



MINI TORQUE

Club Captain's Preamble

BY STEVE BROADBENT

As is typical for this time of year we often hear the phrase 'where is the year going?' In our world of everything Mini this certainly rings true as 60th celebrations and events charge on at full oil pressure ahead. Reflecting back on the last couple of months we've seen the Minis in action at our regular Caffeine & Classics meeting, the Pork Pie intrepid adventurers on their bi-annual pilgrimage to Invercargill, and a couple of motorsport events. The winter calendar brings back our popular events and a couple of new additions.



As mentioned in the last edition of Mini Torque we've seen special edition Minis being offered at crazy prices such as the David Brown car costing NZ\$200,000, whilst in New Zealand the March Webbs auction saw a 2000 Cooper Sport sell for NZ\$59,225 including buyers premium. The buzz for classic Minis is certainly alive and well in this 60th year.

Our motorsport month of April saw us attend a couple of interclub events with the Aka Aka Autocross at Tony Vazey's paddock and the track day on the club circuit at Hampton Downs. Both proved really fun and safe for newbies as well as seasoned motorsport enthusiasts. Overseas the fabulous Goodwood circuit in the UK saw host to the Betty Richmond Trophy race which was set up to celebrate the 60 years of Mini. Originally bringing 30 Minis together, but with entries being so popular the field was increased to 60 bulldog-stanced racers at the start line during the Goodwood Members Meeting on April 6-7. Live streamed over the internet it proved to be invigorating viewing. The 1293cc Nick Swift prepared cars produced 130hp and speeds of 190km/h. To get an idea of how much fun the drivers had check out the wonderfully atmospheric Chris Harris' video on You Tube. (Mini Cooper S at Goodwood youtu.be/qYipoRGqutU)

We've got a packed calendar with events to suit all, including the Poker Run, The Italian Job city run followed by breakfast, the superb Night Trial, more track action at Taupo and the ever popular Fish & Chip shop run.

To sum up the year so far and to quote the words of several club members at Hampton Downs as well as Chris Harris at Goodwood 'Its difficult to be racy when you're laughing so much'. – That's what owning and driving a Mini does to you! Enjoy this copy of Mini Torque and we'll see you at the various winter events.

– Steve

Past events

Northern Explorer Run

17 Mar 2019

BY TONY MAULDER

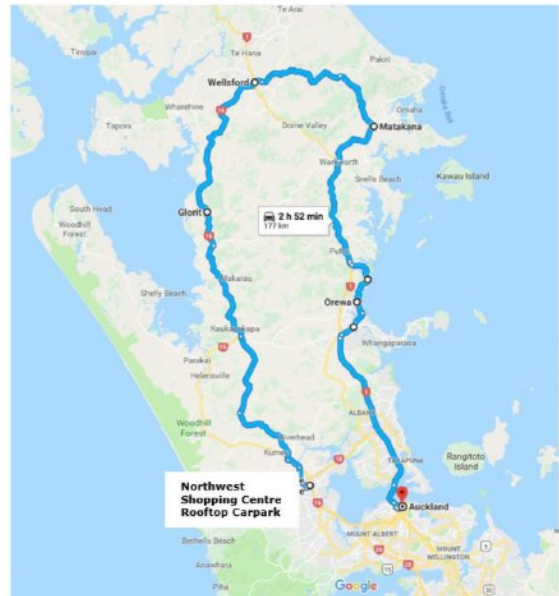
On Sunday mid morning 17th March a small group of minis formed up on the roof carpark at the Northwest shopping centre for our run to Matakana. Four of the cars on their first club run.

TO KAUKAPAKAPA

We were going to be led off by dads Chad and Willie in a limo Mini with 3 kids in the back, but they were unsure of some of the roads so Steve decided to lead us to our first stop at the Kaukapakapa hall, through twisty, windy Old North Road.



We were



warned that it was market day at the Kaukapakapa hall so we stopped at the pub. The kids in the limo saw me there and said I must be following them as they saw me at the start. They were busy watching movies (Cats?) not the road today as they were on a day away from their

mums! They had lollies, ice creams, etc. from their dads in the limo.

