

# Mini Car Club of Auckland

Incorporated



*September fun run line up.*

December 2005

IN THIS MONTHS ISSUE:  
Mini Nationals 2005  
Fish'n Chips run  
Upcoming events  
New MINI gossip and lots more.

# Mini Car Club of Auckland

Volume XIII

Issue 6

December 2005/January 2006

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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 January 2006**

# President's Report

Warwick Robinson

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At the November Club evening Takanini Powdercoates did not turn up, so Don McVeigh gave a report on the 1<sup>st</sup> round of the Super Mini Championship from Taupo. Also Gary Ashton reported on the Targa Rally and Les Gubb report in the Mini Nations.

There was great turnouts to the Fish-n-Chip run on 13<sup>th</sup> November – see separate report.

We are coming into the Car Show season. We want to see a great turnout at our Club Show-n-Shine at Motat on 5<sup>th</sup> February. Get your Mini out and shine it up for this event. This is also a great event for viewing other Clubs and cars.

Concourse de Elegance on 12<sup>th</sup> February at Ellerslie Racecourse is a Club display event by invitation only. But you can still show your car at the public Show-n-Shine. We plan to have 3 of our best cars at the Team Event and then a display of some of our best cars for a 'Fashion Display'. Also there is a gymkhana there and we hope to have 2 teams in this event.

Also don't forget to display your Mini at the Kumeu Classic & Hot Rod show – Sunday 22<sup>nd</sup> January.

To all our members and Families from the Committee of the Mini Car Club of Auckland, we wish you all a Merry Christmas and a Safe New Year.

**EL PRESIDENTO  
WARWICK**

# Club Captain's Report

Gary Ashton

It's hard to imagine that two months have past since my last report for the mag. Time has flown by and now we are only weeks away from Christmas 2005!! I must apologise for not attending a few of the clubs events recently as I had a clash between club activities and the Dunlop Targa, you can read more on this event elsewhere in the mag.

I have heard recently that a number of car clubs are having problems with a lack of participation from there members, but it is great to see that the Mini Car Club has such a loyal and enthusiastic membership. Thank you all for your support.

Even though Christmas is approaching we still have a large number of events for you to enjoy. On the weekend of December 3 and 4 the Mini7 Racing Club is at Pukekohe Park Raceway, and would love to meet members of the Mini Car Club. They have invited our club to a bbq on Saturday afternoon at the track, so get down there, watch some great racing, and wander over to the pits to talk to the drivers. Decembers club night on Tuesday the 6<sup>th</sup> is a social night with a bbq. Please bring a plate with salad or dessert to share, the club will supply the bbq. The last club event for 2005 is our annual Economy Run. This year we will meet at the BP Service Centre on the Southern Motorway, between the Papakura and Drury off ramps at 11.30 for lunch before departing at 12.30 for the trial. Please remember to bring a \$2 present per person in your car as your entry.

The club then goes into recess for a few weeks over Christmas. Some of us may need the break, because on Saturday 14 January it all revs up again!! The Best interactive car show, track day and swap meet is on again at

Pukekohe Park Raceway. This is your first chance for 2006 to show your car, have some time on the track and take in the other exhibits. If you would like to join us, meet at Repco on Manukau Road Pukekohe at 7.30am. Sunday 15 January is our clubs annual Dawnbreaker run in West Auckland. This has been one of my faverite events since it's inception about 3 years ago. Come and join us at Connought Road, Green Bay at 6.30 for a fun trail followed by breakfast.

But wait, there's more!! The Kumeu Classic Car and Hot Rod show is being held for the 12<sup>th</sup> consecutive year on January 21 and 22. Our club displayed there cars at this show in 2005, and it was so good that we are going to do it again in 2006. As with 2005, we will display as a club on the Sunday only, if you would like to join us, meet at the Westgate Shopping Centre at 7.15am. But wait, there's still more!! Auckland Anniversary weekend is your chance to do the final preparations for the Galaxy of Cars show and swap meet at MOTAT on February 5<sup>th</sup>. This is also the clubs show and shine and a chance to win some great prizes. Meet us at Motions Road carpark at 8.30am for a great day. This show also come with a bonus, not to be missed, once only offer public holiday on Monday the 6<sup>th</sup>. Tuesday February 7 is our first club night for 2006 and we have organised Filter Mag to come along. As you can see, we have a busy time ahead. I wish you all a safe and happy festive season and will see you on a club event soon.

Hang on a minute, I have an idea.....

# Editor Ramblings

Frits Schouten

I do know when it is time to participate in an event. And this one was not to be missed.

I'm talking about the Mini Nationals 2005 held this year in Christchurch. The whole trip was like a holliday tour leaving on the Wednesday 19 October for a cruise down South. We could have gone SH1 all the way or we could have gone partly via SH27 but NO, we tracked west via SH3 and then connecting to SH4 via Taumarunui, Ohakune and stopping in Waiouru where Andrew Carter joined in. The day ended at Waikanae Beach for an early night. We needed to catch the 9am ferry to Picton and had to leave no later than 6.30am. From Picton we travelled via Blenheim through Murchison and Springs Junction to Manmer Springs. Boy, was that a ride. Those roads are designed with the Mini in mind, I would say. Superb. They do know what a decent meal is down South. Lovely roast dinner with a free drink and a very nice and sweet dessert. Friday morning was time for the final assault to Christchurch. We all wanted to be fairly early in Christchurch to give us plenty of time to prep the cars for the Show'n Shine on Saturday. It was obvious that Andrew and Les were putting in most of the effort with Jason and I, said the fool, the absolute least. A quick rinse was enough for me. Friday evening was also earmarked for the scrutenering which ended up very uneventfull except for the fact that on my Mini the drivers side bottom arm was a bit loose. Later, that turned out to be just the nut that needed a bit of a nip up. The Show'n Shine was held at the Wigram Airforce museum where all Minis got draped around the DC3 that was parked up on the tarmac.

