

Mini Car Club of Auckland

Volume XII

Issue 4

August/September 2004

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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. Nor will the Club be held responsible for any information or advice in the Mini Car Club Magazine.

The Mini Car Club of Auckland is an affiliate member of MotorSport New Zealand

Don't forget to touch base with:
<http://www.minis-auckland.org.nz>
Lots of goodies, the Club's points list,
and the mag in full colour!!

Deadline for the next issue:
15 September 2004

President's Report

Warwick Robinson

The Taupo Mini Fun Day was a great event, even though the weather was showery. 8 cars from our Club hit the track. Quite a few spins during the day and tyre pressures being the critical factor. Also many members took the opportunity to ride in one of the Super Mini Challenge Cars and everybody really enjoyed the day.

I counted about 30 people in our new tent at lunchtime for the BBQ. I appreciated the thanks from the members for me arranging the tent, and the \$2,500 from Pub Charity for the purchase. I had spent a good 4 years looking around at various tents until we came across this one.

Thanks also to Gary & Catherine for the BBQ lunch.

The North Shore run on June 20th organised by Michael Wigmore, attracted 9 cars and 14 members. Kevin Taylor's car packed up just after the start, but the rest made it to our house for afternoon tea, drinks and technical discussions.

July Club night, and Wade Cunningham's (World Karting Champ) Dad, came along and spoke and showed videos of his

sons World Championship race. It was a very entertaining evening.

Queens Birthday Weekend - Tauranga. A convoy of 6 cars departed Saturday morning for the swap meet at Tauranga Historic Village. Not a lot to see. Sunday - Show Day - bit cold, wet and windy. We set up a beautiful display of 9 Minis, 6 from Auckland and 3 from the Tauranga region. Out of the 9 cars, we did very well. Don White (Tauranga) 2nd for Best Race Car, Kevin Patrick 3rd for Best Classic Car and Warwick Robinson 1st for Best Kit Car for the De Joux. An enjoyable weekend.

Don't forget the Mini Nationals Labour Weekend @ Hamilton.

El Presidento

Warwick Robinson

Club Captain's Report

Gary Ashton

By the time you get this magazine the clubs financial year will be at an end. I would like to take this opportunity to thank everybody who has helped to make the last twelve months a success and hope that it will continue. The hard work put in by numerous people is greatly appreciated.

Minis Waikato have invited us to join them in the Tarmac Series of speed events being organised by the Fiat Club. Those in the club who have a need for speed should check out the dates on our events page.

On the 14 and 15 of August we are doing a follow the leader run to Te Puke. This will be a relaxed weekend with some interesting places to visit. On the 29 of August the Bruce McLaren Trust is running a Coast to Coast rally that sounds interesting. They ran one of these last year and had something like 60 classic cars involved, but no Minis! Maybe that will change this year.

On the 12 September we are running a treasure hunt. This should be a great family event, so bring the kids along and have some fun. The fish and chip run on October 3 is a brilliant day. Great roads, great scenery, great food and great company. What more do you need for a great event!

Don't forget to book your place at the Mini Nationals in Hamilton. Labour weekend at the end of October is the time, Hamilton is the place, lets all go down and have a good weekend.

I'm not quite certain how this happened, but I have managed to sneak into the garage a few times in the last month or so and do some work on our van. The front and rear subframes have been assembled with new bushes, balljoints, wheel cylinders, brakes and so on. It's nice to see some progress again. I also managed to sneak another project into the garage the other day when Catherine was out. Maybe I should not be left alone. Anyway, it is a 1968 mark 1 that has had three owners, 80000 miles on the clock and has been stored in a shed for the last ten years.

I think that will do for now, drive carefully and we will see you at the next event.

Gary Ashton

Editor Ramblings

Frits Schouten

It looks like I'm running out of space real soon. This issue is already up to 24 pages and I haven't put in everything I received as copy. Some of the articles I received can be used as filler in any month but there is going to be more and more that need to go into our magazine. The biggest issue I have when we go over say 28 pages is the ability to fold the magazine and fit them in a business size envelope. But I'm sure club members wouldn't mind a bigger issue in a bigger envelope at a bigger price. We might end up with our magazine available in bookshops and stationary outlets. Hmm, I think I'm getting a bit carried away here. But you never know.

Last club night I really enjoyed the Carting presentation. And I didn't mind it took a little longer than our generally accepted time for non Mini presentation. It was well presented, it had a lot of technical issues and like our own club they have similar problems running events and meets. Quite an eye opener.

