

# Mini Car Club of Auckland

Incorporated



April 2006

*Galaxy of Cars. More inside.*

**In this months issue:  
Photos of the Concours d'Elegance  
and Galaxy of Cars,  
MINI gossip,  
and much more.**

# Mini Car Club of Auckland

Volume XIV

Issue 2

April/May 2006

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This magazine is the official Newsletter of the Mini Car Club of Auckland. The opinions expressed in this magazine are not necessarily those of the Mini Car Club of Auckland, the Executive or Editor. Nor will the Club be held responsible for any information or advice in the Mini Car Club Magazine.

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

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

Deadline for the next issue:  
**15 May 2006**

**1<sup>st</sup> PLACE**  
**“BEST CLUB DISPLAY”**  
**‘INTERMARQUE CONCOURS DE ELEGANCE’**

**2<sup>nd</sup> PLACE**  
**“BEST CLUB DISPLAY”**  
**‘GALAXY OF CARS @ MOTAT’**

Wow what a start to the year. After years of trying we finally managed 1<sup>st</sup> Place @ Concours. It was a fantastic display of ‘Fashion through the Ages’. (See a great photo on our web site). All our thanks must go to the following people for putting the display together with many late nights.

Dave & Francis Handyside, Mike & Jan Bates, Gary & Catherine Ashton, Graham Crispe, Ian Gillanders, Ross Cargill and Phillip Walters for doing the design and information plates.

Lee Norman and Keith Hargraves also got 3<sup>rd</sup> place in the Motorkhana. But for some reason the Jaguars were given 3<sup>rd</sup> place because their cars were bigger??

Ayden Hill achieved 2<sup>nd</sup> place in the Public Show-n-Shine. Charles Tisdall and Charles Lockie achieved 9<sup>th</sup> place in the Team Event Masters Class.

The Club display & Show-n-Shine event at Galaxy of Cars was also a great event with around 30 Minis turning up for judging. Our thanks must go to Kevin Patrick and all his Judges who did a fantastic job – well over 3 hours judging the cars. Results for the Show-n-Shine elsewhere in this issue.

The National Motor Show at Mystery Creek at Hamilton saw 5 Minis turn up and 7 people. On arrival our allotted slot was right over the back so the Hamilton Enthusiast Club invited us to join their display. Luckily there was enough room for both Clubs.

The Hamilton Mini Club also had a motorkhana going, but the rough chip surface deterred many. One run in the De Joux was enough. A great day had by all.

**EL PRESIDENTO**  
**WARWICK**

# Club Captain's Report

Gary Ashton

What a fabulous show season our club has had. It all started in November last year when we had the best display at the inaugural Concorso Euro held at Lotus Cars in Waiuku. More shows came and went until we gained second place at the Galaxy of Cars at the beginning of February. The following weekend was the Intermarque Concourse held at the Eilerslie Racecourse. This has to be Auckland's premier classic car show. Our club achieved a top ten finish in all events that we entered, 9<sup>th</sup> in the teams event, 3<sup>rd</sup> in the motorkhana, 2<sup>nd</sup> in the show and shine and 1<sup>st</sup> in the best club display. This is a wonderful achievement and everybody that has been involved in these events should be proud of themselves.

With daylight savings finished and the evenings getting cooler it can only mean that winter is on the way, but don't let that stop you getting out and enjoying your Mini. The club has plenty of events though the winter months, and a bit of preventative maintenance now will see your Mini going well on these events.

The April club night we have a guest speaker from Fuelstar. On Sunday April 9 we are running our annual Italian Job navigational trail held within the city confines. It is a great afternoon and quite incredible how many little back streets

that are in the city. With the V8 Supercars at Pukekohe on April 21-23 the club is not running any other events in April.

Club activities for May start with the club night on Tuesday the 2<sup>nd</sup>. On Saturday May 6 we are having a technical afternoon at Landscape Cars looking at thing to do to your car prior to the Mini Fun Day in Taupo which is on Saturday May 13. This is your chance to take your Mini onto the racetrack or be a passenger in a race Mini. ( Full details on these activities are on the clubs events page at the back of this magazine.)

If you have not heard, our Editor has been in hospital recently. I hear that he is doing well and I would like to wish you a speedy recovery.

