



*A visit to Pukekohe*

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# Mini Car Club of Auckland

Volume XV

Issue 2

April 2007

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**Trials:** Michael Wigmore, Chris Roper

**Club nights:** Warwick Robinson, Ross Galloway, Rick Vine

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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 2007**

# President Report

Warwick Robinson

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The year has started with great results from two major car shows.

At Motat at last we achieved 1<sup>st</sup> place for the Club Display with a fantastic display of 30 cars in conjunction with our own Club Show-n-Shine.

Also Kevin Patrick's white Cooper S gained 1<sup>st</sup> place for the Best Car at the show – What an achievement.

At Concourse de Elegance at Ellerslie we were placed 3<sup>rd</sup> in Club Display. Our Club Display was fantastic, but other clubs have developed great displays also.

We achieved 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> in the Gymkhana and 6<sup>th</sup> place in the team's event. But our 2 Minis – Charles Tisdall's Rover Cooper and Kevin Patrick's Cooper S did make it to the winner's circle, which is an achievement in its self.

Warwick & Lesley Robinson's Cooper Sport pack won People's Choice.

On 4<sup>th</sup> March 10 Minis turned up at Pukekohe to support the Super Mini Challenge series, as 3 of our members are racing in that series.

It was good to see communication both ways. The racing during the day was great.

Club night 6<sup>th</sup> March – Scott Tritram came with a Fraser 7 and spent time describing building and performance of the cars.

Many members of the Committee are standing down from their portfolios at the August AGM.

We need people for the following positions: - President, Club Captain, Secretary and Treasurer.

If anybody **Can Help** the Club out by offering their services to this Fantastic Club, please put your name forward. Our Club is one of the strongest of all Car Clubs in New Zealand and I want to see that continue.

**EL PRESIDENTO  
WARWICK**

# Club Captain Report

Gary Ashton

Doesn't time fly!!! It seems like only yesterday people were sitting around the luncheon table talking about the millennium bug and here we are a quarter of the way through 2007!!! The club has been very active over the summer months and has had its share of success in the shows. All who have been involved deserve a pat on the back especially Mike Bates and the rest of the South Auckland mob.

The grasskhana on March 11 was a great day!! The sun shone all day so the 19 competitors including 3 Datsun Z's could spend all day having fun. Thanks to Dave and Frances for the paddock. Andrew Carter came up from Taupo and battled all day with Keith Hargraves. In some tests the times were 0-05 second different with Andrew winning the event.

The Datsun Z club are running a grasskhana in Clevedon on Sunday April 8 and they have invited us along to join them. Come along and give it a go, these events are low key and awesome fun.

On Sunday April 14 Otahuhu Electroplaters have invited us to their workshop to show us how they revitalise the shiny or not so shiny bits on our cars. It sounds like it is going to be a very interesting day.

Saturday May 12 is the annual Mini Fun Day at Taupo racetrack run by the Mini Racing Drivers club. This is always a great weekend. You will have the chance to take your own Mini out on the track and you can be a passenger in one the race cars. But it is not just the race track, this weekend is always very social with everybody going out for dinner on Saturday night, and meeting for breakfast on Sunday morning. If you want to go, book your accommodation early and join one of the convoys to Taupo.

For those not in Taupo, we are having a Mothers Day lunch run to Cooks Landing Winery on Sunday May 13. Leaving from Papakura, we will follow some interesting back roads to Te Kauwhata for a leisurely lunch. Please let myself or Catherine know if you are going to attend so we can make bookings.

Sunday 27 May we are running a fun trial that will get the mind and body of the driver and navigators working, so if something a little different that will exercise more than just the Mini appeals, meet us at the Greyhound club in Manukau for an afternoon of fun.

Looking a little further ahead, don't forget the Nationals are being run by MOWOG this year. The preliminary notice is in this magazine so you can start planning your trip and book accommodation. Remember it is held on Labour weekend and it might be busy, so get it sorted early!!!

Catherine and I will be helping run the Targa events again this year and due of change of circumstances we need a couple of extra people to come with us. The first event is 8, 9 and 10 June based in Rotorua and the main event starts on Labour weekend and finishes in Hastings a week later. If you like motorsport and would like to be involved in one of New Zealand's biggest motorsport events, get hold of Catherine or myself as soon as possible.