The other day I got an e-mail from Gary. It was about a track day in a full race spec Mini. Well, I thought, since I'm the editor I should do this and so I registered my interest for a track day. Wouldn't you believe it, within a few days I got a phone call to get things organised. We can't get you in this week but next week Tuesday will be good as gold. We would love to see a few clubmembers to show up as well since we can handle groups of 15 people at the time. Well that's me then. O yea, the chap said, bring \$500 per person for the day. Say what? Yes, you guys are actually getting it for a discounted price. Yea right....

Ohhh, you mean this is actually some enter-

tainment aimed at big corporates and not really for some poor sod from a Mini Car Club like me. I think I'll give this one a miss. If I really wanted a day at Pukekohe Race Way I'll pay \$85 or so on a Thursday and hoon along all day in my own Mini.

You know what crossed my mind the other day? A car clinic. I would be really rich right now if I asked 1ct per question. But I'm not. It's all because I belong to a Car Club and enjoy sharing my passed experiences, good and bad. But a car clinic. Hmm, there is a thought. I can actually cheat here a bit because there is already something like this on the internet. <http://www.ime.org.uk/> is the side to go to. Here you will findroughly 261 pages containing 141,380 words on Minis. And all are experiences of Mini owners who took the time to write down what happened and how they fixed it. Ask me a question and I'll find the answer right now.

What is the oil pressure gauge thread?
Smiths gauges use a 1/8" BSP thread (but some people think it is 1/8" NPT ??)
That's me done.

ED.

GoCart Results

- 1st** Kevin Taylor & Daniel Patten
 - 2nd** Gary Ashton
 - 3rd** Nolan Hodson & Florian
(both are friends of Steve Miller, not club members)
 - 4th** Brent & Luke Martin
 - 5th** Chris Roper & John Miller
 - 6th** Jason Saggars & friend
 - 7th** Stephen Miller & friend
- Fastest Lap: Gary Ashton

Also in attendance but did not race:
Catherine Ashton, Peter Watts, Christine Roper.



Italian Job

On a sunny Sunday 4 July 2004, 18 neat and tidy minis and their crews met at the Auckland Domain for the annual event, the famous Italian Job. This was a test of the crew's navigational skills and endurance and the maintenance aspect of the machine. Most were there by 1230 ready for the briefing. Some visitors Rob and Koen from the top of the South Island (Nelson Mini Club), father and son, brought along by Gary & Kath Ashton filled a shortage of navigators. I took Koen with me and Peter Hartshorne took Rob in his silver De Joux. By 1300 it was all go. We were first off and ran into trouble with the road out, missed the first turnoff and ended up in the city. Good map reading was necessary and after checking the instructions we were soon back on the trail. We caught up with some other trialists going through downtown, Mt Eden, Ponsonby, Grey Lynn and Parnell. Great hills and sudden stops. Saw lots of other minis, both old and new, which were not in the trial. As we neared the last leg my fuel gauge was going down. I headed for fuel with some others in tow but they changed direction when I headed for "Shell". Filled the tanks then back on track to the finish. Most cars and crews were back apart from two lost cars with their crews. Peter and Rob were still missing when I left. I am told that they did find their way back home so all was well. Everyone agreed that this was a great event and a most enjoyable day. Thanks to Chris for the time and effort that went into planning this event. A GREAT DAY!

PS: Thanks to the mini owner from Manawatu who turned up late and missed the event but bought a mini club badge.

George Brown

Participants

George Brown & Koen
Eileen Badham & Ann
John & Stephen Miller (new club member)
Daniel & Casey (not sure of surname)
John & Maureen Turner
Gary & Catherine Ashton
Rick, Joanne & Sam Vine
Kevin Taylor & Ben
Graham Crispe & Troy
Tony & Sarah (not sure of surname)
Chris Roper & Ben
Jason Saggars & Ian
Peter Watts & Kevin
Luke & Brent Martin
Kevin Patrick & Peter
Peter Hartsthorpe & Rob
Sue Russell & Bryan
Les Gubb & Chris McMurray

Winners

1st Peter Watts & Kevin
2nd John & Maureen Turner
3rd Rick, Joanne & Sam Vine

Waitakere Tramline funrun.