TO WELLSFORD

Steve, his wife, and daughter in the Rover Sport were eagerly followed by Julie and Gwyn in the bright red JCW from the pub for about 20 minutes to our next stop at a lookout near the road to Port Albert.

Getting up to the lookout was quite a climb and Simon worried that his 1000cc Mini would struggle, being the smallest horsepower of the group. But no, his little beige beauty performed as good as the rest of us and he was pleased.



At the lookout Jedd in the rather grunty grey 1275+ Mini got going photographing the vista with a rather professional looking camera. He then explained his partner was a wedding



photographer, hence the good gear. We waited here for the silver limo to catch up as they had visited friends on the way.

We did a short stint to the Caltex petrol station at Wellsford. Steve parked on the TRAIL (see photo) in front of all the road signs we had to follow to the next stop at Matakana.

TO MATAKANA

Mini limo lead us off now as they knew the road to take. Steve's car had the heater

stuck on and made it a bit uncomfortable for his daughter who needed a stop for fresh air.

More good hill climbs. No problems for my BMW silver supercharger.

We arrived at the little Matakana wharf car park and all the children rushed off to the playground, while most of us made our way to the Rusty Pelican for lunch. A really quirky, rustic place.

The mums and children joined us soon after to have a brilliant lunch of fish and chips, pizzas, chicken burgers, and more, as you can see in the photo. Plenty of life stories and catch ups were had.



the lookout

BACK TO OREWA / AUCKLAND.

Mid afternoon we wandered back to our cars in the park, loaded up and headed off. At Warkworth, we hit the traffic. Slow at all the lights and on down highway 1 to the satellite dishes where there had been a small accident. Then I had a good run back into Auckland looking at all the new motorway work on the way to Puhoi. It won't be the same as the roads we had enjoyed in our Minis earlier in the day.

Thanks Steve for plotting our explorer run, and I enjoyed the pleasant company of our new club travellers.



carparking for lunch



Caffeine and Classics

31 Mar 2019

PHOTOS BY GRAHAM WING

Another great turnout of Minis at Caffeine and Classics this month.



Club Night with the Pork Pie cars

02 Apr 2019

BY STEVEN BROADBENT

Great to have the Pork Pie teams at this evenings club night, and their support of the wonderful charity Kids Can. Let's donate!! See them next at BMW Pacific rise, Mt Wellington midday on 19th April



Aka Aka Autocross - Auckland vs Waikato

07 Apr 2019

BY KEVIN TAYLOR

This was the fourth time we had used Tony Vazey's paddock at Aka Aka for the Interclub Autocross, our first event there was in 2014 on a sunny day and it was another sunny day this year for the Minis that arrived to have fun & do a few skids.

There were 3 Minis from Auckland & 4 Minis & 5 drivers from Waikato.

An early start to set up the tent and mark out the courses before the first run at 10am. Because of the small number of competitors we decided that there would be 3 laps of each course, we would have 3 runs on each course and we would do 3 different courses, you do the math but that looks like 9 runs & 27 laps to me.

The first runs were pretty slippery on the long grass but with each run the courses got faster and by the last run there was dirt & dust flying as the tyres dug deep for traction. The Minis were a mix of 1000cc, 1100cc & 1275cc - size sometimes doesn't count for much on grass but today it did as the drier surface did favour the bigger engines.

Surprise of the day was Keith Hargraves competing in his mint 1995 Mini Cooper - and very nearly winning the event.

Several cones were harmed during the day and everyone had great fun but at the end of the day Lee Norman was too quick for the rest of us.

Results:

- 1st - Lee Norman (A) 1275
- 2nd - Keith Hargraves (A) 1275
- 3rd - Ralph Taylor (W) 1000
- 4th - Kelvin Kewish (W) 1275
- 5th - Kevin Taylor (A) 1100
- 6th - Brent Middlemiss (W) 1000
- 7th - Theresa Kewish (W) 1000 (I think)
- 8th - Helen Middlemiss (W) 1000

When the points were tallied up later that evening it was MCCoA who won the Teams prize.

