

# Mini Car Club of Auckland

Incorporated



February 2006

**In this months issue:  
A lifetime Mini experience,  
The Auckland Pork Pie run,  
New Plymouth trip report,  
MINI gossip,  
and much more.**

# Mini Car Club of Auckland

Volume XIV

Issue 1

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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 March 2006**

This is going to be a big year for the Mini Car Club of Auckland.

5th Feb - Galaxy of Cars & Club Show-n-Shine at Motat.

We want to see all members there for a huge display - always a fabulous event.

12th February - Concours de Elegance at Ellerlies racecourse is for invited cars only but any one can enter the Show-n-Shine. There will be a club display - 2 cars entered in the Teams event and 2 Teams in the Motorama.

The National Motor Show at Mystery Creek will be in March - we plan a convey down on the Sunday.

We are running the Mini Nationals at most probably the Manukau velodrome on Labour Weekend in October.

The key people to organise individual events and event support are already selected from the Committee. But further help to run the event will be required closer to the time. So if you are asked please volunteer your help.

All for now

EL. PRESIDENTO.

# Club Captain's Report

Gary Ashton

Hi everybody and welcome to 2006. I hope you all had a safe and happy Christmas break and you are all refreshed for the coming year. I spent most of the break painting the house and started doing some work in the garden. I did manage to do a couple of days work on the van also.

By the time you read this, the first three club events for 2006 would have passed, so that brings us to February. On Sunday 5<sup>th</sup> is the Galaxy of Cars Classic Car Show and Swap Meet. This is always a great show and well supported by the Mini Car Club so I look forward to seeing you all there. Tuesday the 7<sup>th</sup> is our first club night for 2006 and we have Ben Taylor from Filter Mag coming along to give us a talk and possibly Mike Eady to talk about Mini drive days and the new Mini Challenge Series.

The weekend of 11-12 February is the classic car weekend which includes fun runs, motorkhanas, show and shine and concours. The clubs display for Concours is well on the way and I know a number of members have entered other events. If you want more info go to [www.concours.org.nz](http://www.concours.org.nz) or drop me a line. The last event for February is the Pukekohe Swap Meet. I have booked room for eight cars to be displayed, so if you would like to attend, give me a call.

The Auckland Art Gallery have asked us to display six cars on their forecourt on the afternoon of Saturday March 4. They are offering security for the cars, tickets to the gallery and \$30 petrol vouchers for those who display their cars. If you can attend please let me know. The Mini 7 drivers club is at Pukekohe Park this weekend also. As with the last meeting at Pukekohe, they are having a BBQ on the Saturday afternoon so come down and meet the guys.

Tuesday March 7 is our club night and we will have another swap meet so bring along those parts that you wish to sell.

On Sunday March 19 we have two shows to attend. The National Motor show is in Hamilton and a convoy will leave from the BP Service Centre between the Papakura and Drury off ramps at 7.00am. The other is the bi-annual Karaka Vintage Rally with tractors, cars and stationery engines on display. If you wish to attend meet at the Karaka Bloodstocks, Hingaia Road, Papakura at 8.30am.

Well, I think that's all for now.

Gary Ashton

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

# Editor Ramblings

Frits Schouten

Welcome to the first Club magazine for 2006. Last year has been a very eventful year with plenty of events organised by your own club and many more by other clubs.

We've had economy runs, camping events, Garage bashes, Dawn breakers, Swap meets, Discovery tours (to the North), Navigational trials, the IJ, Fun days at Taupo. We've been GoCarting. And don't forget the New MINI gossip and articles we've been printing. After all, the New MINI needs a home too and our club provides that very appropriately.

We've had a massive tour to the South Island for the Mini Nationals and not to forget the very well attended monthly club nights. What a dynamic club we are.

And you think we've done the best we could? Yes, we did but wait until we get through 2006. You know we are this year organising the Mini Nationals? And we need all the help we can get from you. This year the Mini Nationals will be organised in and around Manukau with the Velodrome as our focal point. It is expected that most events during the Nationals will be started and/or finished from the Greyhound racing Clubrooms at the Velodrome.

And yes, all the events we had last year will return this year with heaps more. Looking back at the attendance of previous events and the growth of our club, we can see an ever increasing attendance for the upcoming events. Most other car clubs can only dream of the number of members that show up at club nights.

I guess that we see at least 65% of our

members showing up at club night. That is massive.

I'm still a bit slack in attending but that's mainly for personal reasons and of late some car issues are also holding me back. Tinworm to be precise. My youngest son happens to work for an Automotive Mediablasing company in Pukekohe and he suggested to take my Mini to work to give it a bit of a check over. Whow, got a Mini full of holes back, Gutter, off side A panel, drivers side boot seam. I was on the verge of tossing it away. But then the sentiment set in, the welder got pulled from the back of the garage and, before I knew it, I was welding up the holes all over the place. The gutter was a bit tricky because the wire lume is on the passenger side and I didn't wanted to smoke that one. By pulling the wires from the interior light tight I managed to weld the roof without burning the lume. The A panel was without any danger I thought, until the underbody sealant caught fire on the inside of the wheel arch. Lots of smoke but no panic. A wet cloth nipped it in the bud. The rear seam was actually the most tricky of all. The holes were quite big and I needed to be careful not to set fire to the lining on the inside of the car. Again, a wet cloth was my saviour. Paining the roof was a misery with the original enamel paint curling up like no tomorrow. All got sorted and I'm trying to get the gloss back on the Mini. A few more days with some cutting compound and she'll be right mate.....