I think that I have taken up enough space in this magazine, so I will wind it up here. Remember, life is not a spectator sport, get off the couch and give it a go!!!!  
Hang on a minute, I have an idea.....



# Editor Ramblings

Frits Schouten

Well, there you have it. The editor is pushed of its page. And do I mind? No not at all. It's great to see the Club Captain's spiel growing by the day. His planning is well ahead this year. There are now no excuses by anyone to say, "I didn't know" Look at the event page at the back of this magazine. It's absolutely jampacked with events that are, one after the other, and great to participate in.

February started with a great car show in the form of Galaxy of Cars where our club again scored very high. And very quickly was followed by the New Zealand Classic Car weekend incorporating Concourse De Elegance. Again, our club scored very high finishing third overall. During the Concourse De Elegance there was also a gymkhana held and, after a lot of tyre smoke and some very wide grins on faces, ended up with a shoot-out between the organising MG car club and, you guessed it, our own Mini Car Club.

Okay, the MG club got the first place but Minis took the next 7 places. Well I think it was the next 7 places, but it could have been 9 too.

This was the first of many events I've enjoyed over the years where the Mini sustained some damage caused by metal fatigue. Both tie-rods gave up. One considerably more than the other. It must have

looked pretty funny, wheels pointing all over the show. Fortunately the worst one was bent downward so, nothing of a problem that can't be fixed with a jack. I ended up with a couple of esses in the tie rods and some behavioural problems while driving home later that afternoon.

Lee, from MiniBitz popped a pair of real tie rods in the mail. Those new ones will never bent, I can tell you that for sure. And they are adjustable too.

Prove that they withstood the abuse followed soon with the GrassKhana held in Paerata. Boy, was it a good event, or what. The Datsun Z club was invited to give us some serious competition, which they did. Rear wheel drive versus front wheel drive, it had to be a good competition. The Club president of the Zs liked it so much, he invited the Mini Car Club to their upcoming GrassKhana which will be on 8 April and held in Clevedon.

Check the events page in the back for details. They will run it in the same format as we did. Should be fun for everyone. Being a grass event, don't bother cleaning your car beforehand.

# GALAXY OF CARS – 4 FEBRUARY 2007

Catherine Ashton

Sunday 4 February 2007 dawned bright and clear as Gary and I arrived at 6.30am at MOTAT and drove straight in the gates to claim our site for the day.

Approximately 25 Minis arrived shortly after to help set up our display.



*Club display*

With our stand set up by 8.00am, the judges who were judging the cars in our clubs show and shine started the hard task of finding the best presented car, while the rest of us walked around MOTAT to check out the other displays.

There were a wide variety of other cars on display including a Wolseley Hornet, Imps, Morris Minors, Fords, Holdens and Datsun Z's to name just a few.

By lunchtime the judges had finished judging our Minis for the clubs Show and Shine and announced the winners. Overall winner was Lesley

Robinson, Restored went to Lesley Robinson, Modified to Lee Norman, Custom body to Warwick Robinson, Original to Gavin Agnew and BMW to Tony Maulder (no surprises there). Congratulations to all the winners.

While our club cars were being judged, Gary was judging the Datsun Z cars for their Show and Shine.



*Nice lineup*

About 2.00 pm the judges of the whole event for the day the Lions Club of New Lynn asked Kevin Patrick to move his Mini from our display to the main presentation area as he had been chosen as one of the finalists in the best presented car category.

At 2.30pm those from our club who had not gone home made our way up to the presentation area for the main prize giving.

Our club has won second place for club displays at MOTAT twice before, but this year we were chosen as the club with the best club display. We finally broke the 2 year jinx.

As for Kevin Patrick, his white Mini Cooper S was voted as the best presented car out the 1500 entries received on the day. Well done Kevin.

All in all a great day with our club coming out on top. A big thanks to all those who attended.

Bring on 2008.



