

Mini Car Club of Auckland

Incorporated



What do you do on a rainy afternoon.

We go to Cooks Landing.

More about this inside.

IN THIS MONTHS ISSUE:

A writeup of the Cooks Landing trip.

Photo's of our display during the 6hours endurance race at Pukekohe.

And much more.

JUNE 2003

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The Deadline for the next issue is: **15 July 2003**

This magazine is the official Newsletter of the Mini Car Club of Auckland. The opinions expressed in this magazine are not necessarily those of the Mini Car Club of Auckland, the Executive or Editor.

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PRESIDENTS REPORT

At the May Club night, about 40 members turned up and Don McVie the New Zealand & North Island Mini 7 champion brought along his beautiful little racing Mini.

After a short speech Don let us loose to explore his car and spent the rest of the night answering technical questions.

May 17th Mini Fun Day Taupo.

Morning started foggy and cold but turned out to be a super 15-degree day.

18 of our members turned up and 7 cars did track time. Even though there were quite a lot of cars there, there was virtually no waiting to get onto the track, with 8 to 10 laps normal.

Everyone really enjoyed themselves. Once again it was off to the local Chinese restaurant for dinner (\$20 no soup!). Great food and lots of laughs.

A great weekend all round.

El Presidento

Warwick Robinson

to:
Auckland Inc



Thrills& Spills during the Domain Hill Climb on Sunday 4 May

TRIBUTE TO POSSUM.

You were here but now you have gone,
A living legend, and your name will live on.

Just like Roger, Bruce and Denny,
Possum will always be in our memory.

Living legends, the race to the sky,
Living legends, Kiwis can fly.

Each one was a genius,
Typical Kiwis, didn't want a fuss.

The driving wheels keep going round,
Friends, loves and inspirations we found.

For long you live and high you fly,
And smiles you give and tears you cry,
And all you touch and all you see,
Is all your life will ever be.

Another champion taken at the peak of his career,
Gone but never forgotten, do not fear.

Gary Ashton
Club Captain

Yet another fabulous trial organised by Chris McMurray. This time it was off to the East Tamaki Industrial estate. The start was at the club rooms with, as usual, fine instructions on how to get there. Actually the “to get there” was part of the trial. The nice thing about the East Tamaki estate is the lack of traffic. Brilliant for a Mini trial.

I started third after Barry&Shu-Hui and Gary&Cathrine and found my way to East Tamaki without any problems. Mind you, I was a bit in a disadvantage. No co-driver. Although Chris had done his utmost best to make it possible for single drivers to do the trial, I missed one of the first turns of the instructions after arriving in East Tamaki. From there on I was doing a catchup job. Steve McMurray was in the same boot as me, no co-driver but it looked like I was the one with a heavier foot hence finishing in front of him despite my mistake(s). I think I made several.

We finished in front of the AmWay building at Lady Ruby Drive. It was all over in a good hour. Pity really, I’m sure I was catching up and could have won the trial the next day or so. We all had a good laugh about it and around 3PM we all went our own way.

The results:

1	Barry & Shu-Hui	48 minutes
2	Gary & Cathrine	49 minutes
3	Frits	55 minutes
4	Steve	59 minutes.



The finish of the East Tamaki trial

Mini Variants Part 2 - Broadspeed GT

Following on from the Mini-sprint in part 1 comes my second all time Mini variant ...The Broadspeed GT. This car was conceived by Ralf Broad, a Mini tuner of some repute and also the head of team Broadspeed. The team was formed in the early 60's and by the middle of the decade we one of the more successful outfits, particularly in sprints, hill climbs and circuit racing.



Ralf's idea was to create a sleek fast back coupe to target the luxury end of the Mini market. The design he came up with combined a steel mini shell with a glassfibre roof and tail section. This was attached by first removing the whole roof, half the 'A' and 'B' pillars and the rear panels from roughly above the wheel arches back. The new section was then bonded on. This new roofline was 1.5" lower with the front screen raked back at a far more purposeful angle. All external seams were removed, giving very slick lines. Along with suspension work as part of the package the finished car ended up being 5 inches lower than standard. Some early observers commented that from the rear the GT look a little like a mini Aston Martin.