# A Lifetime Mini experience

Gregory Wenzlick



*The Australian 1966 Austin Mini 998 –  
British Racing Green*



*The Morris Cooper 997cc race car ex-  
Peter Levett. Metallic blue*



*The Mini 1310cc race car of Richard King*

Greg's experience with the Mini brand stretches back over the years to when he was an 8 year old when the Mini was first released in New Zealand in 1960. His hometown BMC Austin dealer was Andrew and Andrew Motors and he recalls seeing the first models in the windows of the showroom.

Greg's father owned a few BMC vehicles including an Austin Seven, and Austin Eight models. Older brother Shayle, purchased an Austin 1100 in 1964, and other family members had similar vehicles.

As a 14-year old, he learned to drive in his father's light blue 1965 Austin Mini 850. On passing his driver's licence test, it wasn't long until the hubcaps were removed and the car was being driven on a regular basis, and it is here that the Mini-affair began.

After leaving school in 1967, Greg secured a Motor mechanic apprenticeship at BMC's Dominion Motors Ltd Newmarket headquarters. At this time, the dealership was already specialising in Mini tuning of old Mini race drivers such as Hugh Kettlewell, Peter Levett, Ron Brown, to name a few.

Greg purchased his own first Australian Mini 998 around this time and started the hotting-up modifications. After joining the Northern Sports Car Club, he competed in hill-climbs, sprints, and club circuit races in this car. After a race skirmish, he discontinued his driving in race events.



*Greg's 1966 Austin Cooper S 1275cc*



*1969 Riley Elf Mk3 restored*

Around this time, another variant was purchased, a Mk 1 Mini 850 that had been repainted two tone purple, with chrome mag wheels. This car was not in the stable for very long either.

Around 1972, Greg purchased a 1966 Austin Cooper S 1275cc, which he further modified with weber dcoe carburettor and works exhaust. Originally Red with black roof, the car was repainted white and Mk2 grille and tail-lamps were fitted. A Union Jack flag was painted on the bonnet by a local signwriter. The car was sold to finance the first house and land in 1974.



*Tim Wenzlick's 1980 Mini 1000*

Work colleague Peter Levet de-tuned and sold his race Cooper 997 to Greg in 1969. Soon after Greg lost his driver's licence for three months. He allowed another colleague to drive the car in some events. However, the impracticality of driving a race-prepared car on the roads was soon realised and the car was sold soon after.

At one time a Mini Utility with an aluminium canopy was in the stable. Alas only a two seater, someone had to ride in the tray. This only stayed around for a couple of months. Greg volunteered to be a race mechanic for a friend Richard King (sponsored by Spear Racing) for a couple of years, and travelled to various events in NZ. Many after-work and weekend hours were spent helping prepare this car. The car was powered by a 1310cc Cooper S engine sourced from Australia by King who fitted it to a standard Mini to bring into NZ from Australia.

As a motor mechanic Greg worked for a number of garages, including Mini dealers Moncrieff Motors Onehunga and NZ Mo-



tor Corp Howick. In 1975 a light blue Mini Mk 1 was purchased with a faulty gearbox, fixed up and painted yellow. Greg continued his interest in Motor Racing while employed as a Retail Store Manager for Goodyear Tyre Service between 1976 and 1981, and assisted with merchandising promotions at Racing events and through the Graeme

Lawrence Race team.

From November 1981 until June 1987 Greg worked for Mazda NZ, who at that time were involved in NZ Rally scene with their RX models. At this time two Austin Allegro cars were used for family transport.

After joining BMW NZ in 1987, the Mini connection was re-established in 1995 with BMW's takeover of the Rover Group and the Mini marque. Greg is the only person working for MINI NZ that had previously worked for the BMC importership in NZ.

In late 1997 an MG Midget Mk1 was purchased at a Classic Car auction as a project and some restoration was done before on selling a few months later. In 1998 a damaged 1967 Riley Elf was purchased as a project and restored. This was



on sold to a work colleague. Shortly after, Greg purchased a yellow 1980 Mini 1000 for his oldest son Tim, continuing the mini-saga.

This car was fitted with minilite style wheels, a free-flow exhaust, and a union jack was added to the bonnet. Alas, Tim had an accident and the car was written-off by the insurers.

In 2003 Greg purchased a mint condition 1974 Mini 850, and after some minor work, resold the car to an enthusiast. It had been owned by a lady since brand new and travelled only 67000 kms.

In 2005, a 1980 Mini LE was purchased and resold after a few repairs and improvements were made.

Greg continues his passion for the MINI brand, and drives a MINI Cooper fleet car on a daily basis, combining work and pleasure.



# Auckland's PORK PIE RUN – 18.12.05



*Pork Pie Mini*



*Tom inspecting the Pork Pie Mini.*



*Lots of Minis showed up.*

At the club night on 6 December 2005, Tony Maulder got up and spoke to the membership about a Pork Pie run that was being organised to celebrate 25 years since the movie “Goodbye Pork Pie” was made and to celebrate its release on DVD.

