

# MINI

## Mini Car Club of Auckland



JUNE 2014





## 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:  
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Auckland New Zealand



## IN THIS ISSUE...

Events Calendar	2
Current club points	3
President Report	4
Note to Self	5
Captains Log	6
the mini pick up	7-9
Karaka Vintange Day	10
Mini Nationals	12
Autocross Special	14
Interclub Autocross	16-21
Ngaire	22
Interesting finds	23
Sealink Special deal	25
Tech Talk	26
Star in Pork Pie	28

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

# Events Calendar

Sunday 1 May	<b>Hamilton Automotive, Vintage, Classic and Collectable Swap Meet.</b> To be held at the Classics Museum. Gates open 7:00am with gold coin entry. Half price entry into the Museum. There will be no organised run down. Make your own way if interested.
Sunday 15 June	<b>MCCoA Go-Karting Championship</b> Formula E Karts, Mangere. Details to follow.
Saturday 21 June.	<b>Annual Night Trial.</b> Meet at BP between Papakura & Drury on the Southern motorway (usual place) at 5.30pm for a 5.45pm start and will finish for dinner as usual.
Saturday / Sunday 19th & 20th July	<b>Speedshow at the ASB Showgrounds, Greenlane.</b> Details to follow.
Friday 3rd - Sun 5th October	<b>The second offering of Brits at the Beach</b> 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!



Sunday 15 June



**19-20 JULY**



Friday 3rd - Sun 5th October



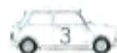




# Club Points

As of 4-9-2013

Name	clubnights	Minimeet	Trials	Shows	Events	Visits	Runs	Duties	totals
Chris Roper	5	11	1	7	9	1	1	14	49
Alan Murie	6	1	20	11	1		1	4	44
Kevin Taylor	6	1	11	1	13		1	10	43
George Gray	5	11		10	10			6	42
Lee Norman	7		1	10	17			2	37
Nic Apanui	7		15	11	2		1		36
Christine Roper	2	11	1	11	2	1	1	6	35
Rex Coubray	5			6	23				34
Shelagh Murie	7	1	20	1	3	1	1		34
Vic Hayes	5		10	12		1			28
Murray Grant	6	1	6	10	4				27
Rob Apanui	6		15	1	2		1		25
Kevin Patrick	7			11	3			2	23
Graeme Wing	5			16					21
Catherine Ashton			1	1	7	1	1	7	18
Gary Ashton			1	1	7	1	1	7	18
Mike Bates	7			1	2		1	6	17
Margaret Patrick	6			11					17
Kyle Apanui	6		1	6	2		1		16
Ben Fitness	2		11	1	2				16
Richard Atkins	2	9			2		1		14
Jan Bates	4			1	2		1	6	14
Warwick Robinson	4	6		1	2	1			14
John Turnham	7			1				6	14
Michelle Fitness	1		11		1				13
Simon Lodge	4	1		1	3	1	1	2	13
Viv Taylor			11		1		1		13
Andrew Carter		6			6				12
Jo Clark	4				2			6	12
Trent Dixon	4				4			4	12
Joy Hayes	1		10			1			12



# President's Report.

Well time has passed by again, it's been a few months (and what a busy few months it been) apologies for the lateness of this addition of the magazine. Everyone involved has been snowed under with their day time jobs and tasks for the Mini Nationals. There are only so many hours in a day! I must thank Mike van Bokhoven for putting his hand up for the position as magazine editor. Now with Mike aboard and a little pressure off Trent, the club should be able to have our magazine out on a regular basis. But as Trent and Mike have stated, we can't get a magazine out without content. So come on, if you have stories, articles or jokes that would be of interest to fellow club members, get pen to paper (or better still fingers to keyboard) and get those articles to [editor@minis-auckland.org.nz](mailto:editor@minis-auckland.org.nz)!

It is good to see so many new members join or rejoin the club. That's how we can grow and become a stronger club into the future. When you see Minis driving the roads (if you are able to stop them!) tell them about our club, get them to pop along to a club night.