The afternoon should have been a whole lot of fun on the drag strip and later in the afternoon with some bent sprints. Unfortunately the local drag club took a while

to set up the drag strip which resulted in a very late start of the drags leaving no time for the non point scoring bent sprints. Pity really. For the non speed minded car drivers there was the tiki tour around Christchurch with plenty of action.

The Saturday got closed off with a BBQ at the race track club rooms.

And then Sunday....The mother of all navigational trials. I started around 10am and finished toward five in the afternoon. It was not a speed trial, so, time was not really an issue. But boy, did we see a lot of the port hills. A real challenge for most of the drivers and navigators alike. The day was finished off with the price giving dinner at the Riccarton Club. My return trip ferry was canceled due to maintenance reasons which meant I had to leave early Monday morning to catch the midday ferry. I took me the next two days to drive back, arriving tired but very satisfied home.

And before you know it the next event pops up. This time it was the Fish'n Chips run to Kaiaua. That's one of those very social events with still a bit of a twist for the ride. As you all know, the coastal route is a bit winding and very well suited for the Mini and, as you do, push the envelope to the max. Yet another great fun run.

We are hosting the Rugby World Cup in 2011. Reckon we'll get better roading real soon now. And I bet the public transport system will get a well deserved boost. It would be nice if all rail in and out Auckland get electrified and double tracked. Get some new rolling stock and we're away.





# AUSSIE MINI PARTS

Mike Bates

For some time, I have been looking for a GT badge to plant on the grill of my Clubman 1275 GT. Despite my best efforts I couldn't find one either second hand or new. At the last club night, Gavin Agnew mentioned that he had found a source for parts in Victoria Australia, and had ordered a couple of badges at a reasonable price

As luck would have it I was due to venture over the ditch for a weeks business trip, so I decided, "to make time" and see what I could find.

Having finished my week's mission, I started heading back to Melbourne. A quick check of the map showed Heidelberg to be over on the east side of the city – mmmm – looked a bit daunting. I decided to give Northern Mini Parts a call, and see if they had my prized GT badge in stock.. The answer was yes! We think so?

Andrew (the manager) assured me it was a piece of cake to find his premises – just 15 minutes off the M1 at the Eastern ring road off ramp. Gosh – sounds easy enough – not! I finally found Northern Mini Spares and was greeted by Andrew who was only too pleased to give me a tour of the premises. By Andrew's own admission, he is not a "tidy freak" – but if you are looking for Mini parts (new or used) there is plenty to offer here – especially if you need parts for an Aussie example.



The show room with re-co'd engines and other new parts

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Looking for used parts anyone?

## THE GARAGE BASH

Was held on Sunday 2<sup>nd</sup> Oct, with a good turn out of cars meeting at the Northern Sports Car clubrooms.

The weather was pretty iffy all day, but the event was one that everyone seemed to enjoy. From a collection of restored Minis and MGs – to a Mini project car sporting a Toyota GT turbo



engine – or hard to find Mini vans and utes. It was great to see the humble Mini being revived, restored and enjoyed.  
Thank you to the Mini enthusiasts who allowed us all to view their collections or projects, and to Cathrine and Gary for organising another neat event.

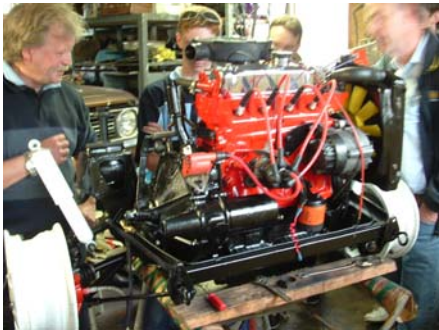


Part of a collection of English cars



Toyota GT powered Mini


The engine just squeezes in



Even the Toyota dash etc fits!

Gavin inspecting an engine rebuild

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So many minis – so few parking spots



Mini ute restoration



Cathrine and Gary's projects



A Mini garden anyone?



The day finishes with a Barby



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# No stopping Hazel at 100 — years, not kmh

By David Loughrey

When Hazel Shanks passed her driving test in her bright red Mini on Wednesday, she paved the way to membership of a very special club two days later.

Today, she becomes one of only five New Zealand licensed drivers (three men and two women) aged 100 or over.

The healthy and sprightly centenarian did not want too much fuss made yesterday.

But the letters from the Queen, Governor-General, Prime Minister and other politicians that covered a small table, not to mention reporters knocking at the door of her Mosgiel home, meant that was not an option.

Not that it was not exciting to receive the royal acknowledgement.

“Oh yes it was. It’s not everyone who writes to me from Her Majesty’s.”

Mrs Shanks lives alone, and enjoys knitting, baking and gardening.

A keen user of modern technology, she has gone from writing on a slate at primary school in Waikoikoi, between Tapanui and Gore, to using a computer.

That technology, and more practical appliances taken for granted by younger people, was one of the best things to come out of the past 100 years, she said.

Mrs Shanks got a microwave for her 94th birthday, but it was the invention of the washing machine that made a real difference.

“We didn’t have any of those things,” she said of the earlier part of her life.

“We used to use coppers and scrubbing boards.

“When you think about the modern appliances you use, it makes life so much easier.”

Born in Tapanui and brought up in West Otago, she came to Dunedin to follow a career in nursing in 1924.