The car was to be marketed in 5 different flavours. The basic specification was based on a factory new 998 Cooper to which the bodywork changes were made with the addition of, laminated front and rear screens, opening rear quarter lights, suspension changes and adjustable steering rake. This "basic" spec would set you back £905, which included the purchase price of the donor car. A 1275 Cooper S version was a mere £1092 or for the ultimate, stage III engine, full re-trim, reclining seats, upgraded lighting, chrome, twin tanks and a twin exit exhaust system you would need to stump up an extra £720. This was really pushing the luxury end of the market.



Road tests of the time were very favourable, showing the car to be well built and setup. Stories of exceeding the magic 100mph figure of the time were often mentioned, with Broadspeed reckoning that the lower drag would make the car good for 120mph with a tuned 1275 motor and the appropriate diff ratio. There was even a stripped out race version created. This ran a 3:1 diff and was clocked just shy of 140mph.

In total it's thought that somewhere in the region of 26 cars were built, a fair few of these finding their way to Spain for some odd reason. A small run of copies was also produced in Australia. If you want one today then you have 2 options. Downton engineering in Norfolk can produce you a roof section molded from an original car that they restored. You just need to get it bonded to a donor car of your choice. The other option is a company called Church Green engineering that will create you a steel paneled version. This is hand beaten and formed from sheet steel and maintains the steel roof although it is lowered and the screen raked as the original concept. They have made some small changes to the rear and also provide the option of an opening boot lid. Very neat!

So there you have it, a pretty flash looking little car and rare as hen's teeth to boot.



What was so special about May the 17th?

It was the annual Taupo fun day!!! That's why it was so special. Again a brilliant day for anyone who wanted that feeling of being on a racetrack going flat tack and being surrounded by real race cars. Going as fast as you can and not having to worry about the cops. There aint any there. Our club contingency accounted for 18 people and 7 cars did some track time. Some people do really everything to get some attention. Turning cars around at full speed (me and Tom), blowing tyres in front of everybody (Warwick) or buying a brand spanking new (bmw)Mini Cooper 'S' and just about out of the box, put it on the track (Tony). The whole event was run quite different from last year. NO SPRINTS which comfortably did away with the need to have a clubsport license. That was a good move. The NO OVERTAKING rule

was abolished. Very good too. The best thing about this was that the real race cars were not hindered by slow cars like mine. Even though you're getting passed, it was still giving that racy feeling because you were passed by a REAL race car. I thought I knew it all. You know how it goes, been there done that. So, out I went. From pit lane the first turn is a left hand double apex bent onto the front straight. Remember that been there, done that, thing? Well, the fast turn on the end of the front straight came up a little to fast for me with COLD tyres. Even on a road car that matters!. Wow, what is that, the back is falling away. No problem, I thought. Just correct this a bit. Okay, a bit more than. Hello, I'm full opposite lock here, I can't do any better than this. Finally I dare to take my foot of the accelerator. Whoops, should not have been so brisk about it. The nose dives a bit, the front tyres are finding more grip than I can handle and the car flies around the other way eventually falling off the road. I'm off for a bit of gardening. Right, that puts me back in my place. Next time when you go out put your brain in gear too. I got back on the track under my own steam, quietly drove back into pit lane and got myself a pump to put a bit more air in the tyres. 35psi to be more precise. That was my first lap. Funny that. At the start of my next session the pit marshal whispered something like "Get your tyres warm before you go hard out". Yea right, as if I didn't know.....



Bill Robson in his 1000 and Kevin Townsend in a very fast 1380



Our contingency

Club Captains Report May 2003.

Well its been a busy couple of months with some very good club nights and events happening. As far as club nights go, in March, Mark Stokes came along to talk about certifying vehicles. Incidentally, Mark is in Australia at the moment as part of the service crew for John Kershaw's Vauxhall Chevette HSR which is competing in Targa Tasmania. The April club night was meant to be a speaker from Agip Oils, but they pulled out at the last minute. Instead we got Lee Norman's Mayfair and Peter Hartshorne's De Joux into the clubrooms for a once over. May's club night saw Don McVeigh arrive with his Mini 7 racer. This was a very interesting night and probably one of the best attendances we have had this year.

Club trips have included a lunch run to Cooks Landing Winery, pity about the weather, the East Tamaki Cris Cross, a club display at Pukekohe Park Raceway in conjunction with the six hour enduro, and the Mini Fun Day at Taupo.