As you all are aware, our club is hosting this year's Mini nationals in October over Labour weekend. Arrangements are well under way with Mt Smart Stadium being booked for two days (no, we couldn't get the Rolling Stones to play for us over that weekend). Trent and other members have been testing the registrations form and are close to going live on the web site in the next few weeks, once the back office side of things test OK.

The navigation run has been drafted and is being finalized.

Some sponsors/partners have stepped up to the plate already – see the adverts in this magazine.

So support these organisations and individuals as much as you can. If you know of any others that could help out with financial or goods support, let the committee know.

On a sad note, condolences go to honest George and family due to the very sudden passing of Ngaire on the 14th February. She was a valued member of the club and I know club members are thinking of you on this sad occasion.

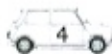
On a little happier note, congratulations go to Richard and Jaydene for a baby boy, on 2/4/2014, 10 pounds 3 ounces. It may be a while before you teach him to drive your Mini, Richard!

Until next time, keep the rubber side down!

**Murray**

## PS

We are holding the Nationals but would like to keep the regular events throughout the year happening. So if you have ideas or can organise a run/workshop visit etc. please contact the club captain for a spare date on the calendar





10 Mt Richmond Domain  
Auhuhu, Ph: 09 276 0880



Well, this is it – my first club magazine! First and foremost, I'd like to thank Trent, and the editors before him, for their sterling efforts in keeping the magazine going. It takes a lot of effort, so I'm just glad Trent will be staying on to do the layout and graphics side of the magazine. If I were to try to do that, you'd have something very dull looking in your hands right now, as opposed to the ultra-professional look Trent somehow manages to come up with every time!

Now for the obligatory bit... this is really more your magazine than it is mine. I've been amazed and gratified at how the Club has risen to the challenge to get some words down on paper (or email, of course) for the magazine. I was worried that finding enough content to fill these pages would be an impossible challenge, but I find myself with plenty of excellent-quality material that I hope will interest everyone. Just keep it coming, I don't have much left over, so there's a page in the next magazine waiting for you! If you have any great ideas for features or sections in the magazine, just let me know. I've been considering things like technical tips and tricks, a for sale and wanted section, a "members' cars" feature... if anyone would like to send through anything along those lines, please do.

The big event coming up is, of course, the Mini Nationals. It looks like it'll be huge, with competitive events, commercial stands, an autojumble, and lots more (though it's all still to be finalised, of course). Getting all that organised, and keeping it running on the day, will take a lot of work. So once again, the call goes out to everyone in the club – if you can possibly spare some time on Labour Weekend (25 – 27 October), email your friendly Club Captain Chris at [club-captain@minis-auckland.org.nz](mailto:club-captain@minis-auckland.org.nz) (or perhaps corner him at the next club meeting) and let him know that you're available. Let's see if we can impress the out-of-towners, and the general public who I'm sure will be interested in having a peek into the world of Mini as well.

Anyway, I'm really hoping to hear from a lot of club members, so here's how to get hold of me. Just email me at [editor@minis-auckland.org.nz](mailto:editor@minis-auckland.org.nz), or feel free to call or txt on 021 154 3077. Hope you all enjoy the magazine!

Mike van B



# Club Captain

> Chris Roper



## Hi to all you mini nuts.

Time is sure flying by with the Nationals getting closer. Your committee have been working hard with countless hours of work already under the belt.

Mt Smart stadium is the base for most events. This will save a lot of time and energy for those visiting from out of town.

We will be asking for a lot of help from members as we get closer to Labour weekend to help run events. We have had the luxury of turning up and enjoying the Nationals around New Zealand for the past few years and it is now time for us to return the hospitality.

We have had a very busy year to date and it does not look like slowing down to much in the near future!

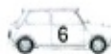
Keep an eye on the club calendar on our web site for all the info. It is kept up to date and can be relied on.

If you have any ideas of events you would like to see within the club, have a chat to a committee member.

We are always looking for different events or ideas for club nights.

Why not have a go and organise something. The more we spread the load the more fun it is for all!

