

# Mini Car Club of Auckland

Incorporated



Minis do go into the forest and Minis are competitive. This little devil finished 7th overall in a 29 strong field of muscle cars, offroaders and WRC cars.

OCTOBER 2002

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The Deadline for the next issue is: 15 November 2002

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The opinions expressed in this magazine are not necessarily those of the  
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# PRESIDENTS REPORT

From the AGM we now have 5 new members on the Committee – some new blood with hopefully with some new and exciting ideas and direction for the club.

Do not forget the Mini Nationals at Labour weekend 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup> October run by the Kapiti Coast Minis.

On our October Club night we will discuss all issues dealing with the event and entry forms etc., are available from Club Committee.

Is there a registered accountant in our club or close to a club member? We need someone to audit our financial results.

All for now.

## EI Presidento

Warwick Robinson

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### Annual Go-Kart Challenge

The Mini Car Club of Auckland Annual Go-Kart challenge was held at Extreme Indoor Karts in East Tamaki on Sunday 22 September. In previous years this event has always been well attended, so it was a little disappointing to have only three club members attend this event.

Anita Cowan, Nathan Murrell and Chris Roper decided to have a good time anyway and indeed they did! With only three drivers we had a full 30 minutes track time together with a few other drivers. There were thrills, spills and a lot of passing, so it was a bit difficult to work out who the winner was, but prizes were awarded as follows:

1<sup>st</sup> equal (Team McMillan MINI cap): Chris Roper/Nathan Murrell  
2<sup>nd</sup> (MINI keyring): Anita Cowan

Really we were all winners just for showing up!!

## PETER BROCK ENTERS DUNLOP TARGA.

Nine times Bathurst winner and Australasia's best known race driver, Peter Brock, has entered this year's October Dunlop Targa Rally. Along with co-driver Jenny Cole, the 57-year Motorsport legend will drive the new Holden Monaro CV8. Brock's New Zealand appearance will be just two weeks after he comes out of retirement to drive his own Holden Commodore on the famous Mt Panorama circuit with co-driver, New Zealander Craig Baird. Brock's appearance is a guarantee to swell the crowds especially with Ford and Holden being well represented.

The prospect of a head to head Holden/Ford battle adds spice to New Zealand's biggest tarmac rally.

The Ford challenge will be spearheaded by California-based New Zealander Steve Millen in a Ford Motor Company of NZ backed Ford Falcon XR6 used by Millen last year in Targa.

Taupo's Rick Cooper will driving his 2000 Ford Mustang Cobra R V8 with a further 50 Fords being entered including a 1959 Ford Thunderbird, several Anglia, Escorts, Cortinas, Mustangs, Falcons and a MK3 Zephyr which will be driven "like it's stolen!"

The Ford Motor Company of New Zealand has also announced it is now the Official vehicle suppliers to the Dunlop Targa, adding their support to the event.

Keeping a watching brief will be Robbie Francevic in the Talleys 1968 Pontiac GTO, the car may be from a different era from Brock's and Millen's but that won't daunt Robbie!

Seven powerful Australian Porsches have crossed the Tasman for the event. Current Nations Cup competitor Tony Quinn, who finished second to Jim Richards in both the 2001 Targa Tasmania and the recent Sandown 500 endurance race, will be a force to watch. With the huge 227-car field, the fierce New Zealand/Australia sporting rivalry should be the highlight of the event.

## AUCKLAND TO WELLINGTON IN SIX DAYS

This year the event covers the whole of the North Island in the six days of competition. The cars will start from Turners Auctions SuperSite in Auckland's Penrose on Monday 28<sup>th</sup> October finishing on Queens Wharf in Wellington on Saturday 2<sup>nd</sup> November. They will have covered over 2000 kms of touring plus 608 kms of Special Stages. The huge field means that the cars will start only 30 seconds apart on the Special Closed Stages, which will provide thrilling viewing for spectators. Maps, viewing areas and a full programme of the event will be available in the November issue of New Zealand Classic Car magazine.



