

Mini Car Club of Auckland

Incorporated



April 2005

IN THIS MONTHS ISSUE:

*Top: Philip doing a final touch up.
Bottom: Lee going fast.*

Motat report,
Ellerslie report,
Tour of Northland,
upcoming events,
New MINI gossip and lots more.

Mini Car Club of Auckland

Volume XIII

Issue 2

April/May 2005

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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 May 2005

President's Report

Warwick Robinson

The club Show-n-Shine at Motat on Sunday 6th Feb, in conjunction with Galaxy of Cars was once again a great success. Around 30 of our best Minis turned up. Also Don McVie brought along his racing Mini, which attracted a lot of attention. The Club display looked great, but this year we were not placed in the inter club display.

Has anyone seen our "A" frame display Board ? – This needs updating to display the History of the Mini. Show-n-Shine results are elsewhere in this magazine.

The display we put together at Inter-Marque Concourse was a scene from the Italian Job with Chris Manning's Mini half way up Chris McMurry's truck ramp and Allan Ritchie's Mini Looking like it was jumping from one building to another. A great display – unfortunately not placed. 2 cars entered the Teams event for Judging in the Concourse. Kevin Patrick's White Cooper S and Phillip Walters Green Cooper were judged to go to the winners' circle, where they were judged again. They were placed 5th which is an extremely good result. Congratulations to you both. Lee Norman and Luke Martin entered the Motorkhana event and were placed 1st for the small car divisions. Congratulations also to you both.

The tour Northland was a fabulous event. Take 5 Minis (4 classic and one BMW) 7 people, 1000 kms and 3 days, mix and end up with smiles all round.

Day 1 – Up the West Coast from Brynderwyn to Dargaville then to Waipaua Forest and Tana Mahata largest Kauri in NZ, then onto the Hokianga. This was one of the highlights for me, coming from the forest then to the entry of the Hokianga harbour, with its blue surf and huge white sand bars. Opinion was another fabulous little spot where we met a member of a Swiss Mini Club. Great weather all the way, one small shower coming into Kaitaia.

Of course the second highlight was on Day 2, Cape Reinga with the huge blue waves from Tasman meeting the pacific. The Minis were filthy after travelling the last 20kms which was not tar sealed to the Cape, and the day was so hot. We had to have the windows down a little and result – dust everywhere. This required a car wash at Paihia where we stayed overnight at Smith Motor Camp.

Last day back to Auckland via Whangarei and Waipu and Mangawai Heads into Wellsford. Further accounts also in this issue. Like who had a been running up his leg and had to stop, and someone wondering why his Mini was running sluggish – had the hand break on!! And whose exhaust departed company from the engine, but wasn't major just a bolt come loose. All good fun.

Thanks to Mike Wigmore and Chris Roper for organising the event and Jason, Christine, Lesley, Frits for a great weekend.

Club Captain's Report

Gary Ashton

As I am writing this, our neighbour is playing with his 1956 Chev Belair drag car. It has been 15 years in the making. He is running a 400 cubic inch nitrous injected motor that produces about 900 bhp. Even though he is 500 metres from our place, I can hear the rumble clearly. It's sweet!! Boys and their toys!! Anyway, back to Minis and not large yanky V8's.

The first event in April is the eastern navigational fun trial which starts at the Northern Sports Car Club rooms at 1.30pm. You will be given instructions to follow to reach our destination in Howick for afternoon tea.

April's clubnight is being held on Tuesday 5 April at Al's Mufflers at an earlier time of 7.00pm. They will be putting on a BBQ, talking about exhaust systems and will get some of the club member's cars onto their hoists and check them out for you.

With Rally NZ and the V8 Supercars at Pukekohe in the middle of April, our next event is on Saturday 23 April. We will be running a swap meet at the club shed. This is your opportunity to clean out your garage of the treasures that the wife is tired of, but beware, you may go home with more than you brought!! We also have a few old motors in the shed that we will be trying to fire up. Come along and have a fun day, you may find that

elusive part you have been looking for.

At our May club night, club members Keith Hargreaves and Graham Crispe will be giving us the low down on engine tuning.

The Italian Job fun trial is being held on Sunday May 8. This trial starts at the Auckland Domain and stays in the central city area. This is always a fun event, last year we had a father and son from Nelson on the job.