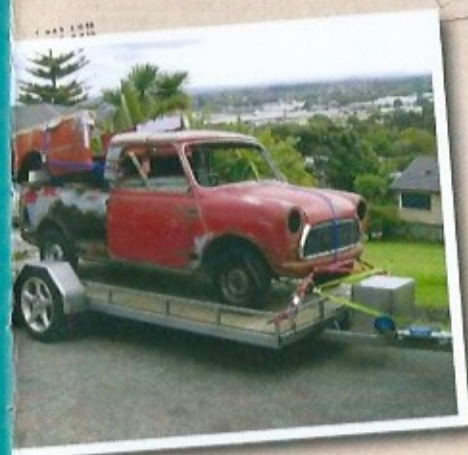
**Cheers Chris**







# *the mini pick up*



**The Mini Pick-up was  
released in January 1961,**

not long after the Van. Both versions were built on the same assembly line and with many common panel parts. From the rear door jam forward, the 2 versions were the same. They both had basic steel grilles pressed in with the front panel. The difference came with the Pick-up rear window, lower bulkhead and a tailgate. The steel floor was similar to that of the steel floored van. The difference was the tailgate hinge arrangement. However, many





but they never did have a tonneau cover as we see on some today. Production of the Pick-up and Van ceased in 1982 just after the Metro van became available in England.

My Pick-up was assembled in Panmure and first registered in November, 1970. The sticker on the rear window gives the dealer's name as "River Road Car Sales, Blenheim." I took over the vehicle as a 'Rust bucket' from one of our Mini members (now deceased) around 2006. Because the rear deck was virtually rusted out, it sat around for a while as I didn't know how to tackle the thing. In 2006, we travelled to Christchurch for the National Mini Meet. Here, I met some wonderful people, one couple being the President (and the wife being secretary) of the Otago Mini Owners Club. They invited me down to visit. At that time I was driving the Blue Clubman Estate.

When I got to Dunedin and visited Merv and Kath., their yard seemed to be full of Minis. Down the back in the long grass was a couple of bodies that Merv was going to send to the dump. One was a van with a rear steel floor in rather good condition. "There's my Pick-up floor!" I cried. Merv would not take anything for it and even cut it out for me. (Lovely couple, they were.) I had it shipped to Otahuhu in one of my wife's containers.

The rest is history. A friend did all the welding for me and I will be ever indebted to him for his workmanship and patience. The car is powered by a standard MG Metro 1275 engine, the only difference being an unleaded head.

vans came out with the same rear as the Traveller/Countryman. That way, they could be converted to rear seating if needed. If not, they usually had a plywood floor. There were approx. 58,000 Pick-ups built, mostly for the home market. Very few were exported. There doesn't seem to be much information of the number of Pick-ups coming into New Zealand. However, I did find out that my Pick-up was locally assembled at the Panmure plant of Dominion Motors. Most were sold to Government Departments as were the vans. I know of at least 18 to 20 pick-ups still around.

Most Pick-ups came with 848cc engines, although in the late 1960's you could get a 998cc version. During the seventies, most Pick-ups were sold with the 998cc engine, and by 1982 at the end of production, they were all 998cc versions. Also, the later versions of both the van and Pick-up were called 'Mini 95' to denote their weight carrying capacity.

None of the Van/Pick-ups received the enclosed hinge doors and retained the exterior hinges to the end of production. All ended production with basic interiors as long as it was black! Some of the Pick-ups were assembled with steel hoops and a canopy with a choice of colours,





The gearbox is from a 1970 van, I changed the 'pudding stirrer' gear lever for the remote one and fitted a 2.95 ratio diff for highway use. The wooden stock sides I made myself as well as the steel hoops for the canopy. I had a tonneau cover made at the same time as the canopy, but very rarely use it as the canopy seems to make the car quieter on long trips. I have also upgraded the electrics to post 1976, and put in a 1982 steering wheel as I find that the most comfortable for long journeys. It also has a later model heater and speedo. console.

The photo shows three other pick-ups at a show in Tauranga a few years ago, before I got mine back on the road.