Thanks to Brent Middlemiss for organising the Motorsport NZ Permit & Gary & Catherine Ashton for setting out the courses and doing the timekeeping duties, & Ian Gillanders for Portaloo duties & Keith for BBQ duties.



Lunchtime meetup with the Pork Pie cars

19 Apr 2019

On Good Friday the world famous Pork Pie Charity Run stopped at MINI Mt Wellington for lunch.



Caffeine and Gasoline - Hampton Downs Track Day

28 Apr 2019

BY STEVEN BROADBENT. PHOTOS: CHRIS DILLON, SARAH BATES, NIK APANUI, AND MORE

In the words of Steve McQueen 'Racing is life. Anything before or after is just waiting' were the words that echoed in my head when the sun shone through the window on Sunday morning. The long awaited Hampton Downs track day was here and the weather, at least at 7.15m looked good! My 1275GT was running albeit with the stand in 998cc engine and was going to be our vehicle of choice during the day. The Cooper decided it wasn't keen to start which put us behind for the departure and the oversized carb on





the GT meant we had to fill up before heading South. Adam driving the GT, me in the Cooper we joined Robbie and Kyle and hit the Southern motorway as the clouds gathered. A quick stop at BP Autobahn to check for other members and the GT fluid levels we pushed on to Hampton Downs for the Caffeine & Gasoline gathering.

Tony did an absolutely superb job setting up the inspired 60th layout ready for Kyle and HD to take drone footage. On the day we just managed to cross our 25 car break even point with a good mix of super quick BMW Minis, original spec & re-engined classics and road / race prepared Minis including Jim Banks immaculate 8 port Cooper S. We were joined by 5 Minis Waikato members for the afternoons fun, several for their first ever track day.



Following registration and briefing by Hampton Downs staff we headed out onto the track for our orientation laps in three groups behind the Lexus Safety car. BMW Minis (the fastest group which also included a Mazda MX5), Fast classic group and a slower classic group for track day



newbies. The Hampton Downs club circuit is ideal for Minis, mostly corners with a relatively short start finish straight. The 15 minute long sessions for each group resulted in lots of track time.

The BMW group saw some reasonably high speeds accompanied by the gorgeous sounding John Cooper Works musical exhaust. Next up was the fast group, Adam headed out in P1 only to see the exhaust part company from the LCB manifold at Turn 1! Making it back to the pit area master mechanic Robbie and toolman Zak helped assist to get the exhaust back on for the next session. Kiwi ingenuity & Number 8 wire to the rescue.



The fast group saw some momentum carried cornering speeds and those with the semi race tyres really managed to get round the circuit quickly, Lee & KP in the MiniBitz Mini were the standouts setting a cracking pace. The Rover Cooper slipped its way round but certainly gave a good show on road tyres, the real lack of grip coming from the race suit on leather seats. On



exiting the track Zak and me both commented that we couldn't stop laughing as our similar cars had the same issue with internal grip! There were a number of minor spins and off track excursions as drivers gained more confidence and discovered the limits of their tyres (& skill) President Kev was captured on camera spinning onto the front straight in MINTED behind a spinning BMW Cooper S – boys just having fun.

Chatting with the group during the full afternoon there were smiles all round, some laughs and thankfully not too many mechanical dramas. The format offered a relatively safe way to get out and enjoy the Minis handling without being in a competitive environment. For \$100 it was certainly one of the cheapest track day experiences around.

The good new was that we all made it home with our cars in mostly one piece (except for the MX5 which was seen departing on the back of a tow truck – Japanese reliability ?) Great fun, lots of new stories and great memories.

Thanks to all that attended. – Steve



Ps : there was a post on facebook on Sunday night of a 3 wheeled Elf on its way home – sounds like the wheel bearing collapsed after a hard day but Robbie will have it sorted & back on the road in no time.