Sunday 22 May is karting at Extreme Indoor Karts in East Tamaki. The cost is \$40 per person and we have the track for 1 ½ hours. It is really good fun and much safer than street racing boy racers!!

I know it seems a long way away, but the Nationals are creeping up on us again. With the crossing of the ditch, I would suggest those wishing to go should look at booking your ferry tickets soon. If you do not want to drive down, one of our club members can arrange to ship your car in a container. Cost is \$500 return. If you would like more information on this give Chris Manning a call on 8399340 or 021 585804.

That's all from me for now. Thanks for supporting the club. We will see you at the next event.

Gary Ashton

Editor Ramblings

Remember I had this argument with that oil slick under my Mini? Well, it's all gone. The slick that is. Bumped into Lee when he had returned from the UK and he straight away gave me rod change gear oil seal kit. This time I was a bit more careful with the sharp end of the exhaust bracket. No more blood loss and the oil drip is fixed. This to great relieve of my wife. Coming back on the presentation from Penrite during last club night, another issue with synthetic oils that wasn't mentioned during the presentation is the fact that synthetic oils fall out of the bottom of your Mini. It goes passed seals a lot easier than mineral oils. Don't ask me why. It just does. So lesson learned. No more synthetic oil in the Mini.

Somehow I got amazing reactions on me last write up. Not that I wanted to steer something up or so. No, not at all. It was just nice to see that other people had an opinion too. Mind you, I did the trip to Cape Reinga and that cleared a few things up for me. Particularly about the road usage and the traffic density. We here above the Bombay Hills (and south of Orewa) think that life on the road is a real bitch. I, myself thought so too, as you have read in my last Ramblings.

But boy, was life sweet on the road up North. Mind you, I had to cross this bad patch called Auckland. Here we go again. Left Waiuku early for a 8.30am start of the tour to the Cape. You would think that this was a bit of an issue, being Saturday morning. Well, let me tell you, it was not. It took me roughly 50 minutes from Waiuku to Silverdale which is about 85km. From there we cruised up the road past Dargaville to pay a visit to Tane Mahuta, one on the largest Kauri trees in N.Z. Traveling along the Hokianga Harbour we made our first long break at Rawene to wait for the ferry across the harbour. Now, there is a story in itself at Rawene. We found a really nice place,

about 25 mtr away from the ferry ramp. Time to refuel the body and some relaxation. You have to know that the ferry sails at the half hour, every hour and we arrived about 1.35 PM missing the 1.30 sailing. We got our drinks and the patron asked us if we would like to order a meal or so, Well ,off course we would. Then she asked if we were planning for the next ferry sailing. Why? We asked. I can't make seven meals for you guys before the next sailing. Well, I suppose we'll take the sailing after that then. I could probably fill just about the whole magazine with this sort of super relaxed way of traveling stories. And this was only the first day. I was looking forward to the next day already. I think we all had a good sleep after nightcap(s) we've been taking. Real good medication. Today was going to be the big day. Cape Reinga here we come. We knew that it was going to be a long day so an early start was planned, well not that early. First breakfast. Orana Holiday Park is not only good accommodation, they do an excellent dinner and a not to be missed breakfast. Well fed we took off to the far North. Plenty of stops make for the usual photo sessions. About half way at Houhora we stopped for an simple ice cream which turned out to be massive. Looked liked we were the first visitors in years. The Cape was impressive The sighting of the light house at the Cape was the crown of my travel experience through N.Z. and I didn't mind the last 20km being a gravel road. It was wel worth it. The track back ended up in Opua for a well deserved rest. It was, after all, the longest day of our journey. For the evening a simple, but delicious fish and chips was on the menu, which served everybody fine. The next morning it was time for the final trek home, but not without a stop at the Whangarei basin. It has been one of the most enjoyable long weekend trips with our club I've ever done.

MOTAT GALAXY OF CARS

Arriving early to put up the club tent, there were already a couple of brave souls in attendance. Kevin Patrick arrived on time and driving his car. Someone should have given him some stick. Fergie arrived on time, man did he get some stick!!! Phillip Walters brought his car on a trailer. Everybody gave him shit!!



Our display at Motat, 30 cars in total.

With the tent up and cars in place, it was time to look around. The swap meet was buzzing all day and all manner of cars were on display from old Chevs, Model A Fords, VW, Vauxhalls, Morris 1000, Classic Midget cars and so on.



Another shot of our display.



The Coopers among us.