The morning of Sunday March 21st dawned fine and clear. A good start to an even better day! 9 mini's and 1 B.M.W. bike met at Green Bay by the Motu Moana scout camp. After the usual natter, we all played follow the leader up to the Arataki visitors centre on scenic drive. Here we were treated to a wonderful view over the Manukau Harbour to Counties in the distance. What a beautiful spot, worth a visit on its own. From here we travelled across the Waitakere Ranges towards Swanson, stopping at a vantage point to view the Waitakere dam and falls in the distance. Off we took once again towards the Waitakere Tramline, The oldest continuously working railway in New Zealand, to ride up to the dam . After parking at the filter station, we walked up to the 2FT gauge tramlines depot. Once aboard, we took a 20min run up the line , firstly travelling through a 703 mt tunnel . This runs UNDER scenic drive and has glow-worms in it. After a walk to the top of the dam,we boarded the train for our return journey back down to our cars. Once again,off we went in convoy to our lunch stop at a place called Crystal mountain just up the road. This is a gem-stone shop and cafe of huge size and amazing to look around. A good idea to leave the credit card at home, as some of us found out. From there we went our seperate ways home. What a great day out with agood bunch of people; and what was the cream on top? We did it in a Mini!!! For those of you who haven't done one of these funruns, you don't know what your missing! Go on, give it a go.....

HAPPY MINIING, CHRIS.

MINI Web

www.minis-auckland.org.nz

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

www.targa.co.nz

Targa Updates for all events will be posted here as they are released Targa Updates for all events will be posted here as they are released.

www.miniswaikato.co.nz

All the latest for the upcoming MINI Nationals.

www.filmarchive.org.nz/

archive_presents/1981/lastlaugh.html

Here you'll find the truth about what really happened to the Pork Pie Mini. A must read for any Mini nutter.



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Group 7 Visit

On the 16th of May the club was kindly invited by Duncan Fox to visit his Group 7 workshop in Whitford.

Group 7 was set up to specialise in the sourcing and restoration of original McLaren racecars. From the start Duncan's passion, enthusiasm and knowledge of his subject was fascinating. Firstly we were shown around his premises, which was like an Aladdin's cave of racecar parts. Wheels and tyres were hung from the rafters, engines, gearboxes and componentry filled the shelves and all remaining floor space contained vehicles in progress.

Duncan explained that a major part of each restoration was ascertaining the history of the vehicle to establish what was original and what had been a subsequent add on. All cars of the era seem to have been built to an initial plan and then fettled and fine tuned during the course of a season. For the following season the same cars would be stripped and new components and ideas would be implemented, meaning that each car went through a period of evolution before finally being put to rest. Many of these ideas and changes were done off the cuff, so finding any plans or drawings is almost impossible. Subsequently many hours are spent pouring over old magazines, books, film and other archive material looking to find how the cars were built.

Next we were shown the machine area followed by a body that was in the process of being made. The car being restored had arrived with an incorrect body off of a later model. We were shown how a mould for the correct bodywork was being formed by using sections from various bodies Duncan had

acquired over the years. Painting is the only aspect of work that Group 7 farms out. All fabrication both metal and fibreglass and all mechanical work is done in house.

One of the vehicles in progress is the McLaren Trust's MA8-2. The fact this car still exists is a minor miracle!



Originally built in 1968 in the UK for the '68 Can-Am series in North American, the car saw two consecutive championship winning seasons in the hands of Denny Hulme before being sold on at the end of '69. Its third season in private hands wasn't so good, with the car being crashed and rebuilt before finally being written off. The remains were tucked away until Goodyear, sponsors for the Can-Am series, made a request for a show car to



promote the series. The remains of the M8 were hammered back into shape and various worn and obsolete components polished and bolted back on to make a display car. Following the tour it was handed back to Denny and eventually made it's way to NZ in 1978 where it was put on display at Motat. After being shown for some time it was decided to get the car rebuilt and the engine running, no mean feat considering that the block and gearbox had no internals.

Then the car disappeared! Most likely passing hands between various engineers put off by the enormous amount of time, effort and money required to fix the car properly. One day in the mid '80's the Northern Sports Car Club received a call from a farmer. He was

tidying up his new property and was interested if someone from the club would like to have a look at the old racecar he was just about to bulldoze into a hole he had dug! To cut a long story short the M8 had been found and was taken to the club for display. A 17 year custody battle followed between the interested parties until finally it was handed to the McLaren Trust and in turn is now being diligently worked on by Duncan and his team.

Following the tour we said our goodbyes and headed off to Whitford village for a spot of lunch. This was also a good time to catch up with a few of the Hamilton club who had made the trip up. All up a great morning.