On Sunday 18 December 2005, approximately 100 Minis including 30 from our club and 3 from Minis Waikato converged on Onepoto Domain, Birkenhead for a run across the Auckland Harbour Bridge together with the original car from the movie. Every car that turned up on the day received a free Goodbye Pork Pie DVD worth \$29.95 for attending the event.

Once all the cars were assembled at the Domain, we all made our way in convoy across the Harbour Bridge through parts of downtown Auckland to the finish at the Viaduct Basin. The looks on some people’s faces as all the Minis were driving through downtown Auckland was priceless.

Gary and I had the privilege of borrowing Alan & Shelagh Murie’s gold roadster for this event, so a big thank you to them. It was great to do a



*Mokes too.*

TV3 who had filmed us all leaving the Domain at Birkenhead arrived at the Viaduct shortly after all the cars to take photos of the Pork Pie Car and interview some of the people involved. Our very own Club Captain Gary was lucky enough to be one of those interviewed. TV3 ran a news bulletin on the 6.00pm news on that Sunday night.

day night.

A big thank you to all those from our Club who helped support this event, to Don McVeigh for the use of his Mini 7 trailer to tow the original Pork Pie car and to the organisers of this great event.

It was great to be involved in such a special event.

Catherine Ashton

Secretary

I have an Austin Mini - 1963 Classic for sale. It has belonged to my mother for the last 36 years and has done a genuine 59,000mls. It has a good service life and has a current W.O.F. and Registration. It runs very well - all original. If you know of anyone who may be interested please have them phone me. Kaye Emerre - Nelson - Phone (03)528-7325 e-mail [kaye\\_graeme@clear.net.nz](mailto:kaye_graeme@clear.net.nz)

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*Mini Minor Auto  
from Meccano  
Magazine Sept  
1966*

# New Plymouth, Here we come!

Charlotte Munn

I think Kapiti Coast mini club have organising club events down to a fine art



*Setting up Camp.*

now.

Lisa and Graham Strang (secretary and president) invited our club members down to New Plymouth for a weekend away camping at Top 10 camping ground for the 13/14/15<sup>th</sup> January.

We got down there about 9.30pm to find the Strangs and Trewavas from the Kapiti Coast club, all set up with their tents, and



*Les enjoying himself.*

Les and Marian all unpacked in their cabin.

As we were unpacking the car, we could hear laughing and sniggering coming from where Lisa and Graham were camping, to find that the man asleep in the tent across from them snoring extremely loudly, and they were trying to decide if he sounded more like a growling cat or a snoring bear.

After a heavy downfall of rain overnight, everyone was thinking the worst for the rest of the weekend's weather, but I don't think it could have been better in the end, with a high of 27degrees for both days.

We sent Graham off to get milk for the morning coffees in TINYTOT, and after push starting him 4 times to get it going and waking the whole campground, he was off down to the dairy.

The 1<sup>st</sup> stop for the day was Iona motors. We talked to a Steve Edwards who has a mini workshop and has been working on minis since 1971.

Then we moved down to the waterfront where we had lunch and a look around Centre City shops.

The afternoon was filled up with getting a list of goodies to find around the city for the treasure hunt. Rubberband, New Plymouth business card, chocolate wrapper, icecream stick, a straw, sea shell, piece of pumice, a pink flower, yellow



petal, 2 feathers, a florin, an L&P cap, a tie, a bar coaster, a strawberry, a baggage tag, just to name a few.

The scores came out four teams were 1<sup>st</sup> equal, tinytot team (Graham and the

then Graham started up the BBQ and we had sausages/ steak and salads.

Everyone had a good laugh about how they found their goodies from the treasure hunt, and the story came out of Graham going into the dairy asking the lady for a strawberry, and she said they didn't have any, but that she had a strawberry plant in her garden at home so he asked from her home address to go and pick one.

Les and Marian asked at the reception of the camping ground if he had a tie, and all he had was the tie he got married in, so be careful with it, he said... so she said "to protect it, put it in a bag with a rubberband around it." So she got 2 items at once!



*The Mini workshop of Steve Edwards.*

boys) cheqm8 team (Lisa and the girls), Peter and I, and Les and Marian. The Trewavas couldn't find a bar coaster and Roger and Stella couldn't find a florin so they were 2nd equal. The prizes were mini pinky bars.

Before dinner was time for a swim in the heated swimming pool/spa and relaxing,

Sunday we went to the museum Puke Ariki, to see the display called SPEED – science in motion, and they had little tests to see if you were as good with reaction times like the race drivers, and a simulator of a track car, as well as a timer to see how long it takes you to change a wheel on a race car. This is where we had a bit of family rivalry, Graham was beaten by his 15yr old son, which then they were both beaten by Lisa (girl power!)



*Time to line up.*

For Lunch we went to a café out in Waitara. Most people were staying for Sunday night as well, so after lunch they went to visit someone who lived down



*TNYTOT leading the lineup.*

there that had a few minis, but with work the next day, it was time to head home after an exhausting weekend.

Thanks to Lisa and Graham who organised this event, I look forward to more like that!

Charlotte Munn

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## Mini Moke At The Beach.