That's all for now.

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

Gary Ashton

The team setting up the “Concours d’Elegance” have done very well and scored first price, with a \$1000 cheque attached, for car club display. I don’t think you can get it any better than this.

And we started off the year with a fine display at Motat with the “Galaxy of Cars”.

I think I know what the Government is trying to say about the car usage around Auckland. Lets put the squeeze on to those Aucklanders even more. The proposed congestion charges (road toll) is an outright taxing of Aucklanders who have no alternate form of transport. Millions and millions of road tax and road user charges are absorbed into the general coffers of the Government.

If that money had been, over all those years, spent on roading and public transport, we would not have the issues we are facing right now. I don’t mind going by train to work, if we had a train going in the first place. I don’t mind going to work by bus, if we had one going in the first place. Perhaps an investment into large capacity free carparks near railway stations would do the trick. Looking at the number of cars currently parked around the Papakura

and Pukekohe railway stations, there is a case for more and bigger car parks.

And from the North the problem is equally big. How can they even think of charging \$6 a car to go over the Harbour bridge without offering an alternative. There is just no escaping.

City growth is fine. The only thing councils seem to think about is allowing the properties to become smaller to increase the density of the urbanisation and rake in more rates. If they had the foresight to put in place a decent public transport system like light rail, we would have seen most people traveling in and out the city centre by public transport.

Another increasing problem on the road is the cancerous growth of the number of heavy trucks. I thought freight by train was a lot cheaper. Oh sorry, we don’t have no trains, well almost not.

An if the Government thinks the increasing petrol and diesel price will discourage car usage, think again.

As long as there is no alternative people have to use a car.



# Galaxy of Cars at Motat

A cool and crisp start in the early morning turned out to be a cracker of a day. Meeting at Motion road at 8:30am was easy going. Hardly any traffic on the road. The number of Minis showing up for this event was, as expected, great at around 30. We were a big space allocated on the back field and our Car Club Marquee could not be missed. Three rows of

Minis. Two on either side of the Marquee and one long one in front of it. There were so many Minis that the Show'n Shine judging took well over three hours.



*The eye catcher of the day.*



*Double rows.*



*Judging time.*



# Alexander Arnold Constantine Issigonis (1906-1988)

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Sir Alec Issigonis designed both the Morris Minor and the Morris Mini-Minor (the Mini),



*Sir Alex.*

clearly demonstrating his time honoured automotive philosophy - to provide a vehicle that carried the greatest payload in the smallest practical space. After the merger of Austin and Morris into BMC,

tensions between Austin and Morris staff resulted in Issigonis leaving BMC for Alvis to design a new V8 powered car. Regrettably this car proved too expensive for Alvis to put in production and thus during November 1955 Issigonis returned to BMC and began work on the supremely successful Morris Mini-Minor and 1100.

*“One thing that I learnt the hard way - well, not the hard way, the easy way - when you’re designing a new car for production, never, never copy the opposition.” - Issigonis.*

***“A camel is a horse designed by a committee.” – Issigonis.***

This belief explains why the Minor and the Mini looked like no other car, as indeed they were not copied or inspired by existing cars. In addition to this policy, the new engineering principles Issigonis incorporated into them ensured that they would look different from their rivals.

Alexander Arnold Constantine Issigonis was born on 18 November 1906 as the son of a Greek father and a German mother in a region which now be-ongs to Turkey.

At the age of 16 Alex Issigonis moved to Britain, where he completed his schooling and studied engineering before becoming one of the most successful automotive engineers and designers ever to come out of Britain.

Not only the many technical innovations introduced in the first Mini clearly showed that the ingenious inventor of this car saw the subject of transport from a very different perspective, it was particularly Issigonis irresistible attitude in life that made the whole development so unique: “Mathematics is the enemy of every creative individual”, is how Alec Issigonis once summed up his creed.

Not surprisingly, therefore, Mini was a highly emotional car right from the start, chic and urban, but also perfect for winding roads and serpentine routes. Only a few months elapsed from the initial sketches to the first road going prototypes, the Mini making its world debut in 1959. And at the same time Issigonis ingenious construction anticipated the principle of front wheel drive with the engine fitted in transverse arrangement at the front destined to become the standard concept for compact cars as of the 70s of the 20th century.