Lee



Queensland Mini Muster 45 years of the M

I had been badgered and cajoled for some time by ex-Auckland club member Alayna Lapwood, to come over to Brisbane for the Mini Muster on June 13th. Her family moved to Brisbane around 4 years ago. After much thought and a handful of fliers that Alayna had sent over, I decided it wouldn't be a bad idea. I brought the fliers to a club meeting in April and found others interested also.

So, on June 8th, after much searching for cheap airfares, I boarded a Qantas flight to Brisbane. I was met at the airport by Alayna in her Toyota hatchback, promptly taken to her parents home where we had time to dump the suitcases, grab a cup of coffee, then it was all "go".



Alayna and Glen in the workshop

Alayna took me around to Glen Carpenter's Mini Mart where I came across all types of Minis in various stages of repair or the wreckers yard where many more Minis were "stored". Glen happens to be the President of Queensland Mini Owners, a genial guy who made me feel welcome right at the outset.

However, I soon found out that I had my work cut out. Alayna has 2 Minis, an Aussie Clubman GT with a fully worked 1380. Man! Could that thing fly! Then there was the 1990 Rover Mini 1000 automatic with air-con.

Yeah! Well, my job was to prep the Rover Mini for the meet with a promise that if we got it ready in time, I could actually drive it to the Meet. Wow! My own car for an Aussie meet. Took me 2 days to cut and polish, clean all the interior, especially the dash which had quite a bit of overspray. Glen had acquired a set of 13" mags for the car which came off a Suzuki or Daihatsu, can't remember which. He had the bolt holes re-profiled and my job was to clean them up, and paint them. Once the low profile tyres were put on, they really looked good on the car.

On the Thursday, I took time off to have a look around the City. Alayna dropped me off at the local Railway Station. Their train system would leave ours for dead. At Central Station, while deciding which way to go, I spotted a poster on the wall advertising a Steam train trip to Toowoomba on Saturday. When I got back to the house, called up the number, and so I got my Steam train trip up the mountains to Toowoomba. Anyway, so much for my other hobby. I digress.



Alayna's "Kermit" racer GT

On Friday, I worked on Alayna's "Kermit" race car. It still had hay in the back seat from her horses. (Yes! she also has 3 horses as well

45 years of the Mini

as a horse truck) It hadn't had a clean for quite some time.



The blue Rover Mini 1000

On Sunday morning early, we drove the Minis to the Clem Jones Centre at Carina. Alayna's race car moved a little too quick for me. The Rover Mini, as you could imagine, accelerated a little quicker than a push-bike, but we got there.

There must have been getting close to 200 Minis at the event. Glen said that they had around 140 odd entries for the various classes, plus a lot of cars that came in off the "street". Some cars came up from New South Wales, and we met some neat Mini owners who had driven all the way from Melbourne.



Alayna, George, Kevin and me

That's nearly as far as we had travelled from Auckland. The weather was perfect, and I met up with the rest of the Auckland members, Kevin Patrick, George Brown, and Mike and Janice Bates. We all agreed that the trip over was well worth while.

We also met up with Joanne and Patrick Williamson, originally from Takanini, who many of you will remember from our club in the late Nineties. Patrick took both their Minis when they emigrated to Queensland. His Clubman GT you may remember is the one that had the Honda V-tec powerplant conversion.



Some of the cars at the meet

The standard of cars had to be seen to be believed. Most cars were Aussie produced but there were a few English cars, eg., a couple of mint 1963 Cooper "S"s, one a 1071 model. There were a couple of 1970 Aussie "S"s for sale, one as good as Kevin's white Cooper. Both George and Kevin drooled over it, in fact Kevin got to take it for a spin later in the week. There was also a "Twinni Mini" on show, various Mokes and vans and the odd Special.

Alayna ended up with a First Place for the Race car section which I know she is proud

Queensland Mini Muster 45

of, and I found out later in the week that I received a third place for the Blue Rover in the late model section. So our preparation paid off.

The Rocker Cover Racing was a big drawcard. There was certainly a lot of inventiveness and a lot of fun.



Rocker cover racing

All in all, the trip was well worth the effort. The Queensland club was most hospitable and treated us well. I did go to their club meeting earlier in the week and met a lot of the members. They have something like a total of 400 members including satellite branches dotted around State-wide.