She left in 1931 to get married — only single women were allowed to work as nurses.

Mrs Shanks and husband Arthur had two children, Norene and Colin. The couple built a house in Maryhill, where Mrs Shanks lived for 40 years.

Mr Shanks was killed during World War 2, in Italy in 1943.

“She was a mother and father for us [after the war],” daughter Norene Harrington said yesterday.

“She did without to get us an education. We couldn’t have done it without her. She’s a great mum and a best friend.”

With the help of a friend, Mrs Shanks began the War Widows Association in Dunedin, which grew to 100 members.

“It wasn’t easy,” she said of her life looking after two children.

Mrs Shanks said one of the best aspects of her life had come from croquet, which she played for more than 50 years.

“I played a lot of croquet. I loved it,” she said.

She became a life member of the Caversham Croquet Club and represented Otago.

Asked what advice she would give to a young person, she said it would be to stick with what they enjoyed.

“If you had a position that you were happy with, carry on.”

The importance of a good education was another thing she believed in.

Mrs Shanks is one of three surviving sisters of 13 siblings, and she has six grandchildren and



10 great grandchildren.

About 150 people, including guests from Los Angeles, New York and Sydney, are expected to celebrate her birthday in Mosgiel this weekend.



PHOTO: CRAIG BAXTER A century on and still behind the wheel . . . Hazel Shanks prepares to celebrate her 100th birthday.

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Thanks to OtagoDailyTimes for allowing us to print this story.

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# MINI NATIONALS 05

Mike Bates

The Mini Nationals 2005 were hosted by the Canterbury Mini Owners Club in Christchurch. Our long Labour weekend started on Thursday morning with a flight to Christchurch where we had arranged to hire a BMW Mini Cooper for the event. Having never driven the new model before I was looking forward to the experience. We met up on Friday afternoon with the Auckland contingent who had driven their Minis down and were staying at the Riccarton Motor Camp. Everyone was busy cleaning and detailing their cars for the show and shine – so we gave the hire Mini a quick wash as well.

It was then off to scrutineering and registration at Wigram.



## **Marilyn & Tigger at scrutineering**

On Saturday morning we all arrived at Wigram Air Base for the show and shine. There were plenty of cars arriving and it took a while to get in and positioned into the various classes. It was great to meet other members from around the country and see some beautifully prepared cars. Wigram Air Museum itself was also open for refreshments and viewing of the displays.



*Les Gubb's nice Clubman Estate in front with our hire Mini - all lined up and waiting to get in the gate.*



**Minis on Display**



**Mini Turbo**

After the show and shine, we joined the Tiki Tour (didn't think the car rental firm would like their car drag raced !) and headed into Christchurch. Half the field of



Minis was lost by about the third set of traffic lights but we all seemed to find our way to the Farmers car park eventually. It was then a leisurely tram ride around the city centre. Then it was off to the Gondola at the Port Hills.



**View from the Gondola**



**The Red Bull Girls**

After the Gondola ride it was a drive back to Ruapuna Raceway just in time to see the last of the Mini drag races in action, and then see a few quick laps around the race track. Saturday concluded with a barbeque and get together at the Ruapuna Clubroom's. We did not participate on the Sunday but chose instead to go on the Tranz Alpine Express to Greymouth. What a train ride!

Roll on the Auckland Mini Nationals next year.

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### **WAIAPU FUNDRAISER**

Catherine & Gary Ashton asked for any Mini Car Club members who could assist with a local kindy fund raiser by displaying some Minis at their olive grove and garden ramble. Below are some pics from the Saturday. Other club members assisted on Sunday as well.





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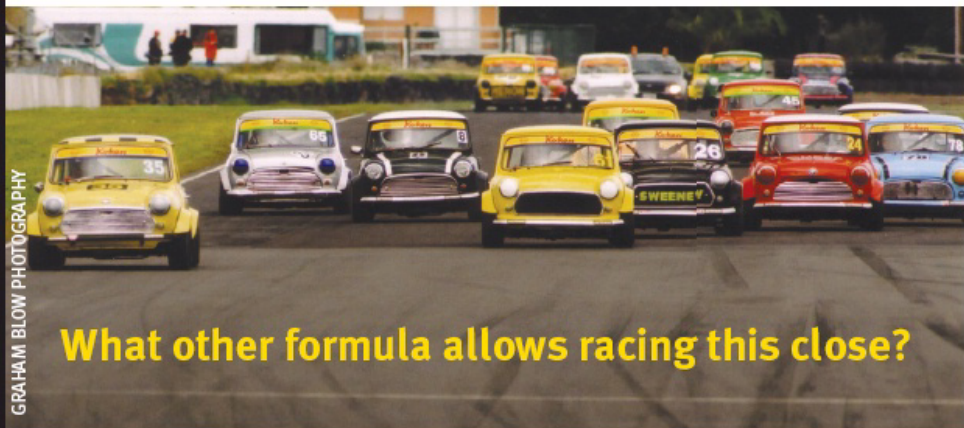
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# 4E FTE Toyota Conversion – Part 1

Andy Spittal (0274 502 445)

For those of you who went on the excellent Garage Bash in October, some of this might be familiar.

My first Mini was a 1970 saloon FGN 424J (my Gran called it Fagin – Oliver Twist?), which was bought as a first car in 1984, costing 50 quid from a friend. It was rotten in places and had no reverse gear left. After a years work with my Dad it rolled out (in Inca yellow) onto the MOT bed and took to the road giving 4 years of great fun and totally unreliable motoring, during which time I dropped in a 1275 GT motor, twin SU's, Janspeed pipe, LCB 3 branch manifold, disc brakes, fat tyres, Weller rims and several head gaskets. That car eventually got stolen in Edinburgh one dark night and was never recovered. Around that time I decided I'd build a 'special' and it's only taken 18 years to get close – another year and we'll be there. That's on the road for the Mini Nationals 2006.