It was great to see so many of our club supporting this event. At one stage we had close to 30 cars on our stand. Congratulations to Jan Bates for winning the club's show and shine and thanks to Don McVeigh for bringing the green eyed monster to put on our club display. A big thank you has to go to you all, as this is a charity event run by the New Lynn Lions that this year raised \$10,000 for St John Ambulance.



De Joux, Clubman and racer side by side.





The winners of the show were:

Best Presented Car

1 st	E Type Jaguar	Owner:	Noel Baker
2 nd	Daimler SP 250 Dart	Owner:	Neil Cruse
3 rd	1920 Hupmobile	Owner:	Des Coates


Best Car Club Display

1 st	Mustang Club
2 nd	Jaguar Drivers Club
3 rd	Vauxhall Car Club

Galaxy of Cars 2006 is on 5 February 2006. Mark it in your diary now.

Gary Ashton

Mini Ads



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PUKEKOHE CAR CLUB WINTER MOTORKANA SERIES

Pukekohe Car Club is holding a Winter tarmac motorkana series at Mercer. I have arranged with the Pukekohe Car Club for six cars from the Mini Car Club of Auckland to enter this series. The series consists of one motorkana per month for the months of May, June, July, August, September and October. If you would like to enter or want more info, please contact Gary Ashton on (09)2321233 or club-captain@minis-auckland.org.nz

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.penriteoil.com

As promised at the March club night presentation, the web link for Penrite. I could not find the Mini oil recommendations on this site. For what's worth it, I've put a copy of it in this magazine.

www.mini.de/challenge

PLAY MINI CHALLENGE GAME ON-LINE Hermin, our super-sleuth spy, has discovered an on-line MINI Cooper Challenge racing game on line. You will need to know a little German to understand the instructions and fields to fill out to register in the racing licence screen, but its pretty easy to obtain entry providing the required fields are filled in. The game is very much like a playstation screen, and the car graphics are very good. So, have a look and a play at this popular site

CALLING ALL PETROL HEADS

WE ARE LOOKING FOR 2-3 KEEN PEOPLE TO BE PART OF A START CREW FOR DUNLOP TARGA BAMBINA/DASH ON 11 & 12 JUNE 2005 AND DUNLOP TARGA FROM 24 OCTOBER 2005-29 OCTOBER 2005. NO EXPERIENCE REQUIRED AS TRAINING WILL BE PROVIDED. AGE IS NO BARRIER. IF INTERESTED RING GARY OR CATHERINE ON 09 232 1233 (A/H) OR SPEAK TO THEM AT CLUB NIGHTS.



Concours d'Elegance

This is a story of the trials and tribulations of classic car ownership. My first trip in Roxanne, our Wolseley 1300, was when we bought her home in early January. On the trip from Whangarei to Auckland, she performed faultlessly. By early February she had developed an intermittent miss so while helping Les organise the cars that were going to be on display at Ellerslie, I spoke to Graham Crispe to see if his Moke would be available. Graham was going to be at Pukekohe Park raceway on the day of the concours, but very generously offered me the use of the Moke to take to the show.

Great!! No problems, I thought!!



Mini Club cars at Awhitu Regional park after the Classic Run

Catherine and I picked up the Moke a couple of days before the show and put it in our garage. The day before the show, we loaded the tent and BBQ into the trailer ready for the early start on Sunday. On Sunday morning, Catherine was inside, finishing a few things, I got the Moke out of the garage to put the trailer on. That is when I found problem number one. The towball on Graham's Moke is a different size to the trailer.

Okay, no problem, I will take the Moke and Catherine will take Roxanne. That brings us

to problem number two. Catherine has never towed a trailer before. No problem, load everything into Roxanne and the Moke and leave the trailer at home. While taking gear out of the trailer, I felt a couple of spits of rain, that could be a problem with the lack of protection in the Moke. No sooner had I moved the Moke back into the garage and it started to hail. After a few minutes the hail stopped and we continued packing, and it was time to leave.

No problems you think. Well, this was problem number three. Roxanne had been sitting outside in the wet, something she was not used too. Her battery was flat!! The word Bugger comes to mind about here!! Okay, so what's the next plan? We could take all the stuff out of Roxanne and put it in the Toyota, but we are both tired of turning up to classic car events in a Japa. There is only one thing to do, jump start Roxanne, no problems. Away we go.