Multi-coloured Moke



Rather interesting Ute



Alayna and her Trophy



Mini "Flower Power"

Thank you to Glen, Alayna and others for your wonderful hospitality. Glen is hoping to come over in October to attend the Minis Waikato event, so hopefully you will meet him.



Bruce McLaren Trust
Coast to Coast Run
Sunday 29th August 2004
9-30am Start

We've heard you have a great car and love taking it out on Sundays and special days. So throw those covers off and join us on the Coast-to-Coast Fun Run, and bring the family for a great fun day.

Timing: Sunday 29th August – the Sunday closest to Bruce's birthday

Duration: Five hours approx. **Start time is 9.30am.** Lunch break of about one hour and finish somewhere about 3 pm. Fun prize giving should commence at about 4pm. Drinks and food will be available at the finish venue. See note below.

Start Location: The Auckland Domain on the road by the Band Rotunda. Look for the Trust Shield flag. Map provided if requested.

Route and General Info: Will touch both coasts somewhere within the run. I.e. The Tasman and the Pacific or the Pacific and the Tasman. The general route this year will be within the lower South Auckland, Franklin County area and we will finish at a beautiful location, far more salubrious than last year, with the sun set in view. **BYO picnic lunch** and if you are interested in staying on for a smorgasbord meal, with a fabulous view, after the prizegiving this is \$22.50 per head. Bookings need to be made asap and we would like these by entry cutoff.

Route Instructions: Normal tulip type instructions, Q & A, fun items to collect, and four or five checkpoints, so that we don't lose you!!

Car Category: Enter your vehicle under Historic, Classic or Modern. We will concur with your decision on what category you consider your vehicle is. Your car must be road registered/street legal and have the usual WOF. Driver of course, to have a current licence.

Entry Fee: \$50 per vehicle with as many navigators/back seat drivers/co drivers/ secretaries as will fit. **Closing date for entries Monday 16th August** with late entry fees applying thereafter. Entry fee payable by cheque, Visa or Mastercard or Cash.

Medallions: Each car will receive a Commemorative Medallion. Additional medallions can be ordered for co-drivers & back seat drivers for \$20 each.

Contact: John Storr ph. 09 3095565 or 021 932399. Barry Loy 09 574 6000 or 021 620545
Lew Burke 09 535 9013 or 025 874 427



Bruce McLaren Trust Coast to Coast Run
 Sunday 29 August 2004
 Entry Form

Drivers Name:

Address:

Phone no. include mobile:

No. of passengers:

ie: Co-Drivers, Navigators,
 Back seat drivers,
 mechanics children & others

Car Make/Model & Colour:

Category of entry *Historic* *Classic* *Modern*

Registration No.:

Trust Member No. If applicable:

I/we the undersigned acknowledge that this event is held on public roads and the normal road rules and speed limits apply.

I/we the undersigned indemnify the Bruce McLaren Trust from any claim or action as a result of my participating in this event.

Name	Signature
.....

Entry Per Car \$50.00

Payment: Cheque, Credit Card, Cash
 Visa / Mastercard No.:

Expiry Date: Signature:

Post to Bruce McLaren Trust, P O Box 109050 Newmarket, Auckland
 Or Fax to 09-309-3595

Notice of AGM

Tuesday. 3th August 2004

At the Northern Sports Car Club, Mt Richmond
Domain,
Great South Road, Otahuhu

What's on: -

1. Elections

Please consider whether you would be interested in planning the activities of the club. Feel free to approach a committee member if you are curious. The function of magazine editor is up for grabs.

2. Membership fees.

There is a proposal on the table to increase the subs from \$30 to \$35 for individuals and to \$45 for couples.

3. Members forum.

All club members are invited to have their say.

4. Prize giving.



TM

15

NEW TYRES

165/70x10	\$109	185/70x13	\$89
165/70x12	\$109	185/70x14	\$99
155Rx13	\$49	175/65x16	\$105
165Rx13	\$70	185/60x16	\$105
175/70x13	\$79	195/60x16	\$110
		205/65x15	\$110

SECOND HAND TYRES

145Rx10 \$40

Other Second Hand from \$57

Contact Kevin, your club man from Landscape Cars on 09 6293523

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Is This You

Over the past year or so, we have had many events, hopefully to suit all tastes. Rallys, Sunday outings, trips away, (eg the Mini Meet in Palmerston North,) weekend Camp trip, train rides, plus we have taken part in many shows. We have also had some excellent Club nights, and, yeah, perhaps some mediocre ones as well. The Sunday afternoon drives seem the most popular event with members.