Woody spotted in Taupo

## GYMKHANA FOLLOW THE LEADER RUN -28 JULY 2002

At about 5.30PM on Saturday 20 July, Catherine and I received a phone call from Chris telling us that the venue for the Gymkhana had fallen through. We discussed the pros and cons and decided that I would plot a follow the leader run somewhere in the Waitakeres ending at a café for lunch. After talking to Chris, I rang Fritz to let him know what was going on. Fritz said he would make the alterations to the newsletter and get it in the post, so everybody would receive it before Sunday 28 July 2002.

On Sunday 21 July 2002, Catherine and I looked at the map and pencilled a course that looked interesting. The only problem was that neither of us knows the Waitakeres that well, so we got in the car and spent the next four hours driving.

On Sunday 28 July 2002, Catherine and I went to Waikaraka Park to be met by four Minis looking for some fun. We stood around and talked for a while hoping some more people would turn up, four Minis following a Toyota isn't much of a spectacle is it?? After waiting for half an hour we decided nobody else would be coming so we hit the road. So where did we go then?

We left Waikaraka Park and went through Onehunga, up to Hillsborough, Lynfield, Blockhouse Bay and Green—Bay, then down the back of Titirangi into Wood say, French Bay, South Titirangi and Laingholm areas. This part of the Waitakeres is full of very narrow roads that go up and down hills through the bush. There are six straight bits of road connected by two thousand corners including twenty hairpins!! From here we went to Woodlands Park, Glen Eden South, Oratia, Henderson Valley and on to Swanson. This section is a bit more open, but still requires good concentration levels.

At Swanson we headed for De Vines for lunch. In this lovely location we enjoyed good food and good conversation for a couple of hours. After lunch, Paul Leahy and Chris McMurray went in their own direction while Fritz, Dave and Arleen, Catherine and myself went up to Huapai to see Murray Lockie. From Murray's Dave and Arleen went their own way while the two cars from Counties played cat and mouse all the way back to our farm for coffee before Fritz went home to Waiuku.

It turned out to be a very enjoyable day that everybody enjoyed. Some of the roads were so tight and twisty they resembled a Gymkhana, so even though the event was cancelled, we had our own version.

GARY ASHTON



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# CLUB POINTS SYSTEM

No	Name	F/Name	C/Nite	Events	Rallys	Shows	Club Visits	Total
12	Robinson	Warwick	1					1
27	Maulder	Tony	1					1
37	Leahy	Paul	1				2	3
59	Gubb	Les	1				2	3
97	McMurray	Chris	1					1
106	McMurray	Steve	1					1
118	Cowan	Anita	1					1
121	Schouten	Frits	1	1	2		2	6
127	Norman	Lee	1					1
143	Venczellac	Frank	1					1
144	Ritchie	Allen	1					1
146	Taylor	Kevin		1			2	3
153	Wigmore	Michael	1				2	3
180	Parker	Tom		1			2	3
189	Crispe	Graham	1					1
197	McCulloch	Scott	1					1
203	Russell	Susan	1					1
219	Murrell	Nathan	1					1
236	Ashton	Gary	1					1
236	Piper	Catherine	1					1
243	Marks	Tony	1					1
259	Turner	John	1					1
261	Patrick	Kevin	1					1
274	Amies	Peter	1					1
298	Biffen	Lynda					2	2
306	Banks	Jim	1					1
x	Gower	Damon	1					1
x	Hargraves	Keith	1					1
x	Mahon	Darren	1					1
		Rodney	1					1

If your name has been missed out, please let us know. Not everyone signed the attendance register. Points will accunulate through to 30th July, 2003.

## ROBSON CONTRACTING



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Here are some of the bolts that MG mechanics should always have on hand  
 (Make sure they are the proper grade for each application)



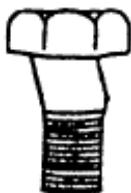
FOR MISMATCHED HOLES



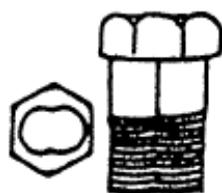
FOR HOLES TOO NEAR THE EDGE



FOR HOLES COUNTER SUNK TOO DEEP



FOR HOLES DRILLED CROOKED THEN STRAIGHT



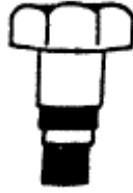
BINOCULAR BOLT - FOR DOUBLE DRILLED HOLES