**Mike Bates**

While taking a few days R n R at Cooks Beach I came across a Mini Moke parked off the road in a garage. I caught



*Restored Moke.*

Fred retrieved it off a farm. The floor was rotten, and various other panels had to be hand made from scratch. By welding two door window surrounds together he has made the front window frame, which had been missing altogether.

The original engine was replaced with a 1275 cc and a rod type gearshift. The rod shift caused problems with the handbrake position that had to be re – mounted to clear the gear stick.

Bucket seats have been fitted front and rear, and the canvas work finishes the job off.

A very tidy result as can be seen in the pictures.

up with the owner Fred Landon who it turns out has been involved with Minis in various forms over the years including racing them. He now runs a rally car in the Targa rally.

I asked Fred if I could take a closer look at his restored Moke, which he kindly obliged.

The car was in a very sad state when



# DUNLOP TARGA 2005

Gary Asthon

Those who have read my previous Targa reports will know how much I love the event. For 2005 it was an even longer event than normal for me, as I had been asked at the last minute to travel some of the North Islands best tarmac rally roads delivering equipment and training marshals, knowing that in a couple of weeks I would be travelling a similar route helping run the event. One thing that sticks in my mind is the great roads, awesome scenery, and the fabulous weather that we had. So instead of trying to report on the event that is going to be in other magazines and on television, I am going to tell you about a few of the roads that I travelled in my 5000km road trip.

The first that spring to mind is the Forgotten Highway Heritage Trail that goes from Taumanunui to Stratford. I think the road is 40 odd km long, with about 10 km of gravel. It climbs through rugged farm country with 1000 acre stations along the way, follows rivers, over one lane bridges and through single lane tunnels. The once thriving town of Whangamomoma is an interesting place to look around. The town is derelict apart from the pub, what was the General Store looks like it may fall over in the next storm, but in its heyday employed 23 people. Cars are left where they die, including a Mini in one front yard, the lawns around the peoples houses are mown by cattle, there is a lot of history in town it is quite interesting.

Some things are getting up early for. To be standing on the side of a back country road just outside Egmont Village, with the sun rising, not a breath of wind or a cloud in the sky and the view of a snow clad Mt Egmont has to be one of them. Later in the week, we were lucky enough to see Ruapehu the same way,

simply magic.

Having to travel from Wanganui to Taihape one afternoon, we chose the scenic Highway 4 and then turned onto the Field Track / Whangaehu Valley Road that comes out near Waiuru. The views were out of this world, and the next time that I do this road, I hope that I am in a Mini, now that would be fun!!

The next time you travel from Ashurst to Woodville, go over Saddle Road instead of through the Gorge. I used this road three times in two weeks and it is still awesome driving with the windmills towering above you. If you are heading to Havelock North or Hastings from here, why not take a detour from Highway 2 just before Opapa and drive Middle Road. It follows the ridge line of the Kaokaoroa Range into Havelock North and the views are to die for.

So there you are, just some of the great things that you can see once you get of the main road, it may take you a little longer, but if you have time get out and discover New Zealand's back roads.

Gary

# "Seria Campione"

2006 Targa Tarmac series over 6 rounds.....

to find the 2006 Targa.....

Points are awarded by Category so a consistent competitor in an older car could win the series (Points based on 1st=10points, 2nd=8, 3rd=6, 4th=5, 5th=4, 6th=3, 7th=2, 8th=1).

If all 6 rounds contested one round for points must be dropped so it is the best out of 5.

Round 1; Sunday March 12th Targa Bambina, Pukekohe /Waikato areas, over 100kms closed, 197 touring. Max 10 points

Round 2; Saturday June 10th Dunlop Targa Rotorua, Rotorua/ South Waikato areas, 128kms closed 257 touring. Max 10 points

Round 3; Sunday June 11th Dunlop Targa Rotorua, Rotorua/ Matamata/ Waipa areas 137km closed 228kms touring. Max 10 points

Round 4; Dunlop Targa NZ, Tuesday and Wed October 24th & 25th Pukekohe/King Country/Taranaki/Manawatu areas 280kms closed 650kms touring. Max 20 points

Round 5; Dunlop Targa NZ, Thursday and Friday October 26th & 27th Manawatu, Rangiteki, Tararua, Hastings areas, 280kms closed 490 kms touring. Max 20 points

Round 6; Dunlop Targa NZ, Saturday October 28th Hastings, Central Hawkes Bay, Tararua areas 160kms closed 290kms touring. (single points if entered for 5 days max 10 points, double points if entered Hastings only)

*To enter the series the options are; Bambina (round 1), Rotorua (rounds 2 & 3), either Targa NZ (rounds 4, 5 & 6) or Hastings leg of Targa NZ on Saturday Oct 28th (round 6). This gives the opportunity for those that can't commit to 5 days of the main Dunlop Targa NZ they have an option to do all the weekend events, Bambina, Rotorua, Hastings or just the main Dunlop Targa NZ or the whole lot! It also means that instead of going to fragmented events with different rules that there is now a one stop shop and no duplication of Paperwork etc. Enter on line [www.targa.co.nz](http://www.targa.co.nz) Therefore if you win every round maximum score would be 80, less one round = 70 points (one round has to be dropped). If a weekend Competitor only 10,20 20 = Max 50 Dunlop Targa only 20+20+ 10 = Max 50 If there is a tie there will be an age related points allocated i.e. Older the car more points.*

# Tyres

By Eric Thompson

IT NEVER fails to amaze — how much time, effort and money many people spend on their cars, motorcycles, vans and neglect their tyres.