Point is, we, as a committee are hell bent on making our club as interesting and varied as possible in staging meetings and events. Unfortunately, it is frustrating to those who spend hours and many K's of travelling to plan an event only to get just a handful of cars show up. Lately, we have had some good turnouts, like the trip to Cooks Landing at Te Kawhata, (yes, a Sunday drive with a lunch afterwards) when we had 21 cars convoy through the North Waikato.

Some of you have come to meetings and then we don't see you again. If we are not putting events or club nights on that suits you, please let us know about it. ***This is your Club*** and we want to accommodate you.

We now have the highest membership

ever of 135 (all ages) with something like 170 cars. This is fantastic, but only if you take part.

So, if you are unhappy in what we put on, please let us know. We want to hear from you.

The Mini Nationals are coming up on Labour Weekend, this year at Hamilton. We are hoping to get the best turn-out possible so please make the effort to come and enjoy seeing over a hundred Minis all together.

Les Gubb, (Membership)

(PS. Don't feel left out if your car is up on blocks, or even if you haven't got a Mini yet. Some members do show up in their Jappy machinery to enjoy the events.)



Picnic at Hunua Falls, Dec 2003



45th Year of Mini

REGISTRATION FORM



INFORMATION

Name: _____ Phone (hm): _____
 Address: _____ Phone (wk): _____
 _____ Mobile: _____
 Email: _____ Club: _____

Name of co-driver: _____

VEHICLE DETAILS

Make: _____ Model: _____
 Colour: _____ CC: _____ Year: _____

ENTRY	COST	Qty	TOTAL
Full Weekend	\$50.00	_____	\$_____
<ul style="list-style-type: none"> • 1 person show'n'shine, motorkhana and sprints • 2 persons trial • 2 persons sat night spit roast 			
Saturday Only	\$20.00	_____	\$_____
<ul style="list-style-type: none"> • 1 person show'n'shine • 2 persons trial • 2 persons sat night spit roast 			
Sunday Only	\$30.00	_____	\$_____
<ul style="list-style-type: none"> • 1 person motorkhana and sprints 			

DINNERS

Saturday night spit roast – additional adult	\$13.50	_____	\$_____
Sunday Prize Giving Dinner – adult	\$30.00	_____	\$_____
Sunday Prize Giving Dinner – child	\$15.00	_____	\$_____

Mini MEET 2004 Merchandise

	SIZE		
Baseball cap	_____	\$20.00	\$_____
Tee Shirt S,M,L,XL,XXL	_____	\$25.00	\$_____
Polo Shirt S,M,L,XL,XXL	_____	\$35.00	\$_____

TOTAL \$_____

Please make cheques payable to Minis Waikato Inc. PO Box 24073, HAMILTON

MINI Racing.

ITALIAN JOB 2004

Saturday 21st August
Choosing the Minis for the job
 10-12am **Precision Driving**
 Venue... *SHOW GROUNDS*
HASTINGS



Trialing the route
 1-4pm **Navie Trial**
 venue... *HANKES BAY*

Sunday 22nd August
Run to Turin
 10:00am - 1:00pm **Sprint**
 venue... *OTENE ROAD*
 Hastings

The Heist
 2-3pm **Italian Job**
 Grasskhana
SHOW GROUNDS
 Hastings

NOTE:
 Event cost = \$20.00 per main driver for weekend, \$5 per additnl driver per event
 Sausage sizzle for lunches available = \$1.00
 Drinks available = \$1.00

Lost or need more information
 Ring Steve...8788897

The big International May meeting at Silverstone, sponsored by the Daily Express, is one of the most popular British race meetings of the year, because there is such a variety of events from saloon car racing, guaranteed to make your hair stand on end, to Formula Junior and the bigger Grand Prix cars. You certainly get value for money. One of the entries is almost certain to be an exciting new 120 m.p.h. Mini, with engine at each end, built by Paul Emery. With 200 h.p. and a total weight of 13½ cwt., this is a Mini that can out-accelerate an "E" Type Jaguar. It will shortly be going into production with a smart G.T. body.



A probable entry for the Silyerstone May meeting is the exciting 120 m.p.b. Mini built by Paul Emery, and pictured here.

Source: Meccano Magazine MAY 1963

New-MINI gossip.

Here's the latest in MINI toys. Knowing some of our local councils you will have to either fence it or keep it locked up in the garage!