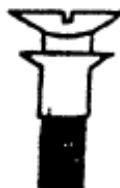
FOR HOLES NOT DRILLED STRAIGHT



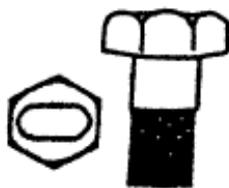
FOR HOLES WITH COUNTER-SINK ON WRONG SIDE



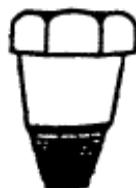
FOR HOLES DRILLED TOO BIG, THEN RIGHT SIZE



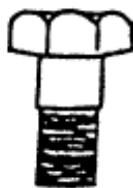
FOR DOUBLE COUNTER SUNK HOLES



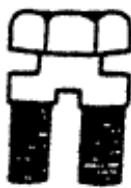
FOR OUT-OF-ROUND HOLES



FOR TAPERED HOLES



PRE STRIPPED FOR EASY OVERTORQUING



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## HOT GOSSIP!! With Minnie Cooper

- Our editor Frits Schouten and his race car recently had a very close encounter with a tree during a rally! Well Frits, if it's worth doing, it's worth doing well and we heard you did very well at beating that poor Mini up!
- Michael Wigmore however seems to be having much better luck keeping out of trouble in his new Sub-60 courier van - a little bird told me that he managed to damage every vehicle he drove at his old place of work, so we'll be keeping our fingers crossed that his good luck in this one continues.
- After 8 years together club member Nathan Murrell has finally done the decent thing and asked Club Captain Anita Cowan to marry him! Congratulations guys - no prizes for guessing what the wedding transport will be!
- Speaking of weddings, two members getting married this October are Gary Ashton and Catherine Piper. Of course, the wedding had to be organised around the motorsport calendar, so is taking place the weekend AFTER Targa! The club wishes you both every happiness together.
- Seen recently in a regional Newspaper: Murmurs about a remake of Goodbye Pork Pie starring a new Mini!! Keep your eyes peeled for more signs of this one.
- In movies out right now: New Mini in Austin Powers: Goldmember, and Minis both old and new in The Bourne Identity. At last, something worth going to the movies for!!

If you know of some Hot Gossip about a club member, or someone deserves embarrassing about anything (just make sure your facts are straight) let a committee member know and they will make sure the information gets to me!

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Well, and there was this little Mini in the forest. Looks cute doesn't it (see front page). She is no more. Last time I took her out to the forest, there was this little hiccup. Half way through the second stage, I was just minding my own business going around the bend at about 70mph, when there was this little pothole. I only noticed it at the last moment, not that there was a lot of time to notice it anyway, I could do only one thing: straight over it. There was just not enough room to get around it. Too many trees, you know....

Anyway, here we go. CLANG, clang, clang, clang.... did the driveshaft after I flew over the hole. Whoops, looks like the driveshaft has given way. Time to get plan 'B' in action. Still doing 70mph, putting the hoof on the brakes is not an option. Too many trees too close to the edge of the road. Lets try to coast out of this situation, and so I did, almost. Gone past a few big trees just fine, speed coming down a bit and then there was this really big tree. Gone past that one too, so I thought. BANG. The tree had already gone outside my vision so I thought I was in the clear again. Not so this time. Rear side window busted, bent subframe, and the body was split open at the rear seam and the drivers side door doesn't shut anymore. Anyone in for a few spare bits. Look at that topclass booth lid and what about the tail lights?