Club display at Ellerslie

After all this drama we were pleased that Roxanne behaved herself on her way to the show. Because of all the issues we had faced, we were late getting to Ellerslie and it was all hands on deck to get things set up. Well done to all that helped get the display set up.

Our Club's centre point was the new tent, Les

had made a timber front for the display which was painted and sign written to depict Howe & Weston Motors who were the BMC dealers in Pukekohe in the sixties. David Handyside had brought along an old petrol pump and a mannequin which was set up, and we had seven cars on display. All the cars were from the sixties and included Graham's Moke, David's Riley Elf, Kevin Patrick's Cooper S, Roxanne and a couple of Mark 1 Minis. Inside the tent we had motors, gearboxes, workshop manuals and other bits and pieces to make it look like a workshop. Gubb's Garage was up and running, and Les was in his element!!



Jumping buildings.

On one side of us we had the Humber club with the Volvo club on the other side. As we walk towards the front of the main grandstand we have the Renault and Citroen clubs on our left and on our right there is a large display of Ford and Holdens. At the end of the grandstand the Classic Trials Register, Historic Racing and Sports Car Club with various old racing cars on display. Next to them was Targa which had Don & Melissa Bell's 1380 Mini and Michael Fitzpatrick's BMW Mini Cooper S on display. Next to that was a beautifully restored Mark 2 Jag that Steve Millen used to campaign.



Club Display.



Getting into moving trucks.

Well our Club's stand looked great, and despite being on the outside edge of the display area it created a lot of attention and we had people coming to talk and looking all day. So let's take a walk around the rest of the show.

Behind the next stand is the Cooper Car Club with four Coopers on show, then Reliant Scimitar, Morris Minor, Lotus, BMW, Alfa Romeo, Ferrari, Jaguar, VW, Audi and so on. The number of cars on display is staggering. Sixty three car clubs attended, and with the car dealers and trade displays there is enough to keep the car buff entertained for a few hours. Everything from humble Minis and Morris Minors to the latest Lamborghinis and Ferrari Enzo.

This is not only a car display, it is also a competition and the winners are as follows:

Teams Event

- | | |
|---|--------------------------|
| 1 | 1954 MGTF |
| 2 | 1969 Ford Mustang Mach 1 |
| 3 | 1967 Ford Mustang Coupe |

Masters Class

- 1 1960 Alfa Romeo Giulietta Spider
- 2 1969 Mercedes Benz 280 SL Roadster
- 3 1959 Jaguar 3.8 Drophead

Club Display

- 1 Sunbeam
- 2 Alfa Romeo
- 3= Ford Mustang
- 3= Mini Car Club

It ended up being a great day, even after the rough start. We only had one short shower during the day. Thanks to all that were involved for the great efforts you all went to.

After packing up, we all headed home. Catherine drove Roxanne and I drove Graham's Moke. At Karaka, Catherine pulled over and complained that the miss had returned. I looked under the bonnet but could not see anything obviously wrong, so I told Catherine to drive the Moke the rest of the way home while I took Roxanne. You wouldn't believe it, Roxanne did not miss for me. No problem!!

GARY ASHTON





Judgement day



Price giving



The winners.

A note from the organisor

Hi there everyone.

Wow, what a fabulous weekend. The weather 'Gods' answered all our prayers after Fridays night drenching to give us the amazingly successful 1st NZ Classic Car Weekend, and 32nd Intermarque Concours d'Elegance.

A big thank you to our sponsors - NZ Classic Car Magazine, Meguiars, MG Rover, Independent Prestige and Barkers for their efforts in making it such a success. We so look forward to 2006, with the Mercedes Club as the Host.

We would also like to extend to Greg Vincent of NZ Classic Car Magazine our warmest congratulations on being the 6th recipient of the Meguiars Award - very well deserved.

One last request from all of you.

FEEDBACK - the organising committee will be meeting again on the 3rd March for a de-briefing and wrap-up of the 2005 event, and to this end we would appreciate ANY FEEDBACK, to help the incoming committee with formulating 2006. We ask this while it is all so fresh in everyone's minds.