A fantastic rally racer designed inflatable pool



featuring 2 angle-adjustable mirrors, steering wheel and printed dashboard. Chequered roof doubles up as a sunshade.

Suitable for use with water or playballs.

Age: from 2 years.

Sorry – no adults please!

'CHEAPER' MINI ON IT'S WAY

German car giant BMW is planning to replace its successful British-built Mini with a new, cheaper-to-make model.

The company, which makes the Mini at Cowley near Oxford, has drawn up plans for a version of the car with a less ambitious design, according to a report.

The Munich-based carmaker has decided the high specification of the Mini and its relatively low market price has limited its profitability, the report in the Sunday Times said.

The new model, which will not be available for at least three to four years, will have cheaper components and will be offered with a wider range of body types including a five-door estate.

BMW's Mini, based on Austin's original classic, has had significant success since the company launched it just under three years ago.

The company sold 176,000 of the cars last year – 22% up on 2002 – and expects to sell about 180,000 this year. The Mini is

sold in 73 countries, with prices ranging from just over £10,000 (£14,982) to more than £14,000 (£20,974).

BMW declined to give profit figures for the Mini, but a spokeswoman said the company expected the current range to make a "positive contribution to the group's bottom line".

She confirmed that the group plans to build a new range, which is likely to be available in different styles.

There may be a limited amount of extra investment at Cowley, which employs 4,500, to handle extra volumes, she said.

But the spokeswoman said it was too early to give further details on the new car, adding: "We're still some years away from going into production."

MINI traffic instruction makes correct driving fun for kids

The Ravensburger Play Country AG and the BMW Group today opened the first MINI child traffic school in the Ravensburger Play Country in Meckenbeuren at the Bodensee, Germany on 4th June 2004.

Ernst von Heyking, Regional leader of MINI Germany, gave the starting signal at 11:00 o'clock, for 34 brand-new electrical MINIs with which children can experience the most important traffic rules starting from the basic school age. Thus the BMW Group extends their already existing commitment about road safety by a somewhat different media variant, which contacts children directly.

Accordingly the school is divided into a theoretical and a practical part. The theoretical 10-minute instruction makes the children familiar with the most important traffic rules and on possible dangers in traffic. Besides

this they receive a short view of the history of traffic.

After the conclusion of the theory part, the participants get to participate themselves with a learners MINI driving licence, making it possible for a practical 10-minute driving experience. Anyone who repeatedly offends against the traffic rules in the practical part, like in the real traffic situation, must take the driving licence test again.

“Educational theory and description of practical driving pleasure combines the MINI child traffic school in ideal way”, said Mr Von Heyking, “thus the children’s observance of traffic rules is not only meaningful and necessary, but can also make learning fun.”

The concept positively which was also evaluated by Professor Dr. Benedikt von Hebenstreit, an acting member of the road safety-promoting organization Munich, who said “The MINI child traffic school in the Ravensburger play country is a good step for the introduction of young children to traffic”. The practical test takes place on an area of 2000 square meters and permits the children in their quick MINIs equipped with an electric motor drive, to try out an equal learning experience. The bodies of the vehicles are detailed replicas of the original MINI Cooper S Cabrio. The vehicles are also equipped with a spacer-signalling system, which automatically reduces the speed, and which brings the vehicle completely to a stop in the case of driving bumper to bumper and each vehicle is equipped with a 3-point seat belt.

15 MINI baby racers for the smallest road users supplement the MINI child traffic school, so younger brothers and sisters of the children can also have their own fun, while the larger ones with the MINI explore child traffic conditions.



Further attractions on the opening day offered among other things, a MINI MEMORY and a MINI QUIZ, which the adult road users could test their knowledge of conditions about “road safety”. The first five winners received a MINI DRIVER TRAINING course for two persons.

“The topic of road safety extends over the entire enterprise,” stressed Mr Von Heyking, “not only of the active and passive security of our vehicles is important to us because of the heart, but also the security of all participants in the traffic. Children are particularly endangered due to their missing lack of experience in the traffic. One can never begin too early and never do enough, in order to contribute to their own security. Even if they still have had fun, then we have fulfilled our commitment of the BMW Group for the MINI child traffic school in the Ravensburger play country, our two fundamental reasons”, he said.

Article courtesy of MINI Press

Rag top Mini

MINI Events

TUESDAY 3 AUGUST- Annual General Meeting. Held at the Northern Sports Car Clubrooms at 7.30pm. This is your chance to have your say on how the club is run. The AGM will be followed by prize giving and supper. Please bring a plate.