# Genealogy of the Mini

## Part 4

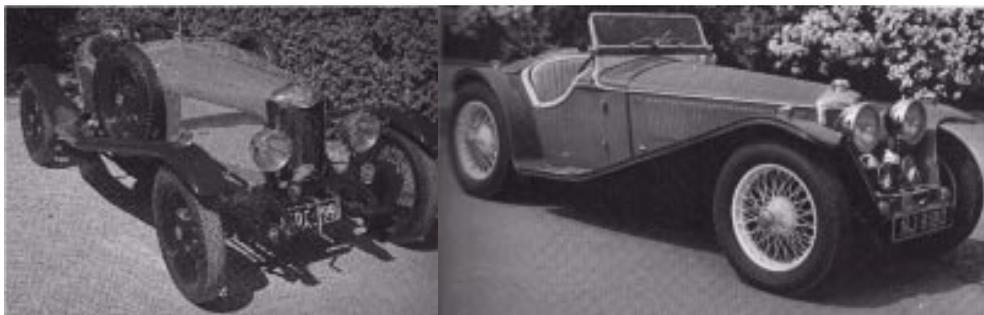
### Riley

Les Gubb

During the 1800's the Riley Co was a prosperous family business, even before it moved into cycle making. Then, in 1899, Percy Riley, son of the founder, William, built a quadricycle with a 2 1/2 HP de Dion engine. This was exhibited at the National Cycle show in England. However, William Riley was against moving into manufacturing cars, so three of his sons left and established a business of their own, the Riley Engine Company. They developed a four wheeler and, after a few years, their father, William agreed to unite the two businesses under the name of Riley (Coventry) Ltd.

His five sons, Victor, Stanley, Percy, Alan and Cecil enthusiastically took control of the new firm. Three of the brothers were quite good competition drivers and notched up some notable successes in those early days. The company's main product at first were wheels. Riley invented and patented the centre-lock detachable wheel which was keenly bought by nearly 200 firms, including Mercedes, Rolls-Royce, Hispano, Panhard, and Renault.

In 1913, Percy, who was the engineering genius in the family, designed the first 4 cylinder Riley and this enabled the company to move forward to it's greatest days. After World War One, Riley made plans to export cars. Percy upgraded the pre war model, and designed a new engine which proved to be one of Britain's better units. Percy was one of the industry's first men to discover the importance of valve overlap in engine design and his study of camshaft profiles led the Riley engine to be one of the highest revving engines then in production. It could safely rev up to 4200 rpm. Because of this, the engines produced considerable power for their weight. The new unit was placed in a new racy looking car designed by Stanley Riley and created a sensation when it was revealed in 1922. It had polished aluminium bodywork, flanked by bright red mudguards that went the whole length of the car. It was nick named 'The Red Wing'.



Left: The 1923 Riley Redwing was a stunning success for it's time. It boasted a 4 cyl. Side valve engine of 1.5 litres @ 10.8 HP. Carb was a 1 $\frac{1}{2}$ " S.U., HT magneto and 3 main bearings. Right: A 1934 Riley Imp. These cars were very attractive and popular. The engine was a tuned Riley Nine unit of 1087cc's

The new car lived up to it's stunning looks by winning numerous gold and silver medals in reliability trials. It also won it's class at the Brooklands circuit being timed at speeds above 128kms. The car remained in production until 1928, when it was replaced by the famous 'Riley Nine'. This new car led to Riley's greatest period, especially in engine design and tuning. As an example, one of the Riley engines was a 2 litre six, which at one time was the basis of the ERA racing engine design, where in supercharged form, produced well over 300bhp. However, the one and a half litre 4 cylinder engine proved to be the best all round unit on a commercial basis and remained a Riley production engine until the mid 1950's. Donald Healey had used this engine in his first Healeys Even then, Alec Issigonis had toyed with the idea of using this engine in a suitably doctored and restyled Morris Minor because the engine had good performance. But the engine had a long stroke, was heavy and was showing it's age. After a few years in the then new Riley Pathfinder, the engine was dropped in favour of the new BMC Austin derived 2.6 litre engine.

From 1933, Riley had 5 very shapely cars; the Nine, the Imp, the Lynx the Sprite and the very rare MPH (the latter powered by the 'Six' engine.) The MPH's were very exotic and very fast machines. Only 15 were built as they were too expensive to produce.

In the mid 1930's, the Riley brothers found it hard to come up with another winner, and their fortunes started to go down. In 1938, the company got into serious financial trouble. It was sold to the Nuffield Organisation (headed by William Morris). Production of Rileys continued under Morris, then with the BMC merger, the most famous being the Morris Minor derived Riley 1.5. This car was designed by Dick

Burzi and was originally slated to replace the Minor. It used the basic chassis of the Minor with a little updating. It appeared first as a Wolseley 1500 in mid 1957. This car was so successful that 3 months later, the Riley version appeared. Both cars used the 'B' type engine of 1489cc's, (used in the Austin Cambridge and Morris Oxford) but with a close ratio box and a high ratio diff. The Riley engine went one better by boasting twin SU 1.1/2" carbs, bigger valves to produce 68bhp and it had better brakes than either the Minor or the Wolseley. The Riley proved itself on the rally and racing circuits and was an extremely popular car to the enthusiast. Because of the tall diff. it was also a popular car for highway cruising. (In Australia, the body shell was used as the basis for the Morris Major but was never used in England under Austin or Morris badging.)