Ps : Thanks to Steve for organising the event, keeping us all informed of what was required and turning up with a Mini full of safety equipment, helmets, overalls & neck braces to ensure that everyone had the correct gear. – Cheers President Kev



Special thanks to Tony Maulder for setting up the Mini 60 display, and to Chris Dillon for the professional photography. Check out all his photos at the gallery site: https://dillon.queensberryworkspace.com/mini_60



If you have an article or photos for the next newsletter, please email them to editor@minis-auckland.org.nz

Mini Victory at Monte Carlo Anniversary

BY CHRIS MCMURRAY

55 years ago, in 1964, Paddy Hopkirk and Henry Liddon drove 33EJB, a Morris Cooper S 1071 to victory in the Rallye of Monte Carlo, striking a hammer-blow to the other big competitors. The Mini was so small. The importance of this victory on the world stage cannot be overstated.

How did the victory come about? Partly through Competition Department Manager Stuart Turner's planning, but mostly through a new engine. Although in the 1963 Monte Carlo, Rauno Aaltonen and Hopkirk had respectively come 3rd and 6th Overall in Cooper 997s, BMC knew that it needed something much more to snatch outright victory from the grip of the major European manufacturers.

To take in the magnitude of this victory, examine the British taxation system of the day. Dating back to the 30's, cars were partly taxed on the bore of the engine-cylinders, and this led to cars (all other things being equal) having vastly under-square motors, ie. long stroke, and small bore, to minimise tax. This created relatively slow-revving, torquey characteristics, which, given that Britain had just gone through a war, made much sense. The Minis very existence arose out of the petrol shortages of the 1956 Suez Crisis.

Well before this, BMC knew that it needed a more powerful engine than the 997 or the 948. Back in 1955, out of frustration, Marcus Chambers, the first Competitions Manager, had written a (now) famous memo to BMC's Managing Director requesting a seriously competitive car. George Harriman, to his credit, understood that motorsport successes generated sales. Gambling that



sales volumes would overcome the extra taxation , BMC had unfinished business, and planning had already begun.

Through 1961 and 1962, with Harriman's backing, BMC engineers Eddie Maher, Jack Daniels, and Harry Weslake, Alec Issigonis, (the Minis designer), Daniel Richmond of Downton Tuning fame, and John Cooper had all been meeting to discuss the question of extracting much more power from the motor, with Cooper's experience in Formula Junior racing (up to 1100cc) being drawn upon. The 997, tweaked to 65 bhp at 6500rpm, simply wasn't enough.

The 997, at 62.43mm bore, and 81.28mm stroke, followed these conventional principles. However, the design team above turned these principles on their head. The 1071 was designed as a short-stroke, big-bore, over-square racing motor, with a bore of 70.60mm and 68.26mm

stroke. Add to this the new high-lift 649 camshaft, and the 1071 was the very opposite configuration to the conventional 997.

The engineering principle which the designers pursued was volumetric efficiency. While the 997 had valves of 29.4mm inlet and 25.4mm exhaust, the 1071 however had valves of 35.71mm inlet, and 30.96mm exhaust. Bigger bores allow bigger valves, which, with an improved cylinder head, enable faster induction and scavenging into and from the combustion chamber, leading to higher revs, torque and bhp.

This production-line motor developed 70bhp ex-factory, although with special factory preparation, you could add 25-30bhp to this. The S engine was a sea-change, a revolution against contemporary doctrine and production-line manufacturing. So together with the vastly better disc brakes (50% thicker & 7% wider), thus was born the 1071 Cooper S.

A portent came with the 1963 Monte, when 997s took 3rd, 6th, & 28th Overall, and 1st, 2nd, & 4th in Class. Homologation for the 1071 S (acceptance for motorsport) required sales of 1000 units, and production began in March 1963. Homologation was submitted on the 9th May 1963. The 1071 S won 2 victories prior to the 1964 Monte: the June 1963 Alpine, with Aaltonen driving 277EBL, and Hopkirk winning the September 1963 Tour de France in 33EJB. Then a 1071S got 4th in the mud and rain of the Dec 1963 RAC. These victories went largely unheralded, and unnoticed.

Why was the Monte so important to BMC? Publicity. The Monte Carlo in January starts the rallying calendar, and accordingly, sets the tone for the coming year. From 1911, it was the first rally in the world; It remains a difficult winter mountain rally, terminating in all the attendant glamour of Monte Carlo, generating huge publicity.

BMC deliberately courted this publicity. Amidst the gloom of mid-winter, with sales at their low-point for the year, BMC and the British press hungered for good stories, and here was one with glamour: pizzazz, Formula I, casinos, big yachts, sunshine, money, and more glamour.

