adventure and I would not have missed it.

Rex Coubray



Minis in Nelson Incorporated (M.I.N.I.) are pleased to host the 19th Mini Car Club National Convention over Labour weekend 2013 and invite all NZ mini owners to attend. We can promise you a warm welcome to the sunniest city in New Zealand and invite you to enjoy our seafood, wine and craft beers, while viewing work by local potters and artists and enjoy some of the best roads ever made for a mini.

We have tried to base the majority of events in and around central Nelson to enable participants the opportunity to indulge themselves in the best Nelson has to offer and to maximise the exposure of the event and cars to the public of Nelson.

The Programme

will follow a typical Nationals format with registration Friday afternoon venue at the Nelson Italian Club on Trafalgar Street where there will be pizzas and drinks available and the chance to meet up and mingle with other participants.

The Mothers Show & Shine on Saturday morning is at the top end of Trafalgar Street giving participants the chance to browse the Nelson Market and enjoy a coffee at one of the many cafes.

The Total Lubricants Motorkhana will be held at ENZA cool stores on Nayland Road in the afternoon to be followed by drinks and finger food at WOW. This will combine free access to WOW costumes and the Classic Cars museum including the "Classic Collection" (normal admission \$30.00) where the "fastest Mini in the world" will be on display.

On Sunday morning the Total Lubricants Hill Climb will be held on an old section of the Whangamoa Rd. this will be run by the Nelson Car Club. The running of this event is dependant on a numbers.

A Navigation trial will be run in the afternoon. Sunday night prize giving and dinner will be held at Trailways Hotel Nelson.

MORE INFORMATION AND REGISTRATIONS CAN BE FOUND HERE

www.minisinnelsoninc.co.nz





Car Preview by

TopGear

OVERALL VERDICT

5/10



MINI PACEMAN

At a stretch, we can see a point to the 4WD versions, but really though, this is an unnecessary diversion. And not a very pretty one, either.

What is it?

What's all this about, Mini? The Countryman was a step too far for many, but we could understand why you did it. Building a three door 'coupe' version of that ungainly maxi-Mini really IS a leap too far, though. What's wrong with the regular Mini hatch for those that want three-door good looks?

Driving

Being as it's a Mini, the engineers wanted to make it feel agile and sharp and (their stuck-in-the-groove phrase) kart-like. Sure enough, it dives into a corner with the first sniff of the steering wheel. But at that point its height catches up with it, and a short interruption occurs as it takes on a roll angle and the back wheels get themselves in sync with the front. Wait for all that to stabilise, or build up some more lock, and it actually corners quite doggedly, if with inevitable soggiess because of all the roll.

Anyway, the upside of the comparatively soft chassis is a decent ride over big disturbances. Small high-pitched corrugations cause things to shudder a bit, which is why I'd be cautious of the stiffer chassis option or bigger wheels. This is a crossover, remember, and it'd be good to keep up your sleeve the option of fitting winter tyres and feeling smug when it snows.

On the inside

They'll hate us for saying this, but it's ideal for grandparents. The high seats make it easy to get in and out when you're feeling the stiffness of age, and a pair of grandchildren will be agile enough to wriggle into the back, and will be delighted by the separate seats when they get there. It's the same from the front seats forward, but the front doors are longer, and they lead back into an upper body that wanes narrow and shallow. It's neatly done.

A pair of separated chairs accommodate the two back-seat passengers. There's no five-seat option because there isn't enough width. It's the usual cheery Mini cabin and dash design, but like all Minis the plastics could use an upgrade. They're at Ford levels, but at £22,355 you're paying Audi prices.

Owning

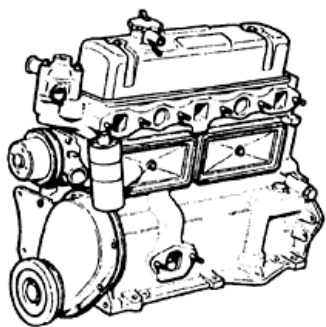
Prices start from £18,975 but rise to a whopping £30k for the JCW. Saying that, the lovely SD engine returns some 61mpg and emits just 122g/km of CO₂. But still.