The 1.5 is credited with pioneering the light sports sedans of the late sixties such as the GT versions of the Ford Cortina, Vauxhall Viva and the Hillman Hunter among others. The Riley was excellent for the weekend racing or rally driving, easy on the pocket and a breeze to drive. It was highly competitive and certainly lived up to it's name from the Riley brothers of half a century before.



Left: The Riley Elf together with the Wolseley Hornet were the deluxe versions of the Mini. Right: A 1962 Riley 1.5 Mk.2. Very popular amongst weekend race and rally drivers. It used the same floor pan and suspension as the Morris Minor.

Production of Riley badged cars ceased in 1969 with the end of the 1.5 and both the Riley Elf (Mini variant) and Riley Kestrel (1300 version) being axed. In the mid 1990's, under the chairmanship of Bernd Pischetschrieder, BMW had ideas of reviving the Riley name by producing a super luxury model Rover, rebadged as a Riley, but the shareholders, particularly the Quant family, had other ideas.

The Riley name, together with Mini now belong to BMW.. Bernd Pischetschrieder is now CEO of Volkswagen AG.

Next Issue: Rover Cars

Just in.

Mondena, Italy.

The Ferrari F1 Team fired their entire Pit- Crew yesterday.

The announcement was followed by Ferrari's Decision to take advantage of the New Zealand Governments "Work For the Dole" Scheme and hire unemployed youths from Auckland.

The decision to hire them was brought on by a recent documentary on how unemployed youths in South Auckland were able to remove a set of car wheels in less than 6 seconds without proper equipment, whereas Ferrari's existing crew can only do it in 8 seconds.

This was thought to be an excellent yet bold move by Ferrari Management, as most races are won & lost in the pits, Ferrari would have an advantage over every team.

However Ferrari expectations were easily exceeded, as during the Crews first practice session not only were "da boyz from Manukau" able to change the tires in under 6 seconds but within 12 seconds they had re-sprayed, rebadged, and had sold the vehicle over to the McLaren Team for four dozen DB stubbies and a gram.

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TARGA REPORT - 15.09.02

Isn't it funny how things go sometimes? Progress is made, people change, places change, things come and things go, you think everything is different, but other things just go full circle and you think you are back at the beginning again. Looking through some old magazines the other day reinforced this.

Seventeen years ago the planning was coming together for the Wellington Street Race. They raced around the Wellington Harbour side circuit for nine years. In the tenth year, for various reasons, this country's finest and one of the world's best street based events was gone, nothing but memories.

That was in 1995, which was also the year in which another street race was to start in New Zealand. Instead of a street circuit race, this was a tarmac rally called the Targa. Christchurch driver Greg Graham with co-driver Jeff Judd won the inaugural event.

The Auckland team of Marty and Alison Rostenburg came second, six seconds behind the winners.

If we look over the last seven years, Targa New Zealand has just grown each year to become this country's largest motor sport event. With this growth, the event has

started to attract some higher profile competitors. Paul Pedersen, the current New Zealand TraNZam Champion is running a new Ford Falcon XRS. Steve Millen is coming back from the USA again, to drive a Ford Falcon XR6. "Colour Me Gone" Robbie Francevic is again driving his fire breathing 1969 Pontiac GTO. The rumour mill has been running rampant, and I can confirm that the "King of the Mountain", Peter Brook will be competing in this year's event in a new Holden Monaro CV8. Peter drove this car in Tarp Tasmania earlier this year to a very credible sixth placing. Talk about going around full circle, I can still remember some of the classic battles between Brockie and Robbie at Bathurst, and the dicing for positions on the waterfront at Wellington. Will Peter be king of the road once again?, or will Robbie come home again first like he did in the flying brick in Wellington?, or has someone else got what it takes to beat the living legends on the roads of New Zealand?

Scotland's Tony Quinn is one possibility, Tony lives on the Gold Coast in Australia. You may have seen Tony driving the VIP Petfoods GT3 Porsche Cup Car in the Nations Cup, he has also been very competitive in Tarp Tasmania and Rally Tasmania, coming second a couple of times to Jimmy Richards. Tony is bringing a 2001 Porsche 911 Turbo to compete in Targa New Zealand.