Up coming club nights include a talk from a brake reconditioner in June and a visit to Vital Books in Newmarket in July. The list of weekend activities keeps getting longer, I don't know how we fit it all in sometimes. It is encouraging to see most of the clubs activities are being well attended. Please take note of the events listing as a couple of dates have had to change to accommodate other activities and the July club night is not at the normal venue.

Two other things to bear in mind are the Nationals to be held in Palmerston North on Labour Weekend. If we get a good attendance for this event, our club could walk away with quite a few prizes. And the second thing is the A.G.M. in August and the annual subs being due. If you want your say, make sure you have paid your subs and come to the A.G.M.

I would like to take this opportunity to thank everybody who has been involved in club activities recently, if it be organising or participating, your support is both needed and appreciated.

Gary Ashton.

Mini Fun Day 17/05/03

If you want a great weekend away
try the Taupo Mini Fun Day
Leaving Auckland on Saturday at 7AM
It's good to leave the madness and mayhem
Down to Taupo racetrack this is fun
With other Mini Nuts it's second to none
Out on the track for a few laps
And maybe the odd spin perhaps
There were lots of people at the track
Our club's largest contingent as a matter of fact
A great day and the weather was fine
Over 20 at dinner, it was divine
If you didn't go you missed a great weekend
But then there is next year to make amends.

Gary Ashton



Warwick still going fast

TAUPO FUN DAY - SATURDAY 17 MAY 2003

Leaving Bombay at 7.00AM on Saturday morning, Frits, Peter, Eileen and ourselves departed for Taupo. We travelled through patches of fog and had a brief stop in Tirau to try and fix a miss in the De Joux finally arriving at Centennial Park Raceway at 9.30AM.

Other members of our Club had gone down on Friday and were already at the track. All up there were 13 members, plus some of their partners which is the largest group our club has had at Taupo.

There was a brief Drivers briefing and then the fun began. People who had road Minis at Taupo went out on the track while the rest went for a ride in one of the many race Minis that were there. I think the only person from our Club that didn't get track time was Les, but then he is retired__

Over the next few months Taupo's track is in for a \$10 million upgrade that will see the length of the track doubled, and it seems some of our would be racers will enjoy this, with most taking excursions onto the grass where they thought the track was too short.

By about 4.00PM everybody had had enough and went to their accommodation to relax and get cleaned up for dinner. About 25 went to Chinatown for dinner which was really good. The only downside was that some people need to control their children better____

On Sunday morning we met at a local café for breakfast and then made our own way home. This was a great weekend, with great weather, and great company. I can't wait to go to Taupo again, this time with a new track and facilities it will definitely be on my must do list for 2004.

GARY ASHTON

Top mods to a head.

This head is done by Lynn Rogers and I'd really like to show it off for a bit. It started as a bog standard 12G940 which came of a motor that's been in the ground for I don't know how many years. Part of the motor was still sticking out and I just dug it up and took the head. Lynn totally transformed the head into a top performer.



The C/R is now 10.2:1 taking my 1330CC block and pistons into account. Inlet valves are 1.25" and exhaust are standard with unleaded valve seats fitted. The porting job is absolutely fabulous. Not a gram of metal is left in

the way, giving it superior gas flow. The photos are saying it all.



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Cooks Landing lunch run.

Boy, did it rain. But that didn't spoil the fun run at all. 4 Minis and two other cars joined the run, starting from the BP station between Papakura and Drury.

As you could expect we didn't stay on the motorway for long. Ramarama was as far as we got and off we went over the hills. Les had figured out the best of the best. The most windiest of the windiest, the steepest of the steepest. Quite good actually in the rainy conditions. And so we ended up in Cooks Landing with a fair appetite. Country platters and pizzas was the flavour of what was ordered mostly and wine offcourse. Lots to talk about too. Cars, minis, more cars and more minis, the slippery conditions, the potholes full of water you couldn't see then more about, well you know. But then the partners got involved and the men finally started to behave more sociable. Not that it was a bad thing or so. No, just different. Then the food, superb. Well worth the trip.