The special: After much research on the internet I decided I needed to try a project no-one else had previously done, just to add to the challenge. Something compact was the order of the day obviously, but what to choose? Honda had been done before but not without a nose extension and a Clubman was never on my agenda. After eyeballing and then driving a Toyota Starlet GT Turbo, I decided that was the go. In order to guarantee good quality donor parts I bought a 1991 GT Starlie, made a few key measurements and then thrashed it around for a couple of months to check engine condition etc.



I then got down to stripping it to the bones for the bits I thought I'd need, based on my original hit list. At this point it's probably worth mentioning that you should either be single or have a very understanding wife (or your own workshop premises far from the marital home) if taking on a project like this. I have the understanding wife. After selling the Starlet on as a rolling shell and recovering some extra cash by selling on

a few other parts, I got on with the job in hand. In the meantime I had acquired a 1977 round nose saloon from a friend of a friend, which I stripped to the bare metal and etch primed, finding a few crunchy bits, which had to be addressed.

One trip to the UK later and I had some new tin to weld in (front panel, front floors and rear valance – all fitted neatly into my suitcase!). Other stuff like bonnet, doors and boot lid I picked up around Auckland on the 2<sup>nd</sup> hand scene. I also had to do some straightening



work around the boot floor and rear N/S light cluster as the body had obviously had a minor shunt at some stage. The front and rear valances, I have de-seamed to give the car the look I like. I drew the line at a total de-seam as I feel that a Mini loses some 'width' and posture if this is done. This part of the project took absolutely ages, working in the evenings and weekends between golf matches and gardening – I'm

sure the kids suffered a bit too!

Originally, I had lots of concept ideas for the project but some of these came along after seeing how the Starlet was built. Starlet parts list (you will need): Engine, box and diff + all bolt on's, complete wiring loom, ECU, dashboard, steering column, seatbelts, fuel tank, drive shafts, exhaust front pipe, bonnet, heater unit, gear shift.... The 4E FTE is a 1330cc, 16V, EFI, Turbo-charged, inter-cooled, 5-speed manual with 103kW. The plan is to run the motor pretty much stock standard but without the CAT.

One of my favourite mods is the dash which I wanted to do for the primary reason of retaining all the Toyota controls, systems, buttons and lights etc meaning no electrical wiring nightmares at the 11<sup>th</sup> hour of the rebuild. It also makes the project pretty unique. Many hours of measuring and marking preceded the final twin Z-shaped cut needed to retain the shape of the dash and all the key instrumentation, whilst jamming it between the Mini door posts. The plastic welding was done by a company in East Tamaki who were



intrigued by the job (I suppose that's what happens when your normal work involves fish bins or shopping baskets!)

The adjustable rake steering column is all Toyota and joins to the Mini rack via two universal joints and a specially fabricated connector.

Fuel delivery is from the Starlet tank mounted in the Mini boot (just fits) but a battery relocation is needed to improve access for

maintenance – this now lives on the back seat along with the full size spare wheel, mounted on the rear bulkhead. The car is a strict two-seater and will need to be certified as such. I stripped, blasted and painted the front and rear sub-frames, reconditioning or replacing all the suspension components, bearings and bushes at the same time. I have completed most of the work 'on a budget' which has meant DIY - most Mini owners would not have it any other way. However, after getting the shell rolling I called in the reinforcements. Realising that I was exceeding my engineering comfort zone, I tasked the guys at Fraser Cars with the engine install. They are a top class outfit and know their Minis as well. Most of the front sub-frame had to be butchered and re-engineered, with the exception of the suspension towers, in order to accommodate the needs of the 4E. Various tubes and brackets were fabricated, bent and welded in with a fantastic result. Whilst the car was there, I took the opportunity to solve a few other looming headaches such as alternator position, exhaust link pipe, driveshaft modifications, water pump drive belt tensioner, demountable front panel and custom radiator.

I have recently completed the surgery needed to fit the Sportspack arches and made and fitted up custom mountings for the bucket seats I sourced from a 96 MR2 and I'm now making new seat belt mounts and doing final prep for the Alfa Red paint job. I've also taken the opportunity to lift the engine up on the hoist and clean and detail it along with most of the bolt on bits so the project is not a let-down when the bonnet gets popped.

The rest of the mechanical specification is as follows:

- MG Metro Turbo front brakes, Superfin alloy drums on rear
- Front and rear adjustable suspension height, Ripspeed Hi Los
- Heavy duty adjustable front tie bars
- +1.5 degree neg camber arms
- adjustable rear track and camber brackets
- solid front subframe mounts
- GAZ adjustable gas filled shocks all round
- Sportspack arches and 13 by 7 Starmags with Yokohama A539 50 series rubber





Thanks thus far goes out to the following people:

- Pete Dore who owned a mechanical workshop in East Tamaki and ran a small block V8 Chevy drag car making close to 1000HP, for the help, advice and the Mini shell. Sadly, Pete made his way down the ¼ mile for the last time less than a year after we first met.
- My Dad, who owned one of the very first Minis off the production line (XFG 450, a 1959 Austin Mini Se7en in Tartan Red with black roof) for the motivation and handing on the technical skills and knowledge to make a project like this become a reality.
- Michael Wigmore for the front subframe at ‘mates rates’
- Lee Norman for sharing the costs and arranging a bulk shipment of parts ex UK and all the encouragement
- George Brown – to whom I still owe a handbrake assembly (not forgotten, GB!)
- The rest of the Mini Car Club of Auckland for all the effort needed to keep things running and bring together our ever-strengthening band of members.