Ex-pat Kiwi Steve Coad, who currently lives in Singapore will be bringing a BMW M Coupe to Tarp New Zealand. Steve regularly competes in Australia in a Holden Torana XU1 in GT Production and Historic events. He has completed five Tarp Tasmania events with his best result being a third outright in 1998. Recently, Steve has competed in the "Midnight Sun to Red Sea Rally". This is a gravel event that starts in Sweden and finishes in Jordan twenty-one days later.

Lawrence Kalin is competing in one very serious piece of German engineering. The vehicle is a 2001 Porsche GT2 996 Club Sport that weighs in at 1440 kg. has ceramic brake rotors with six pot calipers, 265/35 R18 rear tyres and a 340 kW twin turbo motor, all combining to produce some seriously fast performance figures including a 0-200kph time of 11.9 seconds. Maybe one of these guys can be the first one home.

On Saturday 14.9.02, Sue Russell, Catherine and myself went to Matamata for a Tarp practice day. We had 60 cars competing on the day which was planned so everybody including drivers, co-drivers, marshals, timing crews' etc could implement and fine tune new systems. A few cars had teething problems with electronics and such like.

Only one car had an off that created damage, a combination of over enthusiasm on cold tyres caused a Nissan Sentra to have an encounter with a bank on the second corner of the first stage. This resulted in body, chassis and suspension damage. He has a bit of extra work to do before Targa. One person not having problems with cold tyres was Ivan Bevins in his 1971 Ford Falcon GT. At the start of every stage, Ivan lit the rear tyres up in spectacular fashion. The rear tyres were still shredding

rubber 50 metres up the road, by which time Ivan was redlining in third gear!! I hope he is going to change his driving style for Targa, otherwise he will run out of tyres long before Wellington.

Another vehicle of interest was the new Mini Cooper S. Airline pilot and experienced Targa driver Michael Fitzpatrick will be driving the Mini while Jude Dobson handles the co-driving responsibilities. Jude has driven in celebrity races at the Adelaide Grand Prix and the Nissan Mobil 500. The team has support from BMW New Zealand and have entered the event to raise money and awareness for the Cure Kids Charity. If you see them about, please also give them your support.

I was hoping to have details of the Tarp Route, maps and spectator viewing spots for this magazine, but time was not on my side, plus I have probably taken up enough room in the magazine anyway. Full details will be printed in the November edition of New Zealand Classic Car magazine, which will be on sale about the middle of October, so get your copy.

What a great time we are having!

- 14.09.02 - Tarp Practice, Matamata
- 22.09.02 - Formula Libre, Formula 5000, Can Am and Historics at Pukekohe
- 04-06.10.02 - Rally New Zealand
- 13.10.02 - Bathurst
- 20.10.02 - Yellow Pages 500 at Ruapuna
- 27.10-1.11.02 - TargaNewZealand
- 8-10.11.02 - V8SupercarsatPukekohe

Over the next eight weeks, there is enough MotorSport for every petrol head!

“Colour me gone” Start your engines!

GARY ASHTON



Nice one, but where are the girls? And what happened with the can?

## SAFETY BRIEF

Read in Aviation magazine Vector.

### The Importance of Voltage

We all know that the little device screwed into the engine cylinder head has the all important function of igniting the fuel-air mixture in the cylinder — it provides a gap where high voltage from a coil or magneto is induced to spark across.

Unfortunately, nature can provide the same high voltage source; if there is the right kind of gap present during refuelling, then you risk ignition of the fuel.

In the same way that a comb brushed through dry hair produces static electricity so does fuel sloshing around in a container. If the container is made from non—conductive material, for example, plastic or fibreglass, the static electricity can build up to a high charge.

### Current Flow

The problem arises when the fuel in a container of high electrical charge comes close to something of a different charge

— that is, there is a 'potential difference'. Electrical current will flow if it gets a chance.

If a solid electrical conductor is provided, such as an earthing

strap, then the current will flow safely from one body to another. However, if there is no conductor, and there is a big enough difference in the electrical potential, then a spark can bridge the gap.