Since 1066, the French have often been the foe of the British. The 64 Monte gave BMC a very good chance of putting one over the French, especially Renault, Citroen, and Peugeot. Of course BMC would go for Monte Carlo. BMC now knew that it had a winning chassis and motor. Turner's drivers were not "gentlemen drivers" of established car-clubs; they respected no-one's reputation. More than quick, they were fast on snow and ice. BMC now ruthlessly sought to win, knock the Europeans for six, and claim the spoils of victory. Publicity.

And win they did. BMC beat Ford by 17 seconds. Back in England, with huge support from Dunlop, Lucas, Lockheed, and Castrol, the production lines at Longbridge and Abingdon cheered their heads off. The din of the celebrations could have been heard on the moon. Liddon, Hopkirk, and 33EJB were flown back to London to appear on "Sunday Night at the Palladium". The crew made appearances everywhere. Dealers put rally-cars in their windows. Sales took off. Only 5 years after 621AOK first appeared, half the size of its competitors, BMC and the Mini had won the Monte Carlo.

Cooper sells for record price at Auction

BY STEPHEN BROADBENT

Passion to own a Mini strikes new highs at the recent Webbs auction

At the same time as we enjoyed lunch during our Northern Explorer Club run we also watched & listened open mouthed to the live Webbs auction. This memorable event saw a 2000 Cooper Sport sell for a staggering NZ\$59,225 including buyers premium. The Mini Cooper Sport from the Savage family estate was the last Mini sold new in NZ being registered in September 2001. Whilst 'AFL 706' was technically a 2000 Model Year vehicle (April-October 2000) probably like many other late registered cars languished in the dealer's showroom for some time prior to its sale. Whilst not a Sport 500 it still had all the features of the final run of cars:

- Webasto style sunroof
- Mini logo radio
- Slotted race look window winders
- Solid steel gear knob
- Mini Cooper logos above rear wheel arches
- Flared guards
- Mini Lite style wheels
- Front spotlights
- Mini definitive side striping
- Classic red paint
- Original sales brochure

The story behind the car is equally as interesting, *'Webb's was reliably informed that the story behind the car's purchase is that Mrs. Savage was sitting on a Wellington bus stop adjacent to the Mini dealer and getting tired of waiting for the public transport to eventuate bought both this example and a green one (retained by the family) and drove it home!'*

The Savage family have been the sole owners of this time warp automobile which despite its age displays today a mileage minimal in the extreme with just 7,982 recorded kilometres.'

The pre-auction estimate was NZ\$30-35,000 but immediately the auction started the \$35,000 figure quickly exceeded, telephone and in room bidders quickly drove the price up which proved that this Mini was one of the more popular cars on sale during the day. Closing at NZ\$59,225 including buyers premium we'll have wait to see if the car makes an appearance in again NZ or overseas.

Interestingly if you're keen to own a piece of history there is a similar Sport 500 car with even lower mileage for sale in the UK. Its been listed for over a year now at NZ\$56,000, but you'd have to pay for shipping and GST www.4starclassics.com/for-sale/mini-cooper-sport-500-for-sale/





Ian Bradley Garage Sale

04 May 2019

The Great B.M.C. Clean Up Garage Sale.

On Site 10.00am to 2.00pm Sat/Sun 4th & 5th of May at 45 Ngarahana Ave, Paremoremo.

All the cars have gone, this is the one and only clear out of the large collection miscellaneous mechanical components, body parts and extraneous tools of the late Captain Ian Bradley's estate. Some of you will remember that during the 1980's Ian used to run Devonport Motors Ltd and "The Morris Minor Centre". Also, on sale will be the bulk of his extensive Motoring library. With Ian's fascination in most marques of Post War British Cars, there are likely to be parts right across the range of BMC, Standard Triumph etc. All you need to do is know what you are looking at! First in first served, no reasonable offer refused, take it away on the day and cash is king! Happy Hunting

Contact either Sarah Bradley Ph 021 413 910 or Ian Goldingham Ph 09 445 8811

60th Anniversary Windscreen Banners

The long awaited windscreen banners are here! Commemorating 60 years of Minis and featuring a range of Mini body styles: Sedans, Wagons, Moke, Ute, and more! Just \$25, they'll be available at the next Club Night (Tuesday 7th May), where there will even be an installation service.