# Karaka vintage day

You know you are in Counties Ranfurly Shield country when the famous log of wood is on display in amongst the vegetables for sale at the Karaka Vintage Day. This bi-annual event was held on the 23rd March and MCCoA had a contingent of 10 enthusiastic members and 8 cars on display. The ground work at the complex is mostly complete so the Vintage Day exhibitors had plenty of room to spread out. Considering there was a big race meeting just down the road at Pukekohe, there was a large crowd present.

There was plenty to see; cars of course, old tractors, a tractor pulling contest, old army vehicles, vintage stationery engines, scones being cooked in an old coal

range oven and an array of stalls selling everything from lavender products, honey, belts and jewellery to name a few. If you were hungry there was plenty of choice at the food stalls.

You could have a ride in the MASH helicopter, listen to the Sunset Coast Big Band perform and visit the adjacent Karaka Historical Museum full of interesting things and local history. There was a fly past of various aeroplanes during the day and a military mock battle. A small shower briefly interrupted the afternoon and with the threat of heavy rain coming most Minis left just before the grand parade.

**Jan Bates**







# Auckland Mini Nationals 2014



As you all know, the Mini Nationals are coming up, this year hosted by our own club at Mount Smart Stadium! It'll be a massive event, so it'll take a lot of work and resources to make it happen. Fortunately, some businesses have stepped in to give us a hand – without them, the Nationals wouldn't be nearly as amazing! Here they are, so please support them, and mention you heard about them through the Club. They'd love to know their input is valued and making a difference!



Thank you to our sponsors for their support of the Auckland Mini Nationals

## **MOTHERS** Polishes•Waxes•Cleaners

What can I say about Mother's that you won't already know? It's a name in car care that's been around for a very long time. Starting out in the 1970s with their Mag and Aluminum Polish, they now have over 70 highest quality car care products on offer. There's sure to be something there for everyone who's keen on their Mini! Visit them at [www.mothers.co.nz](http://www.mothers.co.nz).

## **PAK'nSAVE**

### Sylvia Park

My local supermarket, Pak'n'Save proves that lowest prices don't have to mean low quality or lack of choice. Our supporter from Pak'n'Save's ranks, Pak'n'Save Sylvia Park, takes that further with a huge floorspace offering all the big brands, plus generic alternatives that fit the bill superbly for unbeatable value. Just a few minutes' drive from the Nationals at Mount Smart Stadium, I'm sure Aucklanders and out-of-towners alike will pop over to Sylvia Park to top up their hampers each day!



# AUTOCROSS SPECIAL



A SLIGHTLY DELAYED REPORT OF THE SUNDAY 24TH NOVEMBER 2013 AUTOCROSS



Sunday the 24th of November was programmed as the next 'battle of the cars' where the Waikato Minis were to meet, and hopefully beat, the Auckland Mini Club. The field of battle was a grassy paddock just north of Te Kowhai kindly loaned to us for the day by Heavy Metal Haulage. The rules of engagement were laid down aeons ago (well, years anyway) by Motorsport NZ under the title 'ClubSport Autocross'. Like any good battle there are generals to blame when things go wrong and complain to when injustices are perceived. (We don't get to appeal to the Geneva Convention though.) So, many thanks to Brent, as 'Clerk of the Course,' and also Chris and Gavin for the "weapons inspection." However, for one Auckland car that "fired prematurely," it was a bit like shutting the barn door after the horses had bolted. Simon (Alias Arc-right) gave himself and a few other Auckland club members a lesson on the conductivity of jack handles and the flammability of Mini upholstery.



Thanks also go to Glenys as the keeper of statistics and all the minions that laid out the parameters of battle and mopped up the cones and timing gear afterwards.