*Racers on display too*



Note: The final results summary of the Concours d'Elegance can be found at: [http://simple-pages.homeunix.net/photo-album/Concourse\\_De\\_Elegance\\_07/](http://simple-pages.homeunix.net/photo-album/Concourse_De_Elegance_07/)

# INTERMARQUE Concours d'Elegance



## 2 Teams Event

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### 2.1 Results – Morning Judging

Position	Club	Points (max 580)
First Place	MG Car Club (Auckland) Inc.	540
Second Place	Auckland Mustang Owners Club – Team 1	527
Third Place	Porsche Club NZ	525
Fourth Place	Auckland Jaguar Drivers Club	503
Fifth Place	BMW Car Club of New Zealand Inc.	473
Sixth Place	Mini Car Club of Auckland	408
Seventh Place	Auckland Mustang Owners Club – Team 2	402
Eighth Place	The Daimler & Lanchester Owners Club	394
Ninth Place	Jowett Car Club (Northern Branch)	375
Tenth Place	Ferrari Owners Club	333
Eleventh Place	Club Lotus NZ Inc.	324
Twelfth Place	NZ Micro Car Club I	264
Thirteenth Place	NZ Micro Car Club II	216

### 2.2 Results – Afternoon Judging

Position	Club	Points (max 1180)
First Place	MG Car Club (Auckland) Inc	1064
Second Place	Porsche Club NZ	1034
Third Place	Auckland Mustang Owners Club – Team 1	1018
Fourth Place	BMW Car Club of New Zealand Inc.	1006
Fifth Place	Auckland Jaguar Drivers Club	979
Sixth Place	Mini Car Club of Auckland	846

## 4 Display Competition

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Position	Team Display
First Place	MG Car Club Auckland Inc.
Second Place	Auckland Mustang Owners Club
Third Place	Mini Car Club of Auckland





# Paerata GrassKhana

Frits Schouten

Pretty groovy day it was. It started with an assembly at the Papakura BP from



*The gathering at Papakura BP*

where there was a bit of a convoy drive to Paerata near Pukekohe. It turned out that the event was held a Dave Handyside's property. Some of us were very familiar with it because it was also used to do the mock-up for the Concours d'Elegance weeks earlier where several of our club members lend a hand.

There were two paddocks set aside for this event. One for the club displays and one for the tests. The test paddock was split in two. This way we could



*Our playground for the day*



do two tests side by side which made it really attractive to watch. With the Datsun Z club participating it made it an interesting contest. Front wheel drive versus rear wheel drive. And did they give it heaps? You bet. Mind you, all tests were first gear events. Speed was not a feature at all, although being able to go fast in first gear was nice. Plenty of drifting for the Zs with their rear wheel drive and plenty of hand brake turns for the Minis.



*Ready for registration*

Each test was done twice and there were



*Where was it that I need to go?*

After lunch more people got the hang of it and more dust was thrown up. In particular the Zs.



*Keith ready to rock*



*Lunch time*



*Are we there yet?*

6 courses to go through. Four in the morning and two in the afternoon. All times were added together and the person with the lowest time was the winner. Not that this really mattered too much. It was really the fun of going around, throwing up lots of dust.

Lunch was provided as part of the event. The BBQ got stoked up with burgers and sausages as the main course with lots of salads and drinks.



*All sorts going around*

What was clear in the afternoon was the skills some of the drivers had.

Like

Andrew Carter doing it nice and easy while Keith Hargraves attacked the courses with vigilance. The latter was the approach of many of us. Go hard or go home... But if you don't have the experience like Keith, you might have a lot of fun doing it, but you're never going to win.

In my view, GrassKhanas need to be done way more often. For all of us, the next opportunity is on Sunday 8 April, when the Zs club invites us to their GrassKhana. See the Events page for more details.