Putting it simply — it doesn't matter what you do to the engine to make the car go faster, the only things that keep it on the road are the tyres. Easy really when you think about it. The rubber is the only thing between you and the road.

It's the only point of contact between hundreds, and in some cases thousands, of moving kilos and the tarmac. Get the grip wrong and you're no longer on the road.

Many tyre manufacturers, Bridgestone among them, spend millions of dollars a year on research and development in tyre technology. And there are times, when some get it wrong. Take for example last year's American Formula One Grand Prix where one of the tyre makers got it so wrong that all the cars using that brand of tyres could not race due to adverse wear.



A lot more accidents could be avoided, especially in the wet, if Joe Public paid a little more attention to the condition of their tyres.

Tyres need to grip the road surface without sufficient tread depth they are inclined to slide and cornering becomes a lottery. The minimum tread depth required by law may not be enough to help in cornering or stopping in wet or icy conditions.

Low tread depth struggles to clear water and the build up under the tyre, in some cases, results in aquaplaning.

Fred Morgan of Herb Morgan tyres explains that this ‘causes the car to get out of control and makes steering and braking virtually impossible’.

Fred, whose uncle started the business during the war, firmly suggests that drivers follow this checklist on a regular basis.

He tells us to check for uneven wear which could be caused by incorrect air pressure, remove any objects that may become trapped in the tread as this can lead to a puncture, make sure all tyres have the correct pressure including the spare, and look for cracks in the tyre wall or deep tears in the tread.

Now for the big question: what on earth do all those numbers and letters mean on the side of a tyre? Well, Fred Morgan again came to the rescue.

Using Bridgestone as an example (see picture on the left):

*Bridgestone brand*

*Potenza family name*

*G Ill pattern*

*235 the width (where the tread is in mm)*

*40 the aspect ratio or tyre profile or sidewall*

*ZR radial construction*

*18 rim/wheel diameter in inches.*

One last thing: profile. The profile (or height of the sidewall) is expressed as a percentage of the tyre's width. For example 185/70R14 means the tyre's profile or sidewall is 70 percent of 185mm (width). A low profile tyre is generally 50 or below and down as little as 35 in the ultra low segment.

The advantage of low profile tyres is that they give greater control and handling when cornering. However, the trade-off may be a slightly harder ride


Herb Morgan, 84 The Mall,

Onehunga.

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<http://www.topgear.com/content/timetoburn/sections/cabbage/pages/0439/>

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## MINI Challenge

<http://minichallenge.co.uk/>

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## Ignition Magazine

<http://www.ignitionmagazine.co.nz/cars/70>

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## Our own home page

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## MCCoA club magazine archive

<http://simple-pages.homeunix.net/mini/clubmags/index.html>

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# SECRETARY SCRIBBLINGS

Catherine Asthon

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## WELCOME TO:

New members who have joined the club in the last couple of months.

David Cooke

Alison & Raymond West

Charles Lockie

Ross Galloway

Paul Cartmell

Hope to see you at some upcoming events in 2006.

## CONGRATULATIONS TO:

Club member Aidan Hill and his wife on the birth of their first child, a boy

## DID YOU HEAR:

1. Club member Tom Parker had been trying to sell some tyres in Auckland before the Nationals. Not having sold them in Auckland, he took them in his car to the Canterbury Nationals. Chris Roper bought them from Tom in Christchurch, but as he was flying home after the Nationals, he could not bring them home. Frits who Chris went to the Nationals with bought them back to Auckland in his car. Frits dropped them off at the December club night as he was unable to attend, to be passed onto Chris Roper who Frits was not aware was there, so tyres with left with John Turner who was to pass them on to Chris but still has them. So Chris you can arrange to pick up your tyres from John Turner at a time that suits you both.
2. Club member Tom Parker was doing some work on his Mini at home, so to give himself more room to work, he removed the bonnet and put it on the floor of his garage. Once he had finished working on his Mini, he thought he would take the car for a drive. He forgot that his bonnet was on the floor and drove straight over top of it.

I think both of these could qualify for the Dipstick Award at the AGM in 2006.

## Dawnton Mini. A member's perspective.

Charles Lockies

Thanks for the opportunity of joining the Mini Club – a privilege to meet yourself and the friendly and well organized members at the recent Concourse Euro. It was interesting to note the considerable effort that the Mini Club had gone to and the notable absence of other clubs in spite of appeals from some of their members and outside parties.