Even before we had all been briefed, things started heating up (Literally)! The day was turning out to be a scorcher! Normally at events like this, the drivers are lounging around in overalls and race suits – NOT today! Most drivers got into the regulation racing garb at the last possible minute and out of it again as soon as possible after their round. Most people made use of the shade offered by a handy tree, and relaxed or told lies and compared times

As expected, the first round was on slippery grass, but as the day went on, times fell from around 1 min 45 at the practice round to a very fast 1min 19 by the end of the day. 2 laps added up to 610m. It was great to see Alan Murie giving everybody a sporting chance by doing the 2nd round with his handbrake on. However in the last round his gloves came off and he won the day with the fastest time, an improvement of 9 seconds! Kevin Dwanne took a look into the shrubbery for a shortcut that wasn't one, and a few of the cones took a beating but on the whole the racing was clean and times got progressively faster. Every good battle has an eventual winner, and it's not always the fittest or fastest side that wins through. At the end of the day there wasn't a clear winning side so it was up to the statisticians to tally the dead... oops, times, and declare Auckland the winners with what must be the closest margin ever. Auckland



average time 81.9 seconds over their fastest 7 cars and Waikato 82.64 seconds over their fastest 7 cars. A point of interest is the fact that the 2 fastest cars are powered by 1100cc and 1000cc motors, and top 4 were running 10" wheels, so an awesome result for Alan and Ben T and top points to the designer of the course that produced such a level playing field for all the cars involved.

A fun day had by all and great to see new blood coming into the clubs; competing, improving, and having fun. Thanks to the Auckland contenders for coming south for the event and to the Minis Waikato cars that were able to attend, we all look forward to the next event of close racing where we (Waikato) will travel north in search of victory.

Cheers till then

**Garth**

4th place (and still feeling robbed by Alan's improvement.)

HELD AT AKA AKA

# INTERCLUB AUTOCROSS



SUNDAY 9TH MARCH 2014

A friend of Keith Hargraves said he had a paddock that would be good for a Mini Club event if we'd like to have a look, so Keith and I went out to Tony Vazey's place in Aka Aka (turn left after Puni) and it was indeed a fine paddock - in fact 2 large smooth paddocks. So, after some discussion over a beer, we agreed it would be rude not to take him up on his offer and use his paddock for an Autocross. Tony wanted us to use it early March as there wasn't much grass on it and he wasn't bothered if one of the paddocks got cut up a bit so we borrowed the date that Minis Waikato had tentatively set aside for the next Interclub event and set about organizing the event. Paul Crispe stepped up this time as Clerk of Course and got the permit organized in record time so it was all on.





Sunday 9th I woke up to a sunny day. The meeting point was BP Bombay and when I arrived there 10 minutes early, the Minis Waikato crew were already there with coffees in hand – they were ready to compete. By 8.30am the rest of the MCCoA team had arrived and fueled up (coffee) and I lead the convoy in MINTED through Pukekohe and out to Aka Aka, trying not to lose anyone on the way. When we arrived at the venue the advance party had already pitched the tent and positioned the Porta Loo, and Paul & Gary were setting up the first course. It all looked great and the sight of 17 Minis arriving together must have looked pretty good too.

We got under way with registration, while Keith & Gary carried out scrutineering. Then Paul held the drivers briefing and explained that we would be running 2 courses during the day with your best time from each course added together to give your total time – lowest time wins. To make it interesting, each run would be 3 laps of the course. Paul had the use of the Pukekohe Car Club's timing gear for the day, which was clever enough to count your total time without us having to detour around the finish line. We all followed Paul around the course so we knew which way to go! Then starting at Mini #24 (Murray drew the short straw) it was game on - let the fun begin. It wasn't so easy to remember which way to go until a track developed on the grass so some of the early runners went a bit off course but it quickly settled down, and

after the first run through folks started to get a bit interested in the times being posted and who were shaping up to be contenders on the day.

It was good to see a couple of new Autocrossers taking part - Trent had got a sponsored drive in the Aquacut Mini, sharing with Rex & Murray, so that would be a test for the yellow Mini's cooling system. It would also be good to see how Trent adapted to driving on grass rather than the racetrack. Richard Atkins was having his first run in his recently acquired Cooper S (formerly owned by Ralph & known as GRÜNTY). It had been sitting broken & unused since blowing it's diff at the Clevedon Motorkhana (5 years ago was it?) so great to see and hear it back on the grass with Richard enjoying every minute. OK, every second, Richard!