Table 1

At the end everyone went its own way and I suppose that was probably the best thing to do. Getting out of Cooks Landing and onto SH1 is a real nightmare, particularly with the bad visibility and the rain. Me wife saw a gap on the left and that

coincided with what I saw on the right. It is amazing how little you go forward on full noise and a wet road, scary really when you try to get across the road where everybody does 100km without any visibility. Anyway we got on SH1 and the rest was just a drive home. I hope, next time we have a few more people and cars showing up. And maybe a little less rain.



Table 2



What is so special about the Dessert list?

June Clubnight

That race Mini got our attention pretty quick.



Donny and his Seven.

With not too long spend on the intros and the like, Don McVeigh got on stage and gave use a excellent load down about what Mini Seven racing was all about. First of all an introduction of himself and where he stood in the current field of Racing Minis. What sort of Minis are there racing nowadays? Well, at the end of this story are the Mini classes. I picked this up from <http://www.miniracing.co.nz>

After a lot of questions and lots of really good answers.... Where to start? Okay, Mini racing is competitive but also about camaraderie and friendship. Don told us that in the beginning of his Mini racing he was using someone else's last year's tires because he could not afford new ones. Sometimes whole motors are borrowed. Mini Seven is kept fairly cheap with the strict rules, which is good. Then he had to mention the upcoming Mini Fun Day in Taupo. Don invited just about everybody to come along, get a \$5 ticket and go for a ride in his racer. You can also go in you own Mini if you dare, he said with a big smile on his face. Boy, is he passionate about



Big crowd, all ears.

Mini racing, or what. We finally got the opportunity to drool over the Mini and Don was kind enough to give us a taste of avgas. Crank it up baby. Sound really good inside the clubrooms. This was yet again one of those fabulous club nights. Thank you very much for your presentation, Don.



This is where it all happens. Under the bonnet.

TheMini Race Classes.

Mini 7 Schedule “M”

The Mini seven, a highly tuned 1000cc engine with fully adjustable suspension and a fully race prepared interior. This is the class to start your racing career, just ask Angus Fogg.

Body: Steel bodied Clubman variants, Riley Elf and Wolseley Hornets
Engine: 850cc - 1000cc BLMC A series
Gearbox: 3 or 4 syncro straight cut, close ratio
Head: 1300 Metro with large valves and double springs, no porting
Cam: Special logged Mini 7 grind (Kelford Cams)
Carburetors: Single twin throat 45mm sidedraught Weber or Dellorto
Rollcage: Compulsory six point welded and homologated
Tyres: Hoosier slicks for dry, Dunlop formula R or road radials for wet
Fuel: 91, 96, or 100 octane racing
Brakes: Front: Disc or drums Rear: Drums
Suspension: Fully adjustable

Super “Limited” Class Specifications

A recently introduced class for those with a lower budget in mind but want power!

Body: Steel bodied Clubman variants, Riley Elf and Wolseley Hornets
Engine: 850cc - 1400cc BLMC A series
Gearbox: 3 or 4 syncro straight cut, close ratio
Head: Any BLMC cast iron head
Cam: Any
Carburetors: Single twin throat 45mm sidedraught Weber or Dellorto
Rollcage: Compulsory six point welded and homologated
Tyres: Dunlop slicks for dry, Dunlop formula R or road radials for wet
Fuel: 91, 96, or 100 octane racing
Brakes: Front: Disc or drums Rear: Drums
Suspension: Fully adjustable.

“Super Mini” Class Specifications

The big boys toys of the challenge for those with no fear!

Body: Steel bodied Clubman variants, Riley Elf and Wolseley Hornets

Engine: 850cc - 1400cc BLMC A series

Gearbox: 3 or 4 syncro straight cut, close ratio, dog boxes may be used

Head: Any BLMC cast iron head

Cam: Any

Carburetors: Single twin throat 48mm sidedraught Weber or Dellorto

Rollcage: Compulsory six point welded and homologated

Tyres: Dunlop slicks for dry, Dunlop formula R or road radials for wet

Fuel: 91, 96, or 100 octane racing

Brakes: Front: Disc or drums Rear: Drums

Suspension: Fully adjustable



Budget: Unlimited

Just a reminder to all club members. Next month the subs are due. As far as I know it is still going to stay at \$30 pa. I will print out a membership renewal form and include it with this magazine.

Second reminder is about the upcoming **AGM** held during the August club night. That's where you can make the difference. If you want to steer the club in a new even more exciting direction, it's time to make your voice heard or even better get involved in the committee!! It's not really that hard at all. It really means you are able to represent the club members once a month during the committee meets at Greenlane McDonald.