Contact Kevin (president@minis-auckland.org.nz) to reserve yours.

Have a look at this video for application instructions and a better overview of the banner:
youtu.be/nQckoeXE7pA

Thanks to Aaron Gillanders & Speedy Signs Rotorua.



Club points table

CURRENT TO 30 APRIL 2019

Name		Club Nights	Magazine	Caffiene Classics	Events Total	Total
Kevin	Taylor	8	4	4	38	54
Adam	Jenkin	6	0	1	28	35
Lee	Norman	7	0	2	24	33
Keith	Hargraves	6	0	0	23	29
Joanne	Wooding	7	2	6	9	24
Grant	Bowyer	6	6	5	5	22
Alan	Murie	5	2	1	14	22
Steve	Broadbent	8	0	3	10	21
Tony	Maulder	6	2	7	6	21
Kevin	Patrick	8	0	3	10	21
Zac	Gould	8	0	7	5	20
Raymond	West	5	0	5	10	20
Catherine	Ashton	0	0	1	18	19
Gary	Ashton	0	0	1	18	19
Darren	Clark	9	0	6	2	17
Jim	Banks	7	0	4	6	17
Steve	Clapham	8	0	5	3	16
Murray	Grant	6	0	0	10	16

Rocker Cover Racing

Club Night on Tuesday 7th May sees the return of Rocker Cover Racing! Bring along your rocker cover racer and see how it stacks up. Just a reminder of the rules:



1. This is meant to be **FUN**. Any person found to be taking it too seriously will be mini whipped.
2. Cars (the rocker cover racing variety that is) must be recognisably from a Mini or A-series engine or from a **BMW MINI**.
3. Cars must retain at least 75% of the original rocker cover.
4. Cars must not have any form of mechanical propulsion or steering.
5. Cars must weigh no more than 3kg
6. Cars must not be wider, including all fittings and fixtures, than 230mm
7. Cars must not be longer, including all fittings and fixtures, than 480mm
8. Cars must not be higher, including all fittings and fixtures, than 300mm
9. Cars bumper or chassis must not be any higher than 40mm above the track
10. Cars are t have no moving weights.
11. Cars can be fitted with downforce wings, spoilers, air dams, etc., but must not exceed nominated maximums.
12. Sponsorship logos, racing stickers, and car names are encouraged.
13. No rule 13. (My lucky number.)
14. Constructors wishing to wear racing clothes, fire proof overalls, etc. do so at their own risk!
15. Any constructor that enters a protest will be automatically disqualified.
16. Judges/Race officials' decision is final. All bribes will be gratefully accepted.
17. No more rules!

Upcoming Events

EVENT DETAILS SOMETIMES CHANGE AFTER NEWSLETTER PUBLICATION, BUT ARE ALWAYS UP TO DATE ON THE CLUB'S WEBSITE; MINIS-AUCKLAND.ORG.NZ/CALENDAR.HTML

Tuesday 7th May - Club Night



7:30pm at Northern Sports Car Clubrooms. Monthly club night meeting – It's a month of motorsport activities from Hampton Downs track day to the Autocross, but tonight we'll kick it all off with the Mini Race night! It's time to pit your skills against the others in the club, we're bringing back rocker cover racing (*Download the rules below*), Mini Scalextric races, wheel change challenge. You'll be scored on your times and the extra

points for bringing your own 'racer'. Also as we are celebrating 25 years of the club bring along your old club photos and club magazines and we'll have some fun going through them. Bring some coins for the raffle.

Sunday 19th May - Poker Run



A really enjoyable run in 2018 followed by a spot of lunch to add up scores and play a bit of poker for prizes! Clues are given as are roads to take, have fun and let's get playing.

Bring a map book or your GPS as you'll have to plot your route to the clues. Camera / smartphone is also an ideal companion to rack up those selfies along the route. Run organised by Gary Ashton.