Shelagh was having her first autocross, sharing the convertible with Alan & Grant. These guys would inhale a lot of dust today. Shelagh would have to work hard to beat the more experienced Helen of Waikato if she wanted to win the Ladies Trophy. Alan was looking confident, having won the last autocross at Te Kowhai, but should he have brought the more powerful de Joux?

Ross G was doing his first autocross in his white Sportpac Mini, maybe the bigger wheels would give him an advantage in the rough stuff – or maybe not, time would tell.

Ben F was doing his second autocross in Purplemin. To avoid further embarrassment he had thrown away the ignition key (he was so excited before his first event that he forgot the key!) and had wired in a fancy ignition switch. He had also carried out a tricky modification to the gear lever to stop it jumping out of second

gear – a bungy cord around the stick and back to the rear seat support strut. He would hold the

stick against the bungy tension in first gear then bungy assisted flick back into second gear where it would happily stay so he could concentrate on pointing in the right direction. He said he didn't have enough hands to steer the Mini and use the handbrake and hold it in gear at the same time – I don't seem to recall having that problem when it was MINTED.

Meanwhile the Waikato Mini team were putting in some good times with David M & Chris T in the ute within nano seconds of each other, and Ralph not far behind in Monte, both of them enjoying the outing after being laid up with a broken back for the last year (Ralph that is, not Monte).

Keith was setting the pace but would have to stay away from the cones if he didn't want to get hit with a 5 second penalty. That didn't happen, so Rex took out the first test with MINTED 0.5 seconds behind, then David





& Chris T within 0.3 seconds, so very tight at the top and pretty even between MCCoA & WM.

Time for a lunch break so Paul could set up the second course for the afternoon - BBQ sausages and other goodies consumed, tyre pressures adjusted and away we go again.

The morning course had been run in an anti-clockwise direction so naturally Paul would get us to go clockwise in the afternoon's run. The starting order was redrawn (can't remember who went first this time) and away we went again. There were a couple of tricky corners in the middle of the course that looked easy enough, but at speed with the back end hanging out there were some close encounters with the cones, and again one jumped out at Keith when he was on a quick run. Andrew in the Moke was having a dusty time plowing up the paddock and it looked like he was in need of a breathing mask. He managed to get a couple of practice laps as the timing gear malfunctioned with sun (or dust) strike and he had to restart his run, but he was knocking down cones all over the place and on his fastest run one cone went down so that was that. At this stage in the afternoon the wind had got up and was blowing some of the cones over but the COC and his team of spotters were pretty sure that there



was Moke paint on one of the cones. When Andrew got back to his trailer he put the Moke into reverse but there was no response from the gearbox – no pond of oil underneath so hopefully not a blown diff, but some investigations and repairs will be required before the next event.

Keith went out and put in a blistering time (85.96) but the dreaded cone got him again (would have been fastest if a clean run). Trent was showing that he could handle the dirt and went faster than Rex & Murray but also hit a cone, so that was his introduction to autocrossing.

Chris R nearly got a WOW (went the wrong way) but cleverly (or was it luckily) recovered to record a time but on his second run managed to get it wrong on all 3 laps so did get a WOW for that run.

Alan M put in the fastest clean (but dusty) run (88.60) with Grant M just 0.03 seconds behind - so the convertible was flying. David M stopped the clock at 88.87 with Ralph 0.02 behind him so Waikato was finishing strongly.

So everyone got through their 2 runs and the only other casualty was Richard who finished with a lower engine steady bar dragging on the ground – the bolt had dropped out so that was cable-tied so he could drive home, happy that it was nothing too serious and wondering what he needed to do to go faster next time (good man he's caught the go-faster bug).

Keith took Tony (the paddock owner) for a couple of hot laps around the course and then the Minis were put back on trailers, the cones retrieved and tents packed away while Catherine & Trent entered the times into the laptop so the results could be computed.



**FIRST PLACE  
WENT TO  
MCCOA**



It's always a bit tricky doing the results on the spot without having the time to check everything but the provisional win was given to Rex (232.12), 2nd David M (232.66) 0.54 behind and 3rd was Chris T (233.78) so very close and we would have to wait until later in the evening for results to be confirmed and Auckland declared the winner of this round.