Is it possible to get your e-mail address for those really quick response times in case a new and unexpected event comes up? ED.





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Auckland Mini Car Club are a dedicated group of Mini fanatics based in Auckland, New Zealand.

As you will discover we are a proactive club who meet regularly to indulge in social and Mini based activities.

This site highlights some of our recent exploits as well as giving general information about the club, member profiles and membership details.

We publish a bi-monthly news letter which is available to download from this site.

So visit regularly for all the latest gossip.

***** Next club night - May 6th *****

We have a real treat in store for the May club night.

2003 Mini 7 champ Don McVeigh will be paying us a visit and bringing his championship winning race car with him.

If you fancy yourself as a budding Michael Schumaker then come along and quiz Don on the finer points of what it takes to set up a series winning car and, more to the point, what it takes to drive it!

This will also be a great opportunity for some last minute tips for all of you planning on going to the Taupo mini fun day on May 17th.

Don't forget the club has it's own web site at www.minis-auckland.org.nz. Check out the latest reports from various club events throughout the year. We are also trying to compile some profiles of club members and their cars, we have a few already but could do with plenty more. If you would like to be featured either talk to Lee Norman at the next club night or drop him an email at flag@paradise.net.nz and he will make arrangements to add you to the site.

We are also in the process of gathering email address with the aim of keeping you all informed of late changes to events and updates to the website. If you have email and wish to be added to the database drop Lee an email at the above address and we can keep you in the loop.

Did you know you can get in touch with the committee via e-mail?

Here are the various contacts:

President@Minis-Auckland.org.nz

Club-Captain@Minis-Auckland.org.nz

Treasurer@Minis-Auckland.org.nz

Web@Minis-Auckland.org.nz

Editor@Minis-Auckland.org.nz

CLUB ADS

FS: Mini LE 1981. bright yellow with a black roof. has done 141000 kms. It was rust treated when new and has been well maintained and in excellent condition. Asking price \$280. Phone Mrs Elaine Staples on (07) 8627817

FS: 1976 Mini, 1000CC, 70000kms, beige, int & ext in immaculate condition. \$2500 ono. Phone Karen Webster on (09) 5755716

FS: Leyland Mini Clubman, 1978. 1100CC, Blue with a white roof. Alloy wheels. 66,000kms. Wooden steering wheel. Rust on floor, minor other rust. Phone Leon Walker on (09) 3090184

FS: Leyland Mini City, 1981. Pale blue with white stripes, coming up 98000kms. 2 lady owners. Interior original and neat. Rust on roof channel and starting on drivers door. Offers invited. Phone Eileen Miller on (09) 2757888

FS: Mini Ibis. You know the one with the rear mounted engine and rear wheel drive. Great for hill climbs and motor/grass khanas. This all with a somewhat rough trailer. Asking price \$2000 ono. Call Marcus on (09) 2359372 or (025) 2920091

Number plates for sale.

“QT Mini” \$300. ONO

Contact Patrick’s Mum. Mrs Williamson Ph: 09-298-9115



And the winner is.....Last months Coromandel trip

MINI Returns to Active Service

After a break of 30 years, a MINI Cooper S is back on the beat with the New South Wales Police Service.

The Police made wide use of the classic Mini Cooper S during the 1960s and early 1970s for its Sydney Traffic Patrol, where the cars were pressed into various duties including highway patrol. Mini Cooper S models were also used extensively by police forces in Britain at around the same time.

Now, a silver 2003 MINI Cooper S will earn its stripes in downtown Sydney in the



This is actually a very smart little thing.

hands of the Community Safety Team and the City Central Local Area Command. The MINI will be marked up like a regular Police car, and will be used within community policing activities such as visiting schools, businesses and the high-profile City Risk programme, designed to keep in touch with CBD-based commercial enterprises to make them aware of special incidents or events that have or may occur in the area. “The City Central Local Area approached us earlier this year asking if we could assist with a vehicle for their community work,” said John Kananghinis, General Manager - Corporate Communications for BMW Group Australia. “We thought it was a nice opportunity to re-acquaint ourselves with the NSW Police given the historical link with the service, as many years ago they had a fleet of the classic Mini Cooper S.”