And if there is enough fuel-air mixture around, you risk ignition.

It is not hard to reduce the risk of fuel igniting. You should consider:

- Sparks are a problem only when a fuel-air mixture is present.
- Metal and other conductive containers will reduce electrostatic build—up. If you must use a plastic container, make sure that it is one of the conductive types.
- Before you move fuel from one container to another, you should connect or touch the conductive bits together first, in an area that is not surrounded by fuel fumes — that is, connect the earthing straps before taking the caps off.
- If possible, have everything at the same electrical potential as the ground — that is, earthed to a ground spike.
- Minimise sloshing or splashing when moving fuel.
- Just in case all these precautions fail, have an effective fire extinguisher handy.

— Aussie Pratt, Airworthiness Inspector, CASA.

**This applies to us the same way. Be careful with transferring fuel!!**

Media release

6 September 2002

## MINI SOLVES VIADUCT PARKING PROBLEM

Owners of the MINI Cooper may now have a new and cheeky way to park in traffic-clogged city centres.

As the America's Cup excitement begins to build and the businesses around Auckland's Viaduct go into overdrive to accommodate the masses of spectators who will visit the area over the coming months, the MINI presents an innovative solution to parking congestion in the area.

With a controversial eastern expressway proposal mooted by Auckland City Council, there are predictions that the increase in vehicle numbers will cause traffic in the central business district to slow to a standstill in rush hour.

But if MINI owners adopt the parking innovation showcased in the car's latest billboard campaign, they can rightly claim they are doing their bit to beat the crowds and crush this summer.

Attached to the side of the Downtown car park adjacent to the Viaduct is a massive sheet of promotional vinyl from which hangs a bright red MINI Cooper.

The innovative billboard exhorts MINI owners to park anywhere they please, referring to the car's parking-friendly design and its size.

"The new MINI is an absolute breeze to squeeze into tight city car parks, and as has always been the case with these cars, it's simplicity itself to judge front and rear clearances," said Peter Jarratt, Manager MINI for New Zealand.

The billboard is visible from several streets that feed directly into Auckland's motorway system, ensuring that motorists have plenty of time to absorb the view while idling in rush hour traffic. Similar billboards are going up in the MINI's other "home" cities of Wellington and Christchurch.

-End-

For further information, please contact  
Peter Jarratt, Manager MINI, BMW Group New Zealand  
Telephone 09573 6999, email [peter.jarratt@mini.co.nz](mailto:peter.jarratt@mini.co.nz)

See photo on the back page (ED)

## News briefs

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We now have 61 members paid up for next year. Your new membership card is attached with this issue.

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A certain member has recently purchased a new 2-wheeler from the same people who now make the new Mini. He shows up at work all dressed up in the appropriate riding gear. Very nice!! Next week, he arrives back. "How's the new machine?" I ask. "Well, I ran over a rusty nail and ruined a tyre. Cost me \$400 for a new one." Not bad going for just 600 kms on the clock.

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Speaking of membership, we have had 3 more new members join up. Welcome to the club. We encourage you to join in the activities to get as much enjoyment as possible.

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Do you like fish n' chips? A run in the country called "Fish n' Chips" is being planned for Sunday, Nov. 10<sup>th</sup>. Starting at the clubrooms at 10 am, the route is designed to give the Mini an exciting time. (and hopefully, the driver as well!) As the name suggests, that's what's for lunch.

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A little birdie whispered in my ear of a pending purchase of another New Mini by a club member. Wonder what she will be doing with the Mini 1000?

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In February, we are planning a weekend camping trip to the Coromandel Peninsular. At this stage the date will be 22<sup>nd</sup> and 23<sup>rd</sup> with possibly Whitianga being the destination. Here we come, Graham.

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Kapiti Coast Minis have well over 50 Minis registered for the National Mini Meet at Paraparaumu on Labour weekend. If you wish to go, call Graham Strang on 04-298-2501 and he will be glad to give you a place on the register.. So far, there are 5 or 6 cars going down from Auckland.

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Important dates: Dec 8<sup>th</sup>, economy run, Mystery Creek 14<sup>th</sup>-16 March 2003, Motat 2<sup>nd</sup> Feb. Go-carts this Sunday, 3pm @ Xtreme Karts, 82 Kirkwood Rd East Tamaki. \$40 each.