If there was a Ladies prize, the trophy would have gone to Helen who just managed to beat Shelagh by 0.52sec – very close. Well done ladies.

So another great day was had by all and judging by the comments we all agreed that Tony's paddocks were indeed fine and we hope that we get invited back to do it again.

Thanks also to Paul for running the event (and we hope to have you back driving in the MCCoA team next time), Keith & Gary for scrutineering, Catherine & Trent for timing & results (assisted by Gavin), Murray & Rex for cooking the BBQ and Shelagh for the yummy cake.

24 competitors on the day has to make this one of our biggest events – so thanks to everyone who turned up and had fun.

**KevT & MINTED**

#### **INDIVIDUAL PLACES WERE :**

- 1ST : REX COURBRAY (MCCOA)**
- 2ND : DAVID MIDDLEMISS (MW)**
- 3RD : CHRIS TEESDALE (MW)**
- 4TH : KEVIN TAYLOR (MCCOA)**
- 5TH : RALPH TAYLOR (MW)**
- 6TH : ANDREW CARTER (MCCOA)**
- 7TH : GRANT MURIE (MCCOA)**
- 8TH : KEITH HARGRAVES (MCCOA)**
- 9TH : COLIN MIDDLEMISS (MW)**
- 10TH : CHRIS ROPER (MCCOA)**
- 11TH : ALAN MURIE (MCCOA)**
- 12TH : LEE NORMAN (MCCOA)**
- 13TH : GAVIN BOWRING (MW)**
- 15TH : MURRY GRANT (MCCOA)**
- 16TH : BEN FITNESS (MCCOA)**
- 17TH : GARTH UREN (MW)**
- 18TH : BRENT MIDDLEMISS (MW)**
- 19TH : RICHARD ATKINS (MCCOA)**
- 20TH : TRENT DIXON (MCCOA)**
- 21ST : LLOYD CLARKE (MCCOA)**
- 22ND : ROSS GALLOWAY (MCCOA)**
- 23RD : HELEN MIDDLEMISS (MW)**
- 24TH : SHELAGH MURIE (MCCOA)**
- 25TH : DAVID DE THIERRY (MW)**



*It is with fondness that  
we remember*  
*Ngaire*

It is with fondness that we remember Ngaire, who sadly passed away suddenly on 14th February. She and her partner Honest George (retired Club Captain) have been active members of the club since 2007.

We will miss Ngaire and her involvement with the club, her sense of fun and most of all her friendship to us all. A number of us enjoyed her company on the trip to last years Nationals at Nelson, Ngaire driving their British Open Mini & her granddaughter Erin navigating while George towed the Cooper S. Our condolences to George – Ngaire will be sadly missed in so many ways.



# Interesting finds

Last Easter whilst on holiday in the South Island, John Mannion discovered this Mini at Cass, which is just off the Arthur's Pass highway. There are only a couple of houses and a railway station there.

Where the Mini is situated appears to be an outside bar/social club set up with BBQ's.

It shows that Minis can turn up in the most unexpected places!



# SEALINK

If anyone's on the lookout for deals that apply specifically to their Mini, here's one for you. Sealink are offering bargain fares to Waiheke Island for cars shorter than 3 metres. That means you, Minis! Unfortunately, I believe the new MINI is a tad too long. You can get your car and the driver to Waiheke, and back, for \$59 (saving \$129.50). That must make a trip to explore the scenic island roads, beaches, and fantastic restaurants and cafés very appealing. If the club can get a group together, the rates get even cheaper, so ask around and make a convoy of it, perhaps!

Check out the details here: [www.sealink.co.nz/small-car-special](http://www.sealink.co.nz/small-car-special)







# Mini Technical Tips by Arc-Right

We were recently shown how it's possible to use the most unlikely tools to undertake repairs or modifications to your Mini while away from the workshop. Who would have thought of using your Mini's scissor jack to cut a hole in the rear metal seat panel while travelling on a Mini club run.