Well, that’s about all of it for now. Part 2 in 6 months or so, when the project should be getting close to “start-up”. If anyone has the templates for the bolt positions when fitting Sportspack arches, I’d appreciate a loan of them.

Andy Spittal (0274 502 445)

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This just in! Mini Mania now carries five CD-ROMs published by the Heritage Motor Centre, each with the authentic and original technical publications for the entire range of Minis, including the Moke and other derivatives. Each disc contains the workshop manual, parts list, drivers’ manual and more in easy-to-print PDF format. Now you can have all your Mini’s publications at your fingertips! Limited initial quantities are in stock for immediate shipment.

View [Heritage CD-ROMs](http://www.minimania.com) on [www.minimania.com](http://www.minimania.com)

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Four years after the introduction to the German market, the 100,000<sup>th</sup> MINI was delivered in Germany. The delivery of the anniversary car took place on the occasion of the official yearly meeting of the large “Let’s MINI” fan gathering at Loreley.

The MINI Germany boss Ernst von Heyking presented the keys to the customer Christine Heiny from Florstadt. “For me it is a dream fulfilled, as I always wanted a MINI Cabrio”, commented Ms Hieny on the delivery at Autohaus Euler dealership. In addition Ms Heiny also received a complimentary MINI Driver training course.

In Germany the MINI still enjoys a large popularity. With versatile model choices the MINI marque has developed a synonym for attractive and popular automobiles in the premium small car segment class, and for the fourth year the car has won the reader’s choice award in “Auto Motor und Sport” magazine. Numerous option possibilities are available in over 70 world-wide markets. The main markets are Great Britain, USA and Germany, with speculation that the USA will soon overtake the home market of Great Britain.



# Mini Nationals 2005. The trip down South.

Frits Schouten



*Ready to roll from Mercer.*



*Stretching the legs at Taihape.*



*Bad weather near Levin.*



*View North up the coast at Waikanae.*



*Parked up for the night at Waikanae Beach.*



*Picton. What are you doing, Chris?*



*Lake side for a photo opportunity.*



*Overnight stop at Hanmer Springs.*



*Prepping for the Show'n Shine*



*Andrew getting serious.*



*Show'n Shine*





*Afternoon drag racing.*





*Tiga the  
mascotte.*



*Les.*



*Part of the team.*





*Queing for the show'n shine.*

*Frits.*



*Marilyn and  
Charlotte.*

*Peter.*

# Mini Nationals 2005. A write up.

Charlotte Munn

Its hard to even think where to start telling the story of the Christchurch Mini Nationals 2005, there are so many personal jokes for all the people who went, but I'm sure that you guys will still get a kick out of hearing about it. Right from the beginning we started a points system where if you did something stupid or your car broke down, you got a mark against your name and it was recorded.

The 1st person to get a mark against their name was Jason, before they even left Auckland, on the way to meeting up he ran out of gas ( its easy to make that mistake when you have no fuel gauge!)

The 5 minis from Auckland, Frits and Chris, Jason, Tom, Peter, and Les met up with myself, and Marilyn from the Waikato mini club and left Ngawahia BP to head towards Taupo to meet up with Andrew Carter in Waiouru. Tom got a point for running out of gas just before Waiouru. The scariest part of the trip for me was travelling with Les and I was videoing the convoy, to look over and see Les videoing too! Eventually we met up with Andrew and carried on now with 7 minis in the convoy down to stay in a beach house we got the use of on the Kapiti Coast. (just thought I would squeeze in a quick thank you for your hospitality, Graham and Lisa Strang from the Kapiti Coast mini club!)

First nights stay was in Waikanae Beach, about an hour from the Wellington ferry. We had to be up at 5.30am, to get to Wellington to get on the ferry, which I think was a struggle for some. Peters 1st point was being push started to leave for the ferry.

Finally we made it to the interislander ferry in Wellington, and 1st point for Frits, when he annoyed the stressed ticket booth lady, by trying to order 2 Big Macs and 2 Long blacks, instead of telling her his booking number.

I stood to the side of the boat and filmed all the 18 minis from all over the North Island going onto the boat... but of course to get a point against my name, I left my ticket inside the car and couldn't get on the boat myself. So after being escorted on by a ferry worker, we were on our way. Wellington lived up to its name, and the top deck in the ferry was closed for a while due to wind and rain, but finally we got to see the view of the Marlborough Sounds as we were arriving in Picton, as the sun was coming out.

We meet up with the 18 minis in Blenheim for some photos and then our 7 minis went though Lewis Pass, and the rest carried on down the coast to Christchurch.

Stopped for lunch and had toasted sandwiches at St Arnaud cafe and Les got a point against his name for rubbing his foot against what he thought was the table leg, but happened to be Chris' leg! I dont think you are ever going to live that one down Les! Coming through Lewis Pass we came out of an intersection and we noticed Jason had left his indicator on, and being bored after listening to all our CD's already, Marilyn and I recorded down how many miles Jason left his indicator on and then converted that to kilometres, he drove for 25km with his left indicator on, then when we pulled over to take photos he put the right one on to pull out, and left the right one on for 11kms. Its amazing the games you come up with when you are bored!

Then off through Spring Junction to where we were staying for our second night, at Hanmer Springs. We had planned to go to the famous Hanmer Springs pools, but the weather was pretty horrible so we passed on that.

Both Peter and Tom got points in the morning

because they had to be jump started, then we were off to Christchurch for scrutineering on the Friday.