SUNDAY 8 AUGUST- Tarmac Series Hillclimb held at Sainsbury Road, Pirongia. Run by the Fiat Club. Entry forms can be found at www.miniswaikato.co.nz a couple of weeks prior to the event.

SATURDAY/SUNDAY 14-15 AUGUST- TePuke weekend trip. A follow the leader run to the Te Puke Auto Barn where we will spend a couple of hours looking around. We will overnight at Maketu, call Shane Beech on (07) 5332165 or visit www.matekubeach.co.nz to make bookings. We will have a group bbq dinner on Saturday. On Sunday we will follow the leader to Paeroa for a river cruise on the R.L. Ariana then have lunch before cruising home. Entry to Te Puke Auto Barn is \$6 if you show your membership card, \$7 without. Afternoon tea will be available for \$1.50 per head after looking around the Auto Barn. The river cruise costs \$15 per person and is limited to 20 people. Meet at BP service centre between Papakura and Drury at 9.30am on Saturday morning.

SUNDAY 29 AUGUST- Coast to Coast Rally organised by the Bruce McLaren Trust. Full details and entry form elsewhere in the magazine.

TUESDAY 7 SEPTEMBER- Clubnight at Northern Sports Car Clubrooms starting at 7.30pm. Demonstration on skimming disk brakes.

SUNDAY 12 SEPTEMBER- Treasure hunt fun run. Meet at the bottom of Curren Street under the Harbour Bridge in Point Erin Reserve at 12.45pm for a 1.00pm start.

SUNDAY 12 SEPTEMBER- Tarmac Series Dual Sprints, Centennial Park Raceway, Taupo. Run by the Fiat Club. Entry forms available from www.miniswaikato.co.nz a couple of weeks prior to the event.

SUNDAY 3 OCTOBER- Fish and Chip run. Follow the leader run with fish and chips for lunch. Meet at Karaka Bloodstocks, Hingia Road, Papakura at 11.00am

SUNDAY 3 OCTOBER- Bent Sprint, Hiwi Road, Tauwhare. Run by the Fiat Club. Entry forms available from www.miniswaikato.co.nz a couple of weeks prior to the event.

TUESDAY 5 OCTOBER- Clubnight at northern Sports Car Clubrooms, 7.30pm

LABOUR WEEKEND 22/23/24 OCTOBER- Mini Nationals being held by Minis Waikato. Information and entry forms can be obtained at www.miniswaikato.co.nz or follow the link from www.minis-auckland.org.nz or elsewhere in the mag. This is going to be a great event, and with it being so close to Auckland, there is no reason why the club will not be well represented.

TUESDAY 2 NOVEMBER- Clubnight at Northern Sports Car Clubrooms at 7.30pm.

SUNDAY 14 NOVEMBER- Eastern navigational trial. Meet at the Northern Sports Car Club at 1.00pm.

SUNDAY 5 DECEMBER- Annual Economy run. Starting from the Karaka Bloodstocks, Hingia Road, Papakura. Meet at 1.00pm and bring a present to the value of \$2 as your entrance fee.

TUESDAY 7 DECEMBER- This is the last club night for the year. We will have a BBQ as normal. Please bring a plate, salad or desert, meat will be provided by the club. To be held at the Northern Sports Car clubrooms from 7.30 pm.

MEET the TWINS!

Have fun with these lively new Dinky Toys estate cars. They are tough little chaps with the latest Dinky Toys extras. "Finger-tip" steering, gives them a turning-circle of as little as $8\frac{1}{2}$ in.



DINKY TOYS No. 199 AUSTIN SEVEN COUNTRYMAN

This enchanting model, based on the traveller version of the well-known "baby" car, is finished in light blue and is equipped with "finger-tip" steering, 4-wheel suspension, windows, seats and steering wheel.

Length $2\frac{7}{8}$ in.

U.K. Price 3/6

DINKY TOYS No. 197 MORRIS MINI-TRAVELLER

The vehicle on which this charming miniature is based, is the traveller version of the well-known Mini-Minor. Our model is finished in ~~ivory~~ ^{blue & red} has "finger-tip" steering, 4-wheel suspension, windows, seats and steering wheel and moulded in minute detail.

Length $2\frac{7}{8}$ in.

U.K. Price 3/6

Keep on collecting
DINKY TOYS

MADE BY MECCANO LIMITED