Thank you to you all for allowing me to invade your computers with emails over the last year - it has made the work of the committee that much easier

Regards

Margaret Kelly
Database & Email Manager
Intermarque Concours d'Elegance Committee
PO Box 99272
Newmarket Auckland
www.concours.org.nz

NEW TYRES

145Rx10	\$85	185/70x13	\$89
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OIL RECOMMENDATION CHART – AUSTRALIA

MINI

(Includes, Austin, BMW, British Leyland, Morris)

MODEL AND ENGINE TYPE	YEAR	ENGINE	MANUAL TRANSMISSION	AUTOMATIC TRANSMISSION	AXLE/REAR DIFFERENTIAL	POWER STEERING
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Mini Series, Clubman, Cooper, Cooper S	1961-72	HPR 30	4.0-4.3	Integral with engine	Integral with engine	
Miniatic	1968-71	HPR 30	4.6-5.1	Integral with engine	Integral with engine	
1098cc, 580cc, 1275cc	1973-79	HPR 30	4.4	Integral with engine	Integral with engine	
Mini 1000	1980-82	HPR 15	4.8-5.1	Integral with engine	Integral with engine	
Mini (Japanese made?)	1992-??	HPR 10		Integral with engine	Integral with engine	
Mini (by BMW)	2002-on	HPR 5	(a)		Combined with transmission	Refer to Dealer

NOTES

(a) Midland 5 speed GSS-65BN/SH (R65) and Getrag 6 speed GSS-65 BG/DG to 7/04 use Manual Gear Oil 75. 5 speed Getrag and 8/04 on, refer to dealer.

ENGINE

- For competition work use Penrite 10-Tenths Competition Engine Oil 25W-60 (pre 1992).
- For running in new or rebuilt engines use Penrite Running In Oil before changing to oil as recommended above.

GENERAL (pre 1992 models only)

- Steering Rack: Use Penrite Hypoid 80W-90.
- Carburettor: Use Penrite SU Dashing Oil
- Handbrake Cables, Leaf springs and Grease Nipples: Use Penrite Graphite Grease
- Suspension, Rear Suspension Radius arms, Wheel bearings and Steering Grease Points: Use Penrite High Temperature Grease.
- Rear Brake Adjusters: Use Penrite Copper Eze
- Long Term Lay Up: Add Penrite Storage Supplement to engine, gearbox and axle oils.
- Rebuild: Use Penrite Cam Assembly Lube except in piston/king/bore region.
- Cooling System: Use Penrite Premium Anti Freeze And Boil not (new Mini)

The recommendations provided on this sheet are based on the most recent information available. If there is any doubt as to what product should be used, please consult the vehicle's owner's handbook.

Last updated:

February 2005

Penrite Oil Company Ltd
Phone: 01 3 5601 0817
Website: www.penriteoil.com
MINI AUSTRALIA
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Tour of Northland

5th March 2005



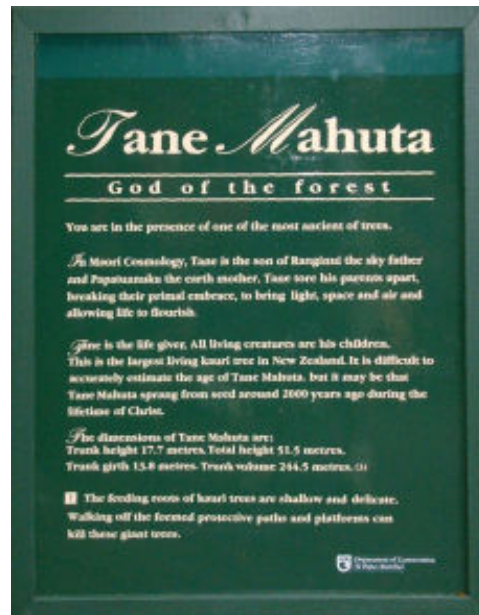
Silverdale start

Five minis and seven keen club members headed north, meeting at Silverdale BP at 8.30am. We all set off in convoy, stopping twice to repair Michael's fuse on the mini's booze fridge. The first stop for the day was at Ruawai where we had coffee in a funky cafe.



Ruawai

From there we headed up through Dargaville, stopping to check out New Zealand's largest, living kauri tree. Spectacular sight!!!





Gorgeous Hokianga harbour.

We stopped at the lookout over the golden sands of Hokianga Harbour, then on to Rawene for a leisurely 1 1/2 hour lunch outside overlooking the ferry terminal. We enjoyed a scrumptious feast while watching the ferry come and go.



The ferry we saw coming and going.



On the Ferry.



Having a drink and a meal.



*All five cars went on the one ticket.
Really nice guy, that ferry master.*

We drove our minis on to the ferry and then continued on up the island to Kaitaia for the night. Upon arrival at the motel , Jason dumped his exhaust in the driveway [see enclosed photo] !!!!!!!