“The MINI Cooper S is of great benefit to the police officers otherwise they have to rely on an operational vehicle being available,” Mr Kananghinis said. Standard equipment on the 120kW supercharged MINI Cooper S includes a six-speed gearbox, six airbags, Automatic Stability Control + Traction and Tyre Defect Indicator. The MINI Cooper S police car will serve on the Command Area beat for 12 months. “We thank BMW Group Australia for their support,” said City Central Local Area Commander Super Intendant, Gary Hodsdon. “The MINI, while not being a fully operational vehicle, will prove invaluable in our community based activities.” More than 2,000 MINI Coopers have now been delivered across Australia since



Allright guys 'n gals. When you have this one on your six, you better pull over. launch, with in excess of 200,000 vehicles sold worldwide. 23 MINI Garages throughout Australia sell the five-speed manual and six-speed CVT automatic MINI Cooper, and the six-speed MINI Cooper S.

FS: 73' Mini Clubman, original, tidy and straight, regn on hold, requires 3 rust repairs for wof and motor possibly needs more attention. \$700.

Phone Jeremy Hatch on 09 232 8655, Mobile 027 417 0066

FS: 77' Mini, original, tidy and straight, green with white roof, good motor and drives well, wof and regn. \$1500 ono.

Phone Jeremy Hatch on 09 232 8655, Mobile 027 417 0066



Mini Car Club of Auckland

Events

SUNDAY 1 JUNE - Queens Birthday Weekend - Bay Prestige Classic Car Show - Venue: Compass Community Village, Tauranga.

TUESDAY 3 JUNE - Club Night. Guest speaker from Just Brakes. Northern Sportscar Clubrooms, 7.30pm.

SATURDAY 14 JUNE - Night Trial starting at Karaka Bloodstocks, Hingaia Road, Papakura at 6PM. 2 hours of fun in the country, finishing at Bazza's Steak Out for dinner.

Navigator and torch are highly recommended.

SUNDAY 29 JUNE-Gymkana . Go over motorway on Te Irirangi Drive towards Howick, take the first left into the sports complex. Go straight ahead to the large carpark on the left by the Greyhound Racing Track. The event is being run by th Holden Street And Performance Club who have invited any Mini Car Club members to participate. Cost is \$10.00 and starts at 10.30am. Our thanks to Darrell from Holden Street And Performance club for this invite.

SUNDAY 29 JUNE-Dunlop Targa Dash. One day event in Pukekohe/Franklin area. A great opportunity to get out and spectate on a Targa event so close to home.

TUESDAY 1 JULY - Club night. Ecurie Lievre The Automotive Emporium incorporating Vital Books. To be hold at 2-4 Eden Street Newmarket at 7.30pm.

SUNDAY 13 JULY - Gymkana. The same as 29 June apply for tis event.

SUNDAY 27 JULY - Italian Job. Annual madness in the city. Total chaos, awesome fun Join the madness at Mikano restaurant, Solent Street, 12.30PM.

TUESDAY 5 AUGUST - AGM. Northern Sportscar Clubrooms at 7.30pm. Be there and have your say.

AUGUST - Date and event to be confirmed.

TUESDAY 2 SEPTEMBER - Club Night

SUNDAY 14 SEPTEMBER - Garage Bash. Meet at clubrooms at 10.00AM. Bring your own lunch, BBQ at the completion of the run mid to late afternoon. Cover charge may apply. Further details as they come to hand.

TUESDAY 7 OCTOBER - Club Night

SATURDAY 11 OCTOBER - Follow the leader. Meet car club 4.30PM, finishing at a café/restaurant for dinner.

SUNDAY 12 OCTOBER - Bathurst 1000

LABOUR WEEKEND, 25, 26, 27 OCTOBER - Mini Nationals in Palmerston North

27 OCTOBER - 1 NOVEMBER - Dunlop Tyres Targa, Auckland to Wellington

TUESDAY 4 NOVEMBER - Club Night

7 - 9 NOVEMBER - V8 Supercars, Pukekohe Park Raceway.

SUNDAY 23 NOVEMBER - Glenbrook Vintage Railway. Details to follow.

TUESDAY 2 DECEMBER - Club Night

SUNDAY 7 DECEMBER - Economy run.

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A tribute to Possum Bourne at Pukekohe Park Raceway