# Results of the GrassKhana held at Paerata.

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PLACE	NAME	CAR	COURSES COMPLETED	TOTAL TIME
1	ANDREW CARTER	MINI	6	3 54 53
2	KEITH HARGRAVES	MINI	6	3 58 20
3	AMIT SHARMA	MINI	6	4 19 18
4	KEVIN TAYLOR	MINI	6	4 20 33
5	CHRIS MANNING	MINI	6	4 20 92
6	ANTHONY MARSH	MINI	6	4 27 74
7	LEE NORMAN	MINI	6	4 28 12
8	GEORGE BROWN	MINI	6	4 33 86
9	SIMON HEIBINDAAL	MINI	6	4 38 01
10	DANIEL BARRACK	MINI	6	4 41 48
11	FRITS SCHOUTEN	MINI	6	4 48 73
12	KELVIN HEALEY	Z	6	5 01 47
13	CHRIS VALTER	Z	6	5 05 91
14	PETER HARTSHORNE	MINI	5	4 10 60
15	MARK THOMPSON	MINI	5	4 18 42
16	KEVIN HARTSHORNE	MINI	4	2 13 88
17	STEVE WEST	Z	4	3 38 04
18	KEVIN PATRICK	MINI	3	2 07 13
19	SIMON LODGE	MINI	3	2 41 77

---



*One of the Zs getting a bit close to the fence.*

# Mini Nationals Labour Weekend 2007 Preliminary Time table



MOWOG is pleased to invite all Mini Clubs and Mini enthusiasts to the Mini Nationals being hosted by MOWOG Inc and held in Lower Hutt City.

Accommodation and Ferry bookings can be arranged thru the Hutt City Visitor Information Centre via their website

[http://www.visithuttcity.com/travel\\_information/visitor\\_information\\_centre/index.htm](http://www.visithuttcity.com/travel_information/visitor_information_centre/index.htm)  
Or by phone on 04-560-4715

The schedule below is indicative and may be subject to change

## 19<sup>th</sup> October 2007

Scrutineering for speed event

## 20<sup>th</sup> October 2007

Show and Shine  
Amazing Mini Race  
Evening BBQ

## 21<sup>st</sup> October 2007

Speed Event  
Tikki Tour  
Dinner / Prize Giving

## 22<sup>nd</sup> October 2007

Breakfast



Club secretaries please advise your Members.

Please note that - Accommodation and Ferry bookings can be a premium at this time of year and we strongly recommend that if you are requiring any of these services to book early.

Please feel free to direct any enquires to Club **President**, Richard Andrews 04-563-5161  
[miniviper@xtra.co.nz](mailto:miniviper@xtra.co.nz)

**Secretary**, Bernard Bouchereau 04-528-5155, [kiwiinwgtm@slingshot.co.nz](mailto:kiwiinwgtm@slingshot.co.nz)  
or please visit our website [www.mowog.co.nz](http://www.mowog.co.nz)



# WHAT'S ALL THE NOISE ABOUT?

Article by Greg Wenzlick. 2007.

There is nothing better than the sound of a Mini A-series engine, tuned with twin SU carburettors or a Weber DCOE side-draught, and a LCB three-branch exhaust extractor system. That distinctive sound is music to my ears and to many other club members.

I am looking to upgrade my Mini 1000 exhaust system from a freeflow exhaust extractor as fitted to standard Cooper and MG1100 cars, a 1 and 3/4 inch front pipe leading into a standard Mini muffler and tailpipe at the rear. Why the previous owner chose this combination is a mystery.

After obtaining a price for a set of LCB extractors from Coby Exhausts of Hamilton, the manufacturers, I started making enquiries on the whereabouts of obtaining a Mini Cooper free-flow muffler – the oval straight-through type.

This muffler was also similar as used as the front muffler of the MGB sports car.

Now back in the old days, Mini Cooper mufflers were hot property, and owners of many other makes of cars used to fit these to their own systems. The V8 engined cars sounded real good with these fibreglassed-packed mufflers fitted. As old Mini was assembled in NZ from CKD packs a certain number of components used to have to be made in New Zealand and exhaust systems were one of the items. Wellington's Southward Engineering, owned by the late Len Southward a car nut and museum curator, made these mufflers and supplied both OE and replacement component companies. However, when the local Car assembly plants closed up, so did Southward's exhaust manufacturing business.

I started making enquiries from various places around NZ and also Australia and GB. Local Mini parts agent Aables of Penrose advised they no longer stocked the muffler but an alternative was available but not to the same shape and dimensions. The Sydney based Mini and Moke World advised they could supply a similar muffler at around \$99 plus freight – but never replied to my email about freight costs – they were too busy to reply they said. Some types were available but more expensive than my budget allowed.