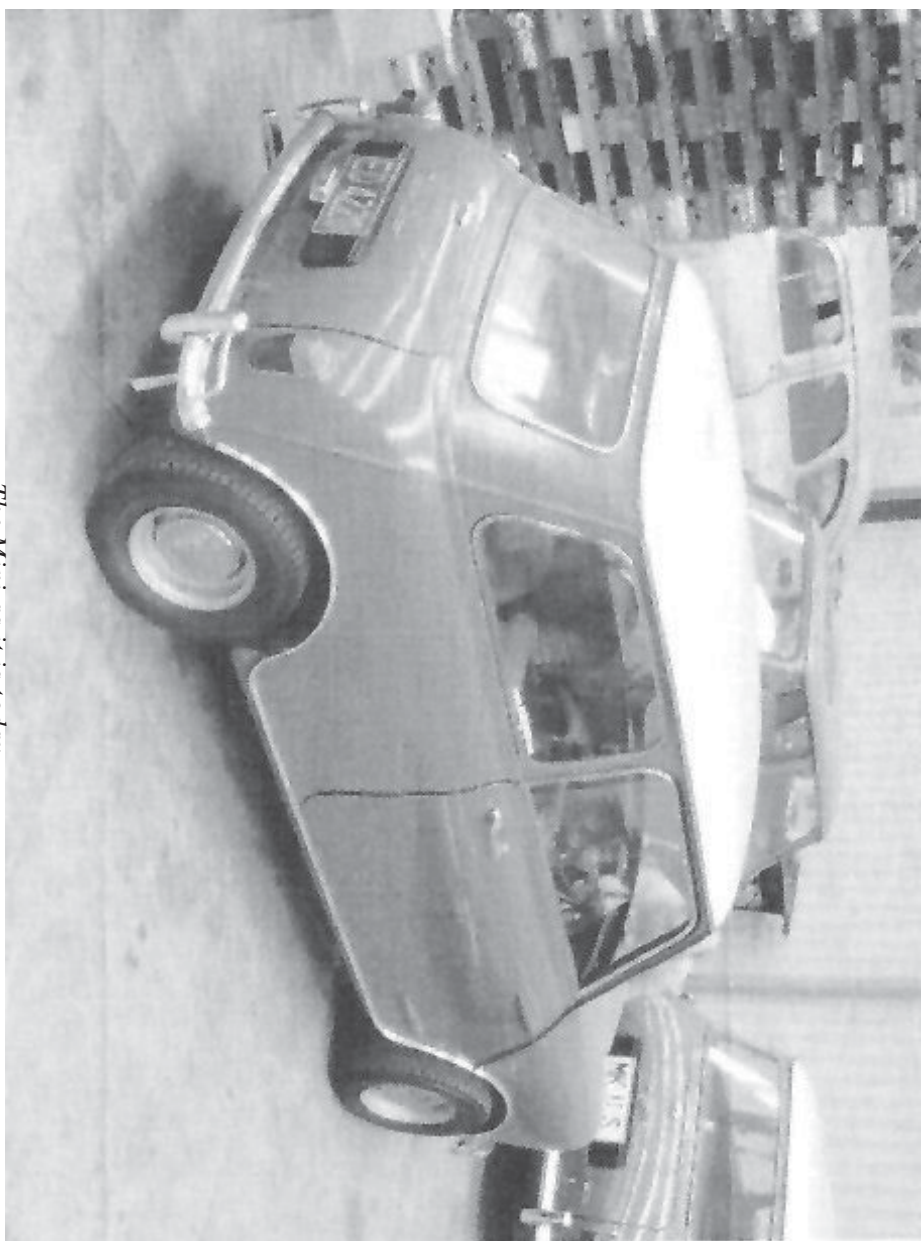
My “baby” is not as beautiful or well appointed as some of your member’s cars however it has a somewhat interesting background. The Austin was purchased in 1966 by a Mr Rick Christie in London, driven through Europe and presented to Downton in 1967 for a performance conversion. The following year the Mini was brought to New Zealand, to Wellington, where the original owner still lives. The Austin has covered many miles and has taken part in hill climbs, races, and has even enjoyed a moment of glory in the Classic Car magazine. It has suffered mechanical issues as most have at some time or another however always sympathetically repaired. Along the way one owner, less concerned about the historical and rarity aspect, allowed the car to deteriorate – only to be brought up to standard by the following owner – that’s how it seems to go...

The Downton conversion is the interesting aspect to the car and the fact that it has retained practically all of the documentation relating to its path through Mini life – the original London registration, the original Downton invoices, Mot’s etc are all in a file along with a Letter written in 1997 by the original owner relating some of the history and travels of the car. The original Downton badge now rusted, is still on the boot lid and I think even the lighter colour green on the engine that Downton use has been preserved.

To the best of my knowledge there are only two Downton’s in New Zealand a 1275 undergoing a wonderful restoration and the Austin mentioned here.

The picture included is not very flattering but was taken the first time I saw the car – the Mk II Cooper “S” in front of it was purchased by a very good friend of mine Stewart Cooper (would you believe the name. -)

Charles



*The Mini as it is today.*

ALL CARS DRIVEN AND GARAGED AT OWNERS RISK

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Treas: Strickly  
 Hest: Cash

*The R.M. Christie, 17, Abney Court, London N.2.*

*Oct 11<sup>th</sup> 1967*

10425	Alaska Cooper 94 3225			
	To Supply & fit 998u conversion including fitting exchange cylinder, H4 combustion & new exhaust manifold.	£ 16	0	0
	To fitting brake servo, adjusting brake & bleeding.	1 2	0	0
	To removing petrol tank, flushing out, cleaning petrol lines & stripping out & cleaning carb. switters, Road test car & finally test.	1 2	10	0
	To Supplying			
	1 brake servo	18	0	0
	1/2 pt brake fluid		4	4
	1 close circuit brake valve		15	0
	1 bypass hose			9
	1 998u conversion complete	75	10	3
	1 gallon petrol		5	8 1/2
		<u>110</u>	<u>6</u>	<u>0 1/2</u>

RECEIVED WITH THANKS

milec

10438

THANKS, CONVERSIONS, REPAIRS

DIRECTIONS: 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100

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The original bill for the 998 conversion.