Oops.

We celebrated Frits's birthday over dinner in the motel restaurant [thank goodness a phone call from the wife reminded Frits that it was indeed his birthday !!!!] Early the following morning we headed for Cape Reinga , stopping for an ice-cream on the way. Breathtaking scenery as we neared the cape!



Near the Cape.



On the return trip we detoured down to the edge of ninety mile beach , where we stopped to view the wild west coast.



Ninty mile beach near Awanui

On our trip down to Paihia we searched the coast for a cup of coffee [much to Michael's disgust - he doesn't drink the stuff!] Two broken coffee machines and one closed cafe later, we finally consumed a cup of real coffee at Coopers Beach. Needless to say , we all felt rejuvenated from here on. We travelled on to Paihia, settling for the night at Beachside Holiday Park. A large amount of liquor was consumed during the evening [as some can testify to], along with fish and chips



Opua Beachside Holiday Park.

as the sun went down. Michael entertained us all with his jokes , which cannot be printed on this page. A really fun evening was had by all. Thanks Jason for the extra wine you bought to go with dinner.



Early Monday morning the mini convoy headed back into Paihia for breakfast by the wharf at a cafe. We then circled through Waitangi on our way down the coast. As we arrived in Whangarei , we headed for Whangarei Falls.



Whangarei Falls.

Well worth the visit !! We enjoyed a light snack at the town basin before heading down to Wellsford via Waipu Cove and Mangowhai Heads. Here we said our

goodbyes , gassed up and went our separate ways home.

A great time was had by all and all agree it is well worthwhile to do again. Looking forward to more minis next time , which would create an even more exciting convoy.

It was amazing , even with only six minis , how much interest was shown in our cars and what we were doing as a club.

Happy Miniing,

Chris and Christine Roper.

Some more photo's of our trip. I know this looks like a page filler and yes you're right. It is. But don't you love it seeing your club members having a really good time! (ED)



Bush walk



Ruawai coffee stop



Waipoua Forest



Rawene ferry



Cape Reinga light house

MINI CHALLENGE

MINI's high profile international race series is being considered for New Zealand.



The MINI Challenge uses new MINI Cooper S cars with John Cooper Works performance enhancements, and has proven a runaway success in Europe.

MINI is investigating interest for the one-make category in New Zealand. It is being evaluated as a managed race series in which competitors buy a “franchise” that includes a fully prepared race car and a shared transport and storage arrangement for the fleet throughout the season.

MINI New Zealand is seeking expressions of interest from competitors and is considering a long term commitment to the MINI Challenge. The suggested race season would include up to eight race meetings in a six month season with a maximum of 25 race car franchises.

Initial discussions have been held with MotorSport New Zealand about championship status options; and overall series sponsorship, automotive partnerships and television coverage are also being investigated.

MINI has imported a new, factory prepared MINI Challenge race car and will present the car and the series concept to prospective competitors at MINI Centres in Dunedin, Christchurch, Wellington and Auckland.

The MINI Challenge in Europe is cost controlled and the regulations equalise the weight and performance of the cars. There are strict rules on what can be adjusted, and components that could improve performance are sealed. No modifications are allowed except to damper settings, camber, castor, ride height and tyre pressures.

Peter Jarratt, MINI Manager New Zealand, says the MINI Challenge would add further excitement to MINI's presence here, and would offer a strong link with the proud motorsport heritage of the brand.

“The MINI Challenge underlines the sheer fun and excitement of driving a MINI. It would be a chance for us to strengthen our ties with the international MINI community. Highlighting the excellent performance of the Cooper S in motorsport would encourage people to think about MINI in a new way.”

“This series would bring cost-controlled one-make touring car racing back to New Zealand for the first time in many years, and it would be the first time a one-make category was based on a premium model with such excellent performance. We look forward to showing the car and explaining the potential of the series.”