Friday afternoon everyone cleaned their cars and Andrew had a vacuum cleaner that connected up to the cigarette lighter on his car, after using it himself, he lent it to Peter who proceeded to blow it up... yes, another point against Peter, who then argued and tried to bribe us to lower his points by offering to clean Marilyn's car too.

Was a bit cloudy at first for Show n Shine, but the sun came out for us to view the 100 odd cars that had come from all over NZ to be displayed.

At lunchtime some of us headed off to the tiki tour and the rest headed off to Ruapuna race track where we had a fun racing cars from other clubs on the sprints and then on the track.

After an awesome action-packed day, we still had Sunday to look forward to which was the Navigational Trial.

Sunday morning we all met up at the carpark of the Ricarton Club to be given our instructions and questions to answer along the way, the trial was a long one that took us all through the city, out to the beach at New Brighton and up the hills for the amazing view over Christchurch.

It took most of the cars to do the trial in about 4 hours, but being in a "totally standard" mini

it took us closer to 5 hours.

At the Prizegiving we had a lovely buffet dinner, and then had the prizegiving where a few of our members got prizes. (congratulations to Les and Andrew for winning prizes in their catagories!)

After a long day and most of us preparing for a long drive the next day most people had a pretty early night (I'm not sure if it had anything to do with the guitar playing or not, I have a feeling that this one man band was not the taste for our club members!)

Monday morning was our last chance to say goodbye to new friends and to share stories about our cars and the adventures we had had over the weekend while we had the farewell breakfast.

While touring around the South Island with Marilyn in TIGA KA, we had heard Jason got the last point for the nationals. He used 3 litres of oil from Wellington to Taupo and then his engine ceased and had to be towed the rest of the way home. ( fingers crossed everyone else makes it home in one piece )

Overall, i think Canterbury Mini Club did a great job of hosting the Mini Nationals for 2005, and it's given us ideas to help with our nationals for next year, which I hope everyone gets as much enjoyment out as this years one.

Charlotte Munn



# MINI gossip.

## The Empire strikes back!

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The English can make quality cars again! Autocar magazine has named MINI Car Manufacturer of the Year 2005 at its annual award ceremony held in London on Monday 14th November 2005. Presenting the award, Autocar editor Rob Aherne said: "MINI has been a towering success every week of every year of its short life. The cars, which began production in 2001, have brilliantly echoed the appeal of the Issigonis original, while offering buyers a thoroughly modern design."

The MINI factory at Oxford has achieved a reputation for production efficiency by managing to build its 500,000th vehicle nearly two years ahead of schedule. The Oxford plant employs 4,500 staff. Dr Anton Heiss, Managing Director of BMW Group Plant Oxford, said: "Winning the Autocar award for Manufacturer of the year is an enormous compliment to MINI and the associates working at BMW Group Plant Oxford." "We're delighted to receive such recognition for consistent excellence in the manufacturing of one of Britain's most

iconic brands. The real winners of this are Plant Oxford's associates and it's thanks to their hard work, flexibility and commitment to quality that we're here today."

Autocar editor Rob Aherne said: "Sales in the UK now exceed 170,000 units, and MINI makes an important contribution to the British economy by exporting to 70 markets worldwide. These British-built products have also made a huge impact in the notoriously difficult United States market." The MINI success looks to continue with the impressive unveiling of the MINI Traveller concept at this year's Frankfurt Motorshow.

"The MINI's achievement is exceptionally well-founded and long-lasting and this is why it stands head and shoulders above other car makers in the industry. It is a thoroughly well deserved winner," said Aherne.

Runners-up in the Autocar Car Manufacturer of the Year award were Vauxhall, Bentley and Kia.

**courtesy of MINI Press GB**

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## Mini's Australia Great Race success

For a number of decades, an annual long distance Saloon car has been held at Bathurst, New South Wales, near Sydney. Initially this endurance race was limited to standard production cars, unlike the race of today which only allows highly modified Ford Falcon and Holden Commodore V8 saloons.

Various sponsors have given their name to the race, but it is always referred to as Bathurst, the country area in which it is

raced on a 6.172 km highway circuit of hills and long flat straights.

It was in 1962 that the BMC Mini started a serious attempt to win the 500 mile, 130 laps race. Cars could race in classes by engine capacity and be built in Australia with a minimum of 100 sales.

In 1962 a Mini Cooper 997cc of Bruce McPhee and Barry Mullholland won their class.

With this success 1963 would give better



# MINI gossip.

results with 12 Mini Coopers and 6 Mini 850 cars entered. The Coopers took overall 6<sup>th</sup> and 7<sup>th</sup> places with 5 retirements due to gearbox problems.

In 1964 6 Cooper 998cc and 4 Mini 850cc cars entered. The highest place Cooper was in 9<sup>th</sup> place overall, with all Coopers finishing and three Mini 850cc not finishing.

1965 was to be the first year where the overall winner was recognised, while advertising a class win was good, BMC and Ford saw an opportunity for an overall win as a marketing opportunity. For the first time imported cars could race so long as sales of 250 had been attained. Some rule changes allowed modifications so BMC added a second fuel tank and oil cooler to the Cooper S 1275cc models. The BMC made a serious factory-backed team of six drivers and 40 pit crew.

BMC entered three works-entered Cooper S cars with Paddy Hopkirk/Timo Markinen, John French/John Harvey, and Peter Manton/Brian Foley. There were 6 other Cooper S cars, four 998cc Coopers, three Mini 998 deluxe cars entered. After 7 hours 16 mins of racing the Foley/Manton Cooper S crossed the line in third place overall, and Cooper S cars took the first six places in their class, and places 6 to 9 overall.