# Mini in the Park

Hosted By

**Kapiti Coast Minis Inc**

## Family Fun Day

**Saturday 15th April 2006**

**Waikanae Park,  
Park Ave, Waikanae**

**10am - 4pm**

**Gates open at 9am, Team Briefing 10am**

**Push-Khana  
Rocker Cover Racing  
Remote Control Mini Races  
Tug-O-Mini  
Exhaust and Stereo Soundoff**

**Easter Egg Hunt  
Team Events  
Food and Drink Available**

**Sunday 16th April 2006**

**Photo Trial**

**\$10 Gate Fee per Mini**

**General Public - No Charge**

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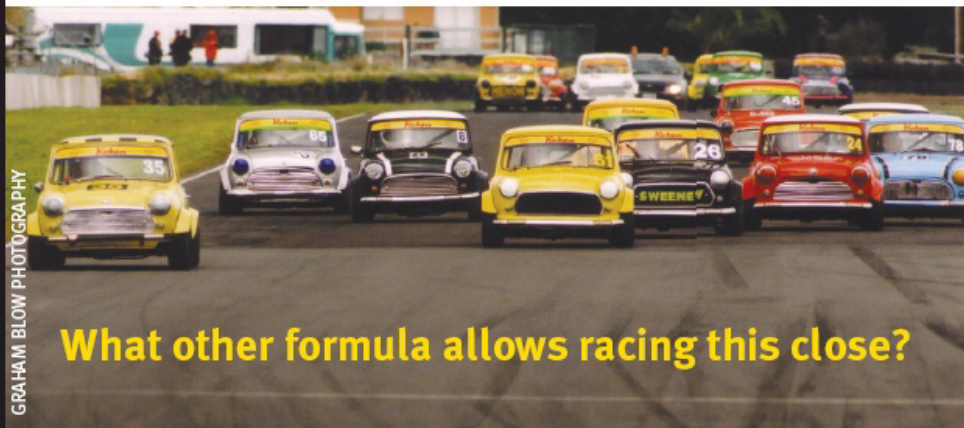
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GRAHAM BLOW PHOTOGRAPHY

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[www.miniracing.co.nz](http://www.miniracing.co.nz)



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# MINI gossip.

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**The JCW Challenge** has now become the “MINI Challenge”. Earlier this year Mike Cooper sold the rights of the racing series in the UK to a company called Total Track Ltd.. As part of the change over, the series made a subtle name change going from “the John Cooper Challenge” to simply “the MINI Challenge”. The 2006 season will feature 16 rounds, eight events, and three separate titles. You can check it all out at the new official home of the series;

<http://minichallenge.co.uk/>

A reference to Classic Mini racing from the past is contained in the Heritage page.

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## **New Triumph Sportscar to use MINI platform.**

News from the UK has it that BMW is considering reintroducing the Triumph 2 seater sportscar on a MINI platform. Read the article in the below weblink.

[http://www.autoindustry.co.uk/news/04-01-06\\_11](http://www.autoindustry.co.uk/news/04-01-06_11)

I had a Triumph Spitfire Mk2 back in the old days and really loved it. Alas, we needed a four seater car for the two kids Austin and Morris.

---

## **Record MINI Production in 2005 – 200,000<sup>th</sup> MINI produced - Drop-top top of the pops**

The MINI manufacturing facility at BMW Group Plant Oxford has built its 200,000<sup>th</sup> car in 2005

during one of the last production shifts of the year, and MINI Convertible tops the UK charts as the best-selling convertible of 2005. On Saturday 17 December, Plant Oxford built its 200,000<sup>th</sup> MINI this year.

The Pepper White MINI Cooper S Convert-

ible destined for its owner in Australia was the 766,290<sup>th</sup> vehicle built at the plant since MINI production started in April 2001. Nearly all MINIs manufactured at the plant are built to a specific customer order.

It is the first time that the Oxford plant has built over 200,000 units in one year since 1988. The Oxford plant’s managing director Dr Anton Heiss said: “We’re delighted to have reached this important milestone in line with the demands of the market. BMW Group Plant Oxford has beaten its initial forecast of a maximum production volume of 100,000 units every full production year since MINI’s launch and has now doubled that figure in 2005.

“It’s thanks to the hard work, flexibility and commitment from the plant’s associates that we have been able to achieve this. It’s a great way to end the year for everyone at the plant.” The plant’s growth in recent years has been based on continuous efficiency improvements in the production process and innovative working time models.

Between 2000 and 2004, the BMW Group invested a total of £280 million in the production of MINI vehicles in Oxford. In February of this year it was announced that a further £100 million is to be invested by 2007 adding a further 200 jobs to the plant’s existing workforce of 4,500.

Most of this investment is in further optimisation of production capacities, allowing the plant to react to the high demand for MINI throughout the world, as well as increasing production flexibility of the various MINI model variants.