The first million Minis was sold by 1965 and this little high performance car had already won the Monte Carlo Rally as well as the Thousand Lakes Rally in Finland.

In 1969 Alec was knighted by Queen Elizabeth II for his services to the Motor Industry, and he even took the Queen for a spin in a Mini around Windsor Park. He then retired step-by-step from his everyday work, dying in 1988 at the age of almost 82 – with production of the Mini by that time amounting to more than four million units.

# Mini Cord

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Glass Reinforced Plastic or Glass Reinforced Polyester (GRP) bodied Mini prototypes had been made by Pressed



*Mini Cord*

Steel Fisher of Swindon (now the BMW Plant Swindon) back in 1968, and one of these went to Venezuela in 1991 for evaluation.

The result was the 1992 Mini Cord, made for the South American market with engines and mechanical components exported from Great Britain.

The GRP shell is substantially the same shape as the normal Mini, even to the extent of having fake seams, but there are a few detail differences such as the rounded corners of the bonnet.

An example of one of the first cars imported into Great Britain can be seen at the Heritage Motor Centre at Gaydon.

# Mini ski jump

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Here is a video clip of the BBC Top Gear Mini Ski Jump skit on the following weblink;

<http://www.youtube.com/watch?v=-Pzca06jQ80>

courtesy of BBC's Top Gear



*Mini Ski jump.*

A recent newsletter from Trade Me indicates that amongst the top 15 site searches, the beloved Mini ranks at No. 4, slightly ahead of BMW at No. 6.

Obviously, Mini is very popular with the masses.

Unfortunately it cannot be distinguished whether old classic Mini or new MINI Cooper models are being searched, but a recent check showed at least 30 new MINI cars being listed. Accounting for many of those on sale are ex-Japan used import cars which have suddenly started landing in numbers.

Thinking of selling? The market is hot for old Mini cars right now.

# Mini Ads



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# Mini Web

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**Spy shots**  
<http://www.mph-online.com/web/spyphotos/0032>

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**Mini Encyclopædia**  
<http://www.ime.org.uk/>

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**BBC Culture show**  
<http://www.bbc.co.uk/arts/cultureshow/designquest/vote/>

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**Our own home page**  
<http://www.minis-auckland.org.nz/>

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**MCCoA club magazine archive**  
<http://simple-pages.homeunix.net/mini/>

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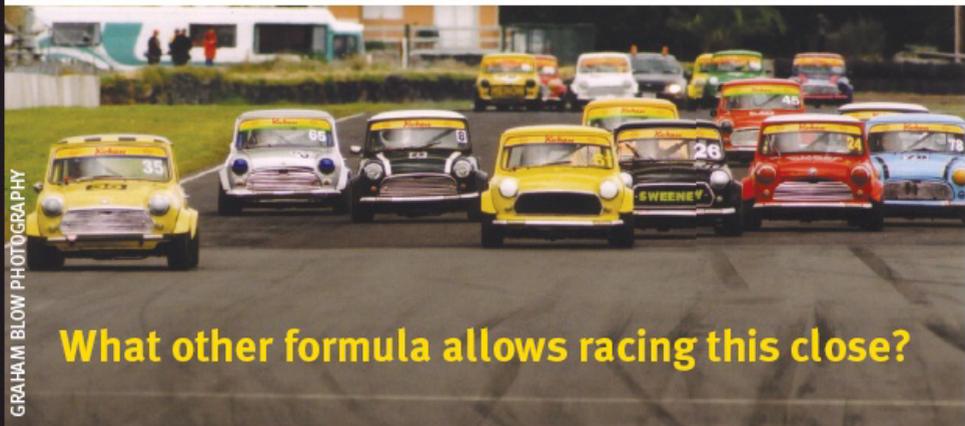
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# Concours d'Elegance

This show of all shows gave our car club the best opportunity to literary show off. We had it all, style, leisure, action, the lot.

The team that put it together deserves to be honoured. They did a fantastic job. I was not able to go to the show but, from the photos I received from Mike Bates, you can see that it was great day.





# MINI gossip.

MINI USA featured its one-of-a-kind record-breaking MINI dragster at the Chicago Auto Show on February 10-19. The award-winning MINI holds the impressive title, "World's Fastest MINI."