Sunday 26th May - Triumphs at Taupo (Minis by invitation) Track Day.



We have been invited to join the Wellington Triumph Sports Car Club at their annual Triumphs at Taupo meeting at Bruce McLaren Motorsport Park. They are running single & dual car sprints as well as races. Several Mini Club members took part last year in the sprints and had a great time. This event replaces the Mini Fun Day on our calendar and is the chance to experience the Taupo track in a low key way (single sprints) or as a racer for experienced competitors.

Contact Kevin Taylor for more information including Entry Forms and Supplementary Regs etc, or email info@triumph.net.nz

Sunday 26th May - Caffeine and Classics.t



If you're not going to the Taupo Track Day, then come along to Caffeine and Classics. Smales Farm Business Park, at the corner of Taharoto and Northcote Roads in Takapuna. Stand around, drink coffee, look at shiny cars. Officially the event runs from 10am-Noon, but folks start arriving anytime after 9am. We try to get parking for all the Minis just past the barrier arm, first row on the right.

Tuesday 4th June - Club Night



7:30pm at Northern Sports Car Clubrooms. Monthly club night meeting – TECH NIGHT. Some great tech tips coming up again as we take a look at how to do wheel alignment.

Bring some coins for the raffle.

Sunday 9th June - Italian Job City Run



Meet at Greenlane McDonalds to leave at 8am. Time to celebrate another Mini Institution, the classic 1969 Movie 'The Italian Job' turns 50 on the 5th June so we'll mark the occasion with a follow the leader tour around the city with notes if we get separated. Meeting at Greenlane to leave at 8am we'll head through waterview tunnel, round the viaduct, through the city for breakfast at an Italian restaurant in Mission Bay. More details to follow as the Central City Road Closures

may require some diversions through sewers, across weirs, shopping malls but probably not the alps. Contact Club Captain Steve 021 193 4618

Saturday 22nd June - Night Trial



Our annual night trial close to the shortest day of the year.

Meet at BP Drury at 5.15pm with a clipboard and navigator and have your spot lamps ready to go. More details to follow, event organised by Gary Ashton.

Sunday 30th June - Caffeine & Classics & 25th Anniversary club run to Wainui for lunch



Meet at Smales Farm Business Park, at the corner of Taharoto and Northcote Roads in Takapuna. Stand around, drink coffee, look at shiny cars. Officially the event runs from 10am-Noon, but folks start arriving anytime after 9am. We try to get parking for all the Minis just past the barrier arm, first row on the right. At some stage we'll go for a lovely drive to Wainui for lunch to celebrate the club's 25th anniversary! More details to come.

Tuesday 2nd July - Club Quiz Night



Quiz night returns! Gather your team and meet at 7:30pm at Northern Sports Car Clubrooms.

Bring some coins for the raffle.

Sunday 7th July - Fish & Chip run to Kaiaua



July marks the midpoint of winter, what better way to spend it than out in our Minis. The Auckland Mini Car Club Mid-Winter Meander to Miranda run will take us through some sunning native bush scenery, twisty bits and outstanding coastal roads.

We'll finish for a 'fish and chips' lunch at the Kaiaua Fish and Chip shop. For those of you who want to warm up afterwards it's on to the Miranda hot pools. So pack your flask, travel blankets and hot water bottles and let's wake up those sleeping

Minis. Event organised by Steve - Meet at Barry Curtis Park, Flat Bush at 9.30am. Contact Club Captain Steve 021 193 4618 or KevT 021 121 8363 for details.

Sunday 28th July - Caffeine and Classics.



Meet at Smales Farm Business Park, at the corner of Taharoto and Northcote Roads in Takapuna. Stand around, drink coffee, look at shiny cars. Officially the event runs from 10am-Noon, but folks start arriving anytime after 9am. We try to get parking for all the Minis just past the barrier arm, first row on the right.

Tuesday 6th August - 25th anniversary Club Night, AGM, and Prizegiving



Club night and annual AGM, celebrating the club's 25th anniversary! 7:30 pm at the Northern Sports Car Clubrooms.

For the latest event reports and calendar updates go to
www.minis-auckland.org.nz