**1966 was to be the year of the Mini Cooper S.** Of 53 starters nearly half the field were the 24 Mini entrants. The three BMW works cars were hand built at the Zetland assembly plant. They were driven by Paddy Hopkirk/Brian Foley, Rauno Aaltonen/Bob Holden, John French/Steve Harvey. They were green with white roofs.

The 130 lap race was won by the Cooper S of Rauno Aaltonen and Bob Holden in car number 13 in 7 hours 11 mins. The Cooper S cars took the first 9 places, a record which still stands, with 9 retirements.

The next year of 1967 saw the opposition factories introduce a Falcon V8 and a gaggle of Alfa Romeos. Despite this when the chequered flag came out the Cooper S of Bob Holden/Tony Fall saw them in fifth place with places 6 to 8 being filled by Cooper S as well. The Mini had it's day in the sun in 1966, but was still competitive in it's class.

As the Great Race got faster and longer, the best Minis could hope for were class wins – and they still did until the 1975 Hardie Ferodo 1000 (kilometre) 163 lap race, the last class win for a Cooper S driven by Peter Lander/Bob Martin in 14<sup>th</sup> place overall. By 1976 the Cooper S was no longer eligible for the race due to a four-year age limit on cars, so the baton was handed over to the Clubman GT 1275 with a 29<sup>th</sup> overall placing. In the thirteen years, from 1963 to 1976, 126 Minis raced against 638 other make cars, for around 12,000 laps, 74,000 kms, thousands of practice laps. Some drivers never made it to the finish line, but all are Bathurst heroes.

**Abridged from an article by Craig Watson, The Mini Experience magazine.**

Note: you can get you own subscription for **The Mini Experience magazine** at <http://www.autofan.com.au/>

# MINI gossip.

## New MINI treads

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We recently opened the purse and splashed out on a new pair of slippers – not your usual run-of-the-mill kind, but a pair of MINI Coopers for our tired old feet.

While surfing through the MINI USA website, we came across these feet warmers and it was love at first sight. We had to have a pair.

We contacted two MINI dealers in the USA – Knauz MINI of Chicago, and Long Beach MINI of Los Angeles. The parts manager of Long Beach – Charles Berthon was very helpful and accommodating to our inquiry, and as he said “he could sniff a deal” for us Mini fans. As one of our relatives lived close by to Knauz MINI, we ordered them through Parts manager Glen Ogle to keep the shipping costs down.

Unfortunately there are a couple of hitches – 1. The USA MINI dealers will only ship to addresses in the USA – so if you have friends, relatives, or contacts this shouldn't be a problem for on shipping. 2. The feet sizes are only for the bigger footed driver – so check out the mens and ladies sizes.

So if you are keen on a pair, contact either Charles or Glen by email at:

[Charlesb@longbeachbmw.com](mailto:Charlesb@longbeachbmw.com)

<http://www.knauz-mini.com>



# MINI gossip.

## **Official MINI news for release sent to MINI UK dealers**

The MINI Cooper S with John Cooper Works GP Kit will be shown at MINI United, Misano this weekend, hence our early communication to the UK dealer network.

We are pleased to confirm production of the MINI Cooper S with John Cooper Works GP Kit as a limited edition within the MINI range. This limited edition MINI will feature a number of exclusive features, which will be unavailable to the rest of the range. With approximately 218hp/160Kw it will be more powerful than the standard MINI Cooper S John Cooper Works and weigh approximately 40 kilos less.

Production will be strictly limited to 2,000 cars worldwide with the UK securing 444 cars. All cars will be non-spec changeable and no additional options will be offered.

Please find below details of the MINI Cooper S with John Cooper Works GP Kit. Please note that specification is yet to be finalised and may change slightly from what is listed below.

### **Model Code:**

RE92 - MINI Cooper S with John Cooper Works GP Kit

### **Exclusive Features**

Anthracite-Blue Metallic Paint (To be named)  
Contrast Roof, Bonnet Scoop and Front Apron in Pure Silver  
Contrast Mirror Caps in Chili Red  
Individually numbered (*There will be no*

*customer choice of number, all numbers will be allocated centrally for all worldwide markets)*

No rear seats

Unique 18" Light Alloy Wheels

### **Standard Equipment**

Additional Remote Key

Brilliant Silver Interior Trim

Darkened Rear Glass

Dynamic Stability Control (DSC)

Floor Mats in Velour

Front Passenger Airbag Deactivation

Height Adjustment for Passenger Seat

John Cooper Works Kit (approx. 218hp/160Kw)

John Cooper Works Sports Brakes with calipers painted red at front

John Cooper Works Sports Suspension

Interior Lights Package

Manual Air Conditioning

Multifunction for Steering Wheel including Cruise Control

On Board Computer

Radio Boost

Recaro Sports Seats

Single CD Player

Seat Heating for Driver and Front Passenger

Sports Leather Steering Wheel

White Direction Indicator Lights



# MINI gossip.

MINI USA has collaborated with the extreme California based tuner FIREBALL TIM RACING (FTR) to create a one-of-a-kind record-breaking dragster. The extreme MINI made its show debut, beating 300 competitors to win the “Best Engineered” award at the Hot Import Nights in Phoenix, Arizona Saturday, October 15th.

The outrageous MINI dragster stood out in an atmosphere thick with music, models and impressive custom cars as the crowd of over 15,000 carved their way through the best of the best. From the coolest Japanese and German tuners to high end exotic wonder cars, the MINI dragster wowed judges and onlookers with its polished under-hood hardware and eye-catching graphics.