To allow this work to progress and minimise disruption to production, the plant is extending its Christmas shutdown and will re-open on 13 January 2006.

# MINI gossip.

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In a year when UK soft-top sales are down overall, MINI has bucked the trend. The best-selling convertible of 2005 is set to be the MINI Convertible, already scoring 11 per cent more sales by the end of November (YTD) than the best-selling convertible of 2004.

Despite the UK's consistently changeable climate, MINI drivers are refusing to allow their soggy surrounds to put a dampener on their enthusiasm for open top motoring. In 2005 the MINI Convertible outsold its nearest competitor by a whopping 27 per cent. The MINI One, Cooper and Cooper S Convertibles now account for almost one in every four MINIs sold.

Andy Hearn, General Manager for MINI UK, said: "It's ironic that Britons buy three times as many convertible cars as our French and Italian neighbours\*\*", considering their extra rays of sunshine. But it's great news that Britons have taken the MINI Convertible to heart and made it the favourite of 2005.

"The MINI Convertible shares the same winning characteristics as the hatch. Fantastic handling, stunning design, value for money and a roof that drops automatically in less than 15 seconds; not many Convertibles can follow that!"

Ends.

MINI UK YTD sales (Jan-Nov): 41,928. Of which, 9,849 were MINI Convertibles.

\*\* Convertible competitor figures from SMMT.

Source: ACEA- the European Automobile Makers' Trade Association

**The MINI Wagon** has been finally announced by MINI in the following news flash; "We will be enhancing the MINI family with a further model." With these words Dr. Michael Ganal, Member of the Board of Management of BMW AG and responsible for Sales and Marketing, today confirmed at the North American International Auto Show (NAIAS) in Detroit that the family of sporty little cars from England is about to grow yet again.

The new MINI model will offer increased interior space and increased functionality in order to appeal to the distinctively experience-oriented and active MINI customer. The new car will take its inspiration from the MINI Detroit design concept shown at the North American International Auto Show (NAIAS). Although it has yet to be defined which of the unique ideas and design features presented on the concept will be implemented for series production, Dr. Michael Ganal in his speech at the NAIAS stated a time frame of three years for the realization of the new MINI model.

Like MINI's hard-top and convertible models, the new model will display all the essential MINI characteristics - unique design, pure driving fun and Individualization in a premium small car. These core MINI traits will be strengthened with smart solutions for additional utility space and even greater functionality, an idea which will appeal particularly to an active target group. The additional model will expand MINI's product offering and promote the continued success of the MINI brand. To date, more than 700,000 units of the current MINI models have been sold, and for the first time within one year, over 200,000 units were produced in 2005.

The inspiration for the MINI Traveller Concept in Detroit and the upcoming production



# MINI gossip.

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model extends back to the swinging sixties, when Mini first caused a sensation on the road and the racetrack. With a longer wheel-



*Mini Wagon.*

base, slightly raised roofline, sliding side windows and split doors at the rear these new Mini models went on sale from the autumn of 1960 as the Mini Traveller, the Mini Countryman and later also the Mini Clubman Estate. With the increased utility and room for gear, these models were popular as an agile and stylish companion for extended trips and spontaneous leisure activities.

---

## First MINI Drive-in Movie 16 April 2005

Invite only MINI outdoor screening of the original 'The Italian Job'. Classic Mini car chases, Michael Caine and more.

Check <http://www.mini.co.nz/>  
[Image Library/map.jpg](#) for the location and on the day (Saturday 16 April) for rain-check details.

There are many web sites that have beautiful pictures of the MINI.

Below a few that I found on <http://www.bmwworld.com/media/wallpaper/mini.htm>



# Mini Events

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**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.

**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 26 FEBRUARY-** Pukekohe Swapmeet. The Mini club will be putting on a small display, contact Gary Ashton if you would like to show your car.

**SATURDAY-SUNDAY 4-5 MARCH-** Race meeting at Pukekohe including Mini 7.

The Mini Racing Drivers club will be having a BBQ at the track on Saturday afternoon and would like the members of the Mini Car Club of Auckland to attend. Come out and watch some good racing then meet the drivers.

**TUESDAY 7 MARCH-** Clubnight at Northern Sportscar Clubrooms. We will be having a swap meet so bring along the parts that you want to sell .

**SUNDAY 12 MARCH-** Targa Bambina, a one day event in the Franklin District and North Waikato.

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

Our club will be putting on a display on the Sunday. Drive down to Hamilton in convoy , meet at BP Service Centre between Papakura and Drury on the Southern Motorway at 7.00am.

# Mini Events

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**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, meet at the Karaka Bloodstocks, Hingia Road Papakura at 8.30 am.

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

**SUNDAY 9 APRIL-** The Italian Job navigational trial

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

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

**SATURDAY 6 MAY-** Landscape Cars

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

**TUESDAY 6 JUNE-** Clubnight at the Northern Sportscar Clubrooms

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

**SATURDAY 24 JUNE-** Night Trial

**TUESDAY 4 JULY-** Clubnight at the Northern Sportscar Clubrooms

**SUNDAY 9 JULY-** Go karting

**TUESDAY 1 AUGUST-** AGM

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

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

**FRIDAY-SUNDAY 17-19 NOVEMBER-**Rally New Zealand



Photo courtesy <http://www.bmwworld.com/>