*Drag MINI*

The outrageous carbon fiber MINI dragster, created in collaboration with extreme California based tuner FIREBALL TIM RACING (FTR), wowed crowds at import and tuner shows and events this past fall. The car was equally as impressive on the drag strip. The MINI USA/FTR dragster as the "World's Fastest MINI" is potent, with the turbo, supercharged and nitrous powered MINI Cooper S dragster pulling a best-time of 11.26 seconds at 121.26 miles per hour in the quarter-mile run. MINI USA provided FTR with a carbon-fiber bodied, 1700lb MINI Cooper S with the John Cooper Works kit and a supply of parts and accessories to create the 500 horsepower, twin-

charged drag monster. Hollywood car designer and constructor Fireball Tim (Lawrence), and partner, import drag racer and tuner, Hubie Fuh built the show-stopping MINI dragster. The two specialize in creating all forms of extreme,

record-setting street and race cars.

At the Hot Import Nights in Phoenix, Arizona this fall, the extreme MINI beat 300 competitors to win the "Best Engineered" award with its polished under-hood hardware and eye-catching

graphics. The MINI USA/FTR creation also made its drag strip debut this fall and has appeared at select events over the last several months, including SEMA in Las Vegas, NV, the NHRA Sport Compact World Finals in Pomona, CA, Hot Import Nights in Phoenix AZ and Hot Import Nights in Los Angeles, CA.

***Courtesy of MINI USA Press***



# MINI gossip.

Here is a spy-shot of the new R55 MINI Traveller caught by a honeymooner in South Africa. Of note is the new roof-line, and the taped-up rear suicide doors. Mini fans will spot new door mirrors and other features.



Not many people can experience driving on one of the world's greatest racing tracks, but now they can virtually, courtesy of the following weblink;

So pull on your helmet, fasten those seat belts and hang on for the 10 minute ride.

<http://video.google.com/videoplay?docid=-8643109105396752428>

Another lot of photos from South Africa. This time a Mini offroad hybrid with what

looks like a RAV4 undercarriage.



2004/01/13



2004/01/13



2004/01/13

# Mini Events

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**TUESDAY 4 APRIL-** Clubnight at Northern Sportscar Clubrooms from 7.30pm. We will have a guest speaker from Fuelstar.

**SUNDAY 9 APRIL-** The Italian Job navigational trial. Navigational trial around the city. Meet at the Auckland Domain carpark adjacent Titoki Street at 12.00pm. You will need a navigator, clipboard and a pen. Please make sure that you have filled up with petrol prior to your arrival.

**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 are hosting a technical afternoon for the club that will look at how to set your car up for the track day at Taupo. Mini 7 driver Don McVeigh will be on hand to offer advice and we will finish with a BBQ. Meet at Landscape Cars, 919 Dominion Road Mt Roskill at 1.00pm.

**SATURDAY 13 MAY-** Mini Fun Day at Centennial Park Raceway in Taupo. This event is run by the Mini Racing Club and is your chance to take your car around Taupo race track or be a passenger in a race Mini. Chris Roper will lead a convoy down to Taupo on Friday afternoon meeting at 1.00pm at the BP Service Centre between Papakura and Drury on the southern motorway. I will lead another convoy down to Taupo on Friday night, leaving from the same venue at 6.00pm. We will go out for dinner on Saturday night and return to Auckland on Sunday. Book your own accommodation.

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

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

# Mini Events

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**SUNDAY 10 JUNE-** Best of British car show at the Bruce Mason Centre. If you would like to display your car at this show please contact Ian Fergusson (contact details on the inside cover of this magazine)

**SATURDAY 24 JUNE-** Night Trial. Navigational trial around the Franklin district finishing for dinner. Meet opposite the Karaka Bloodstocks, Hingia Road Papakura at 6.00pm. Bring a navigator, clipboard, pen and a torch.

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

**SUNDAY 9 JULY-** Go karting

**TUESDAY 1 AUGUST-** AGM

**FRIDAY SATURDAY SUNDAY 25-26-27 AUGUST-** Weekend trip to Taupo to celebrate the Mini's 47<sup>th</sup> birthday. More details to follow.

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

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

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



*The ultimate desk.*