A hunched to a positive result. A well-established Auckland company, Woolf Muf-

flers of Dominion Road, Auckland was able to supply an identical muffler, if not the original, to me for a budget price. Many old-timers will remember Alan Woolf, a Northern Sports Car Club member and driver of his infamous Triumph Vitesse in racing events. He later went on to Rally events.

I will now be able to fit my new exhaust system with the near-genuine components with the left-side exhaust pipe exit.

For the Cooper Muffler;

**Woolf Mufflers, Cnr Charles St and Dominion Road, Mt Eden.  
Phone 09 630 0690.**

Muffler UV704 Oval 48mm, 1 and  $\frac{3}{4}$  inch inside diameter. \$60.25 + gst.

Muffler WN121 Oval 110mm, 2 inch inside diameter, \$72.53 + gst.

---

Here is a Mini conversion for vintage car fans.

The Mini body shell, doors and windows can clearly be seen on the Beauford



*Beau*

which is Ford powered. The split screen is fake. This example was seen in the Show & Shine at the start of the 2003 London - Brighton Mini Run at Crystal Palace. The beauford is a popular choice for wedding car hire. (photo: R. Porter)

Back in the 1960s I wanted to be a racing driver more than anything else in life. But I couldn't afford it, so I did the next best thing —

I started writing about the sport I loved. I borrowed some money from my parents and started writing about it, publishing a magazine called AUTONEWS. Throughout the late 1960s and most of the 1970s I attended every motor race meeting possible and wrote about it.

But times changed. The sport went into a state of depression and it became obvious there was just not enough interest in motor racing locally to sustain a high level of motor racing content. By now I was editing and publishing DRIVER and the reluctant decision was to drop the motor racing content in favour of road tests and other car features.

Well, times have changed yet again. Motor racing in NZ is going through another golden era and I have decided to return to my grass roots of motor racing. The advent of the internet means that race reports are no longer needed, but starting with the March issue of DRIVER we are back into feature stories on motor racing. We kick off with a separate 88 page magazine devoted to Formula One, but in DRIVER we also have a lengthy profile on the outstanding A1GP driver Jonny Reid, Angus Fogg, the continuing story of Jono Lester in the Porsche GT3 Series and the major step towards the new circuit at Hampton Downs. And this is just the start. Each month in DRIVER from now on we will continue to provide the only source of motor racing feature stories published in New Zealand.

If you could pass this information on to club members it would be much appreciated. It's great being able to talk about the "good old days" on the 60s and 70s in CLASSIC DRIVER, but to be able to get involved again with current motor racing in DRIVER is incredibly rewarding.

With regards

Allan Dick

Editor and Publisher

DRIVER

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# Mini Ads

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# Mini Web

Photos of the Mini Nationals 2006.  
<http://simple-pages.homeunix.net/>

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

The BMC Archive  
<http://mk1-performance-conversions.co.uk/>  
[mk1 the bmc archive.htm](http://mk1.thebmcarchive.htm)

The Italian Job Missing Scene  
<http://www.youtube.com/watch?v=qNs4MIs9Who>

Yes, its a spoof movie trailer for an upcoming MINI event.

<http://hammerandcoop.com>

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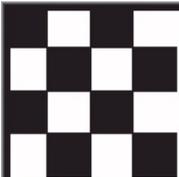
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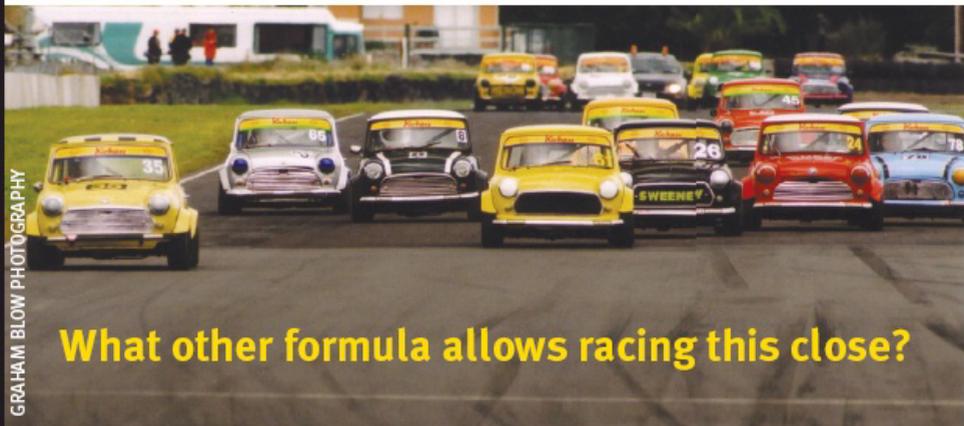
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# **MINI RACING DRIVERS CLUB of NZ INC.**