MINI Challenge race car specification

- John Cooper Works engine tuning (210 bhp / 145kW)
- MINI aerodynamic body kit
- Six speed transmission
- Limited slip differential
- Sparco race steering wheel
- Recaro FIA-homologated touring car race seat
- Luke safety harness
- Driver's door safety window net
- Welded-in FIA ETCC roll cage
- John Cooper Works racing suspension
- John Cooper Works racing brakes with brake cooling ducts
- Modified ABS anti lock brake control unit
- 17 inch BBS wheels and Dunlop slick racing tyres
- Roof mounted rear wing
- Seals on engine/gearbox components

For further information, please contact:

Murray Taylor

MINI New Zealand

Telephone: (09) 573 6999



MINI DRIVE DAY

Experience a race-prepared John Cooper Works

MINI Cooper on the Pukekohe Grand Prix circuit

MINI Drive Days are run on behalf of MINI New Zealand by professional instructors with motorsport experience.

We offer a fleet of 18 new MINI Coopers that raced in celebrity events at the Australian Grand Prix in Melbourne and the V8 Supercar meeting at Pukekohe.

Drivers experience our race-prepared MINI Coopers on the full 2.4 km Pukekohe Grand Prix circuit in a controlled environment. Safety is a priority and we operate under a detailed OSH Safety Plan.

Each factory prepared vehicle has a full safety roll cage and a racing seat that incorporates a five-point safety harness. These MINI Coopers are left-hand-drive and have manual gear-boxes.

The cars have been registered with MotorSport New Zealand and carry all safety equipment needed for motorsport competition within New Zealand.

Participants are provided with racing overalls, suede driving boots and an open face BMW helmet. Participants must have a current New Zealand Driving Licence.

Participants arrive at the circuit at 09.30 for morning tea and introductions. The full day begins with a briefing at 10.00 am and includes on track activities that enable participants to understand the cars, the Pukekohe circuit and the correct circuit driving technique.

A programme of on track activity builds gradually to the stage where participants can lap the track in a controlled situation. During the day each driver covers more than 30 laps of the Pukekohe circuit. The programme does not involve racing between the participants.

At the end of the day each driver goes into the passenger seat of a high performance John Cooper Works MINI Cooper S and is driven by an experienced racing driver for laps of the track. The day concludes with the announcement of our Driver of the Day at approximately 4.00 pm.

Days are available throughout the 2005 season at a cost of \$600 plus GST for each driver. Bookings for individual participants are secured by advance payment.

A special subsidised price of \$500 plus GST is offered to owners of new MINI models. MINI customer bookings can be made through the MINI Centres in Auckland, Wellington, Christchurch and Dunedin.

The cost includes morning tea and a buffet luncheon. Smaller groups and individual bookings can be incorporated in combined days. Gift vouchers are available for family and friends.

Information and bookings:

www.mini.co.nz

Telephone 0508 GO MINI



MINI gossip.

Carrozeria Castagna, the maker of the MINIWagon, has several new MINI related offerings for 2005. For those that aren't familiar with Castagna, they're a bespoke Italian coach-builder that has recently started building custom, long wheelbase MINIs. Now it would seem, they've taken it a step further and introduced several new models. Here are a few excerpts from the 2005 brochure on their new products:

SUWagon. Unbeatable land performance.



SUWagon is a favourite of those looking for relaxing weekends and those seeking superior performance on mixed courses. Its new side guards, expanded bumpers and a special suspension system let the vehicle raise and lower itself by adapting to variable road conditions and types of use required. This makes it the driver's best friend as it adapts to any situation, responding to different weather factors and even the mood of the driver. Wherever you go, to the mountains or the sea, it will follow.

Tender. Sand, sun, salt...



Tender goes back to a car concept that we cherish, popular in all the finest beach reports in the 50's: the "Beach Baby". Class, style, and just a hint of swagger as you step off your yacht or out of your villa to grab an aperitif at the marina "aboard" this superb vehicle. Cars to go aboard yachts come with special equipment for proper transport and fastening - in your chosen colours and customizations, naturally.

CrossUP. Deserts, forests, metropolitan shopping.



The CrossUP car is perfect for a wide range of uses. Designed as an "easy trek" vehicle to carry you to the beauty of nature, it is ready to take on any adventure whether it be a mad dash to the shops in town or a mega shopping to stock up your mountain cottage. Special equipment can be made to suit every use.



MINI Limo

Seen cruising the streets of Sydney....

MINI gossip.