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# CLUB ADS



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FS: 1978 Mini 1330cc 45mm Delorto carb. custom dash, racing green, white roof and flares. competition brake linings. Modified by Lynn Rogers. 2 sets of mags and tyres. no rego. warrantable standard (receipts available) \$3000 ono.

Contact [janrzoska@xtra.co.nz](mailto:janrzoska@xtra.co.nz)

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FS: CLUBMAN front end. Basically from the front seats onward. Give Tony Marks a ring if you're interested on (025) 2871216.

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FS: 1972 Mini 1880cc motor, new Cooper S head, twin carbs, Mags, Newly painted, looks good.

Contact Lyall Zohs at Hi Tech Brake & Clutch Services, 1 Melrose Street



The crowd we really need to support. They teach young drivers how to cope with the dangers on the road and how to get out of a difficult spot.

Give James Hancock a ring on 025 377921, if you feel you can teach young drivers a thing or two. It's all about practice and the cars you teach in are all provided by Toyota. So you see, your car is not going to be trashed :-))

If Toyota, Shell, MSNZ and many others think it's the right thing to do why are you lending a hand. If we all chip in for one day a weekend or so, that would be so much appreciated.

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## CLUB EVENTS

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**IMPORTANT NOTICE:** Club funds are being depleted due to photocopying, buying prizes etc. for events, so the committee has reluctantly decided an entry fee for each event needs to be charged. This will be only \$5 for a club event and \$10 for events which require a MANZ permit. Please don't be discouraged as this will mean better prizes - especially for the points winner at the AGM. (For details on the new points system operating for attendance, see elsewhere in this magazine)

### OCTOBER

**1<sup>st</sup>, Tuesday:** Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Preparation for the nationals - held this year on the Kapiti Coast. We will be organising convoys, socialising etc. for Labour Weekend. Don't get left out of the fun, come along to clubnight and get organised!! Club member Keith Hargreaves has a lot of experience in MANZ scrutineering, and has kindly volunteered to also run a Question and Answer session tonight.

**25<sup>th</sup> - 27<sup>th</sup>, Friday - Sunday:** Mini Nationals 2002, Hosted by Kapiti Coast Minis.

The Highlight of the Mini Year!! This is what we've all been looking forward to since we got home from Hawkes Bay last year. Kapiti Coast Minis have an awesome weekend organised for us, with a Show 'n' Shine, Navigation Trial, Motorkhana, Guided Tour, Economy Run and lots more Mini fun! See our last magazine for more details - you don't want to miss out on this!

### NOVEMBER

**5<sup>th</sup>, Tuesday:** Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Guest Speaker - you'll have to come along to find out who our guest will be and what they'll be saying!

**10<sup>th</sup>, Sunday:** Fish 'n' Chip run to a mystery Fish 'n' Chip Shop, Meet at 9:30am Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Bring your togs and a healthy appetite! This will be a fun, Follow-the-Leader type run to a mystery location. Les is organising this, so it's sure to include some interesting roads south of Auckland, and some yummy Fish 'n' Chips for lunch!

## DECEMBER

3<sup>rd</sup>, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Annual Christmas Family BBQ. Meat and Bread will be on the club, please bring a salad or desert to share. A great way to wind up the Club year, and share some stories - both tall and true!

8<sup>th</sup>, Sunday: Annual Economy Run, Meet at 1pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Chris McMurray is preparing us another of his awesome back-country runs, this time to test our fuel efficiency. Even if your Mini is a gas guzzler (ha, ha!), this is sure to be a great drive. Helps to have a navigator, but don't be afraid to go solo either.

**NO CLUBNIGHT JANUARY - SEE YOU ALL AGAIN IN FEBRUARY!**

## COMING EVENTS 2003

Jan 18 & 19, Sat & Sun: Kumeu Classic Car and Hot Rod Festival

Feb 2<sup>nd</sup>, Sunday: Galaxy of Cars and Swapmeet (incorporating Club Show 'n' Shine), MOTAT

Feb 22 & 23, Sat & Sun: Club weekend away

March 14- 16: NZ National Motor Show, Mystery Creek

If there are any events that you would like us to run, please let your club committee know. This club is for you - let us know what you want!

Agent for MINI SPARES CENTRE Ltd

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