MINI USA provided FTR with a carbon-fiber bodied, 1700lb MINI Cooper S with John Cooper Works and an assortment of parts and accessories to create the 500 horsepower + twin-charged drag monster. The car will appear at select events through the end of 2005, making its performance debut at the NHRA Sport Compact World Finals in Pomona, October 22 followed by an appearance at SEMA in Las Vegas, November 1 - 4.

Hollywood car designer and constructor

Fireball Tim (Lawrence), and partner, import drag racer and tuner, Hubie Fuh have built the show-stopping MINI dragster. The two specialize in creating all forms of extreme, record-setting street and race cars. FTR currently holds the title “World’s Fastest Street MINT” with a turbo, supercharged and nitrous powered MINI Cooper S pulling 12 second quarter-mile track times.

“MINI USA is excited to collaborate with Fireball Tim Racing to help us promote MINI’s prowess in the import drag world.” said Jeff Stracco, MINI Product Manager. “With its compact dimensions and lightweight carbon fiber body, this MINI project car will be a true David amongst Goliaths on the drag strip.

And of course winning an award right out of the gate is a pretty impressive way to start.”

“As MINI enthusiasts we are very excited to be partnering with MINI USA to create a unique one-of-a-kind rocket,” said Fireball Tim. “To have this car beat out 300 others for “Best Engineered” is not only an awesome testament to the platform but to all the hard work everyone has put into the project so far - just wait till we get it on the strip!”

**MINI USA Press**





# MINI gossip.

## MINI Concept at the 2005 Tokyo

### Motor Show

After the success of the MINI Concept Frankfurt, MINI is launching a new interpretation of the classic Mini Traveller at the Tokyo Motor Show that reflects the Japanese appreciation for all things British.

The MINI Concept Tokyo will feature a new roof and cargo box system, as well as a new interior green colour scheme, alloy design and indicator lights sporting the Union Jack.

The concept is experimenting with access and storage solutions.

The roof system houses a table and two chairs for impromptu picnics and weary guests at cricket matches. The cargo box in the rear of the car can be taken out and attached to the side window when open to create a table for serving tea and scones.

MINI went on sale in Japan in 2002 and is the fifth biggest market for the car after UK, US, Germany and Italy. MINI is on sale in over 70 countries worldwide and year-to-date sales have increased by 12 per cent to 159,413 in 2005.



# Mini Events

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## **SATURDAY-SUNDAY 3-4 DECEMBER-**

Race meeting at Pukekohe including Mini 7

**TUESDAY 6 DECEMBER-** Christmas clubnight at the Northern Sportscar clubrooms from 7.30pm. We will have a BBQ, please bring a plate with salad or desert.

**SUNDAY 11 DECEMBER-** Economy run. Meet at BP Service Centre between the Papakura and Drury exits on the Southern Motorway at 11.30am for lunch. We will then fill up the cars with petrol, and depart at 12.30pm on a navigational trial with the aim to use as little fuel as possible. Please bring a \$2 Christmas Present per person in your car as your entry.

**SATURDAY 14 JANUARY-** THE BEST interactive track day, car show and swap meet held at Pukekohe Park Raceway. Our club will put on a display, meet at Repco, Manukau Road at 7.30am.

**SUNDAY 15 JANUARY-** Dawnbreaker run, fun navigational trial starting at Motu Moana, Connought Road, Green Bay at 6.30am. We will finish for breakfast.

**SATURDAY-SUNDAY 21-22 JANUARY-** Kumeu Classic and Hot Rod show. This was a great show last year, we will put a display on Sunday. Meet at Westgate Shopping Centre, at the end of the North-Western motorway at 7.15am.

**SUNDAY 5 FEBRUARY-** Galaxy of Cars classic car show and swap meet at MOTAT and Mini Car Club of Auckland show and shine. Meet at the carpark in Motions Road at 8.30am.

**TUESDAY 7 FEBRUARY-** Clubnight at Northern Sportscar Clubrooms at 7.30pm. We will have a guest speaker from Filter Mag.

# Mini Events

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**SATURDAY-SUNDAY 11-12 FEBRUARY-** Ellerslie Concourse. On Saturday there is the Classic Car Fun Run starting at the Ellerslie Race Course. Sunday is the Intermarque Concours d'Elegance with Club Display, Show and Shine and Motorkhana. Last year our club gained a placing in the Teams Event and a first in class in the Motorkhana. If you would like to be involved this year, please contact Gary Ashton.

**SUNDAY 5 MARCH-** Race meeting at Pukekohe including Mini 7

**TUESDAY 7 MARCH-** Clubnight at Northern Sportscar Clubrooms

**FRIDAY-SUNDAY 17-19 MARCH-** National Motor Show, Mystery Creek, Hamilton.

**SUNDAY 19 MARCH-** 4<sup>th</sup> biannual Karaka Vintage Rally. A display of vintage machinery, cars and tractors. We will put a club display on, more details to follow.

**TUESDAY 4 APRIL-** Clubnight at Northern Sportscar Clubrooms

**TUESDAY 2 MAY-** Clubnight at Northern Sportscar Clubrooms

**FRIDAY-SATURDAY-SUNDAY 21-23 APRIL-** V8 Supercars at Pukekohe Park Raceway.

**SATURDAY 13 MAY-** Mini Fun Day at Taupo

**SATURDAY-SUNDAY 10-11 JUNE-** Targa Rotorua

**SATURDAY-SUNDAY 21-22 OCTOBER -** Mini Nationals Auckland.

**MONDAY-SATURDAY 23-29 OCTOBER-** Dunlop Targa



*Mini Nationals Saturday night BBQ at Ruapuna Race track.*