Well known Mini metal craftsman Simon, aka Arc-Right, demonstrated this unusual technique to a group of us who were travelling in convoy to the Interclub autocross at Te Kowhai last year. Simon didn't give us any indication about what he was going to do as he obviously wanted to surprise us – and clearly we were surprised when he pulled off to the side of the road just south of Huntly on the back road to Ngaruawahia.

We weren't too alarmed when we saw smoke coming out of MINEE - I just thought that he had stopped for a smoke but he was pretty quickly out of the car and had the bonnet up looking for something.

We gathered around and Lee stuck his head in the passenger's door and started

throwing pots and pans out of the back seat and then pulled the seat out as well. By now Simon had the boot open and was throwing stuff out of the boot including his gas cooker so naturally I thought that Simon had decided it was time for a pot of tea (no tea bags for our Simon).

"Gather round lads" he says, "have a look at this. If you ever need to make a hole in the back seat panel just place your jack across the top of your battery so that it contacts both terminals and aim the end of the jack at the panel and stand back."

And who would have guessed but there was this perfect hole in the panel!!

It probably would have been better if he had removed the seat back before doing the demonstration, because there is a lot of heat generated and the foam in the upholstered seat back is quite flammable. Also the smoke given off is very toxic.

Another downside is that it is pretty tough on the battery, only really useful for one hole before the battery is stuffed said





Simon, but that's a small price to pay if you need that hole while on the move. And besides you can still start the Mini with the assistance of your mate's jumper leads and the mini will run quite happily for the rest of the day and get you home again on the alternator's power (as long as you're home before dark).

A more serious side to the demonstration was to reinforce the requirement that cars competing in motorsport events, like the autocross we were on our way to, should remove all loose items from the boot and ensure that the battery is securely fastened in place and that the battery terminals are protected/taped over.

Also, although we were not required by regulation to carry fire extinguishers for this type of event, it is obviously a very good idea to do so.

Thanks to Simon for arranging this interesting and informative demonstration.

For those that don't know, Arkwright was the shop keeper in the British TV comedy "Open all Hours" and Arc-right was the nick name given to Simon by Garth (Minis Waikato) after the incident reported above, and in Garth's article about the Te Kowhai autocross which also appears in this edition of the magazine.

**GOODBYE PORK PIE 2014.  
STARRING THE NEW MINI.  
AND YOU.**



# STAR IN OUR GOODBYE PORK PIE REMAKE.

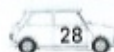
The all new MINI Hatch is here. To celebrate, we're remaking an iconic classic. We're looking for one brave Kiwi to be in the passenger seat when we remake the Lake Hawea chase scene from NZ's favourite movie Goodbye Pork Pie. But you have to prove you have what it takes to join the films infamous Blondini gang.

Visit [www.goodbyeporkpie2014.co.nz](http://www.goodbyeporkpie2014.co.nz) to register!

Once registered, complete the challenges over the next few weeks and share them on Facebook with the hashtag #PorkPie14 and tag @MINI.NewZealand Every challenge you complete will help you stand out from the crowd and could win you great Goodbye Pork Pie prize packs along the way.

Best of luck,

**From the team at MINI**









# MEMBERSHIP APPLICATION FORM

## OWNER DETAILS

Surname

First Name

Address and (post code)

Ph Home

Mobile

Email

Occupation

Date of Birth  /  /

## VEHICLE DETAILS

Model

Rego No.

Capacity

Year

Colour

## PAYMENT

Paid by: (please tick one)

- ☐ Direct Debit **July – June**
- ☐ Cheque Single \$45 Family \$55
- ☐ Cash **January – June**
- Single \$25 Family \$30

Payment Amount \$

Date  /  /

## CLUB SUBSCRIPTIONS

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

	SINGLE	FAMILY
July – June	\$45	\$55
January – June	\$25	\$30

For people joining from January the subscriptions are reduced as per above

## PAYMENT INSTRUCTIONS

Direct Credit:

ASB 12-3024-0496171-00

Mini Car Club Auckland Inc.

Please use your **NAME** as reference

Or Post a Cheque payable to:

**Mini Car Club Auckland Inc.**

Mini Car Club Auckland Inc.

PO Box 72-970

Papakura

Auckland

New Zealand



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