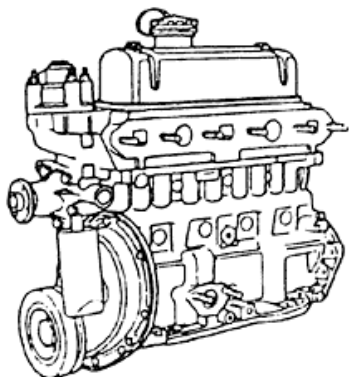
Engine and Cylinder Head Identification

Engine Identification

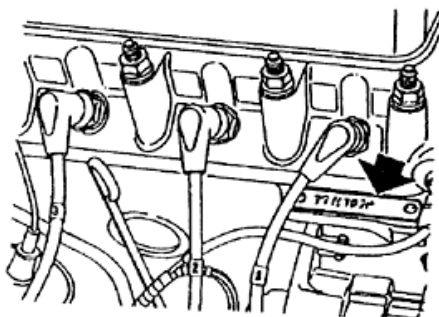


ORIGINAL A-SERIES

Open tappet chest, two tappet covers.
Front cover usually has oil vent/separator.
All 850-1098cc engines and all Cooper S engines are similar to the illustration.



1300 TYPE



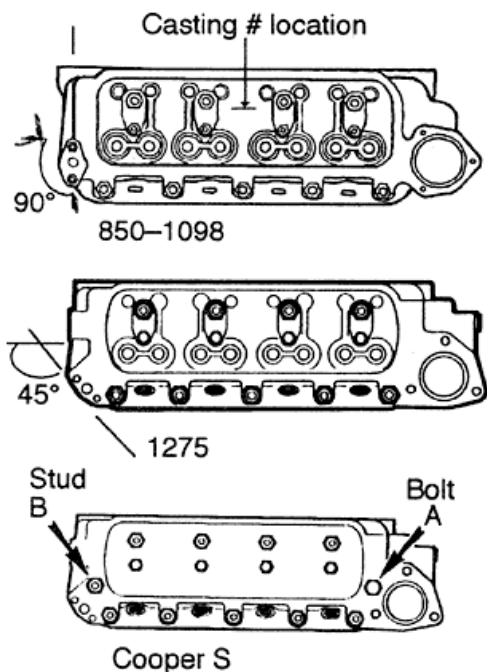
Engine I.D. plate/serial # location

1275cc only. Closed tappet chest. Oil breather on timing cover or flywheel housing. These engines were originally used in Austin 1300/Austin America cars, hence the "1300" name. A+ engines are similar but have additional ribs on the outside of the block for reinforcement.

Closed tappet chest engines that use Cooper S type rods (1.625" journal) may be identified by a "thin" mounting flange at the transmission case split. The thin flange is 3/16" thick, while the thick flange is 5/8" thick.

A+ blocks may be identified by the distributor clamp bracket. A+ blocks use a fork shaped clamp, with one bolt through the clamp into the block. Pre-A+ blocks used a clamp held to the boss by two bolts, clinching the distributor with a bolt and nut through the clamp.

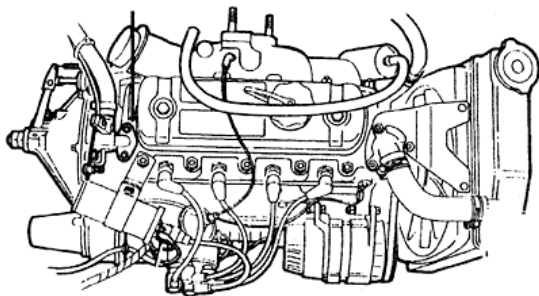
Cylinder Head Identification



General identification is as follows:

- > 850-1100 heads have a heater tap at 90 degrees to the centerline of the engine. The space between the thermostat housing and the valve cover is small, at 1/16".
- > 1275 heads have their heater tap at an angle. The space between the thermostat housing and the valve cover is 5/8". Cooper S models had an additional head bolt (A) and stud (B). (This is an easy modification for other 1275 applications, not a sure indicator.)

A quick test can be made in that if you can put your finger between the base of the heater tap and the valve cover, the head is "big bore" 1275 or 1300cc type.



BEINTO

WIN!

After Concours de Elegance at Ellerslie in February our lucky Gymkhana teams won some personalised number plates worth \$800 by beating the MG's.

These personalised plates are to be put up for you to win in our lucky prize draw at the AGM in August.

Tickets are limited to 100 tickets so be quick for a great chance

\$10 PER TICKET

**CONTACT KEVIN TAYLOR TO BUY YOUR
TICKETS TODAY AT ROLYAT@XTRA.CO.NZ
OR CALL 021 121 8363.**

What ideas do you have? I found these are available,
but it will be the winners choice.

**WE ALSO HAVE AUCKLAND MINI
CAR CLUB NUMBER
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