Well it's not a bird - it's Delta Airlines promotional vehicle - a MINI Cooper complete with add-on wings and jet engine. MINI... You are the wind beneath my wings, **Flap-flap for now, Minnie**

“**Mind the doors...** the MINI is about to get the ‘suicide’ treatment. But MINI fans need not worry, as parent firm BMW has no plans to axe its baby best seller”. This week's Autoexpress magazine exclusively reveals the first stunning pictures of the all-new MINI Clubman Estate, which will have a Mazda RX8-style suicide door at the rear on one side only. The twin rear doors will allow for excellent excellent luggage and loading space. The Clubman Estate will make its first public appearance towards the end of the year. Hermin, our super sleuth spy, gleaned some previous hints of this model and features from a reliable source who recently visited Europe and UK on a business trip. Read the entire Autoexpress story at the below weblink;



http://www.autoexpress.co.uk/news/55065/new_mini_breaks_cover.html



MAMA-MIA IT'S THE MINI POLIZIA

Some may argue a MINI Cooper S doesn't have the same appeal or status as the Lamborghini Gallardo but to each his own we say. Not since the Italian Job have Minis out-run Police Alfa Romeos. This MINI Cooper S in full Italian State Police livery has become a new addition to “the fleet” of Police vehicles that are on show at the Polizia di Stato car museum in Rome. The car has already been “on duty” in 2004 at the Courmayeur Noir In Festival 2004, where MINI were among the events key supporters, where it raised a few eye brows. Assuming you can't make it to Rome to see the MINI, where it will be on show from March to July 2005, you can check out the images for a better view. But, when in Rome, here's the details: Polizia di Stato car museum, tel. 06,5141861, Via of Arcadia 20, Eur zone - Fair of Rome. All roads lead to Rome... What next? A MINI Popemobile?



MINI POLIZIA

Mini Events

SUNDAY 3 APRIL-Eastern Navigational Trial. Fun trial in the Eastern suburbs. Bring a map, pen, clipboard, navigator and meet at the Northern Sports Car clubrooms at 1.30pm

PLEASE NOTE THE CHANGE OF VENUE AND THE CHANGE OF TIME FOR THE APRIL CLUBNIGHT!!!!!!

TUESDAY 5 APRIL- Club Night at Al's Mufflers, 147 Target Road Glenfield at 7.00pm

APRIL 8-10- Rally New Zealand.

APRIL 15-17- V8 Supercars, Pukekohe Park Raceway

SATURDAY 23 APRIL- Swap meet and engine competition at the club shed. Meet at Caltex Karaka on Karaka Road at 8.30am

TUESDAY 3 MAY- Club Night at Northern Sports Car Clubrooms from 7.30pm
We will be having a talk on engine tuning.

SUNDAY 8 MAY- Italian Job fun Trial. Meet in the lower car park in the Auckland Domain, next to Titoki Street at 12.30pm for a 1.00pm start. You will need a navigator, map, clipboard and a pen with you.

SUNDAY 22 MAY- Go Karting at Extreme Indoor Karts, 82b Kerwyn Ave, East Tamaki. Meet at the track at 1.00pm for a 1.30pm start. Cost is \$40 per person.

SUNDAY 5 JUNE- Compass classic and sports car day, Compas Community Village, 17th Ave West, Tauranga. Annual classic car show in Tauranga. Entry form elsewhere in the mag if you wish to attend.

TUESDAY 7 JUNE- Club night at Northern Sports Car Clubrooms from 7.30pm

Mini Events

SATURDAY 11 JUNE- Mini Fun Day at Taupo.

SATURDAY-SUNDAY 11-12 JUNE- Dunlop Targa Dash, Tauranga.

SUNDAY 19 JUNE- North Shore navigational trial.

TUESDAY 5 JULY- Club night at Northern Sports Car Clubrooms from 7.30pm.

SATURDAY 9 JULY- We will be holding an educational afternoon at Landscape Cars, 919 Dominion Road, Mt Roskill. Meet at 1.00pm at Landscape Cars. Come and learn what makes your car tick!

SATURDAY 23 JULY- Night Trial. Meet in the car park opposite Karaka Bloodstocks, Hingia Road at 6.30pm. Navigational trial in the Franklin District that finishes for dinner.

TUESDAY 2 AUGUST- AGM and Prize giving to be held at Northern Sports Car Clubrooms from 7.30pm

LABOUR WEEKEND 2005- Mini Nationals, Christchurch. If you are thinking of going to the Nationals, I would recommend you start thinking about booking you tickets to get your car across the ditch. Chris Manning can arrange to have you Mini transported to and from Christchurch in a container for \$500. Feel free to contact Chris on 833-9340 or 021-585-804. I will publish more details as they come to hand.