## **SMC FUN DAY & PRIZE GIVING DINNER 12 MAY 2007**

### **Taupo Race Circuit, Testing Format:**

1. Testing will be run in controlled groups of no more than 10 cars.
2. Each group will have 5 laps on the track at a time.
3. Only Mini's (both road and race cars) are eligible for this event.
4. Event will be held on the 1.4Km club circuit.
5. Event entry will be via the Centennial Drive gateway.

### **TIMETABLE**

<b>Scrutineering and Documentation:</b>	<b>8:00am – 10:30am</b>
<b>Drivers / Passengers Briefing:</b>	<b>9:00am – 9:15am</b>
<b>Testing Session 1: New Drivers Only</b>	<b>9:30am – 9:45am</b>
<b>Testing Session 2:</b>	<b>9:45am – 12:00pm</b>
<b>Lunch Break: BBQ being run by MRDC</b>	<b>12:00pm – 12:45pm</b>
<b>Testing Session 3:</b>	<b>12:45pm – 3:55pm</b>
<b>Track Closed:</b>	<b>4:00pm</b>

### **Conditions of Testing;**

1. Entry Fee for Testing is \$50.00 per driver.
2. Members of Mini Racing Drivers Club of NZ Inc. may purchase driver passes for their guests at \$20 per guest driver.

3. MRDC drivers providing their cars for passenger rides will not be charged.
4. Passenger Rides at \$10.00 per ride. Tickets to be purchased at Documentation in the Taupo Car Club Rooms.
5. The minimum age of Passengers is 12 years. Under 18 year olds will require guardian signed approval. The guardian will have to sign the MotorsportNZ form “Clubsport Event Underage Indemnity and Consent” form (CS010). There will be NO EXCEPTIONS. Note this form is available on the MotorsportNZ web site ( forms/ clubsport).
6. No Driver or Passenger is permitted to be on the circuit unless he / she has signed an indemnity form provided by MRDC, and are wearing the coloured arm bands provided as proof of indemnity.
7. Passengers will only be taken in vehicles associated with the MRDC, as an introduction for people interested in circuit racing. All vehicles carrying passengers must be fitted with the following safety equipment;
  - Motorsport New Zealand homologated Rollcage, including anti-intrusion bars on both driver’s and passenger’s doors.
  - Proper race seats for both driver and passenger.
  - Four, five or six point harnesses for both occupants. Both harnesses must be fully compliant with Schedule A. Particular attention to be paid to manufacture date and / or approval expiry date.
  - Rollcage padding for head protection of both driver and passenger, as required by Schedule A.
8. All occupants must wear Motorsport New Zealand approved safety apparel as per Schedule A, including crash helmet, protective overalls and suitable enclosed footwear. Pure 100%

Cotton overalls are acceptable, with close fitting collars at ankles and wrists.

9. *All drivers must drive sensibly throughout the day. Any dangerous driving will not be tolerated by the MRDC. Drivers who are seen to be over-driving or behaving in a dangerous manner, or being inconsiderate of other drivers, will NOT BE PERMITTED to continue driving.*

10. All vehicles entering the Testing Sessions WILL BE SCRUTINEERED FOR SAFETY;

- SMC or other purpose-built competition vehicles having a Motorsport New Zealand Log Book shall be scrutineered to Schedule A requirements.
- All other Minis shall be inspected to a minimum of WOF standards. Particular attention will be paid to safety of braking system, suspension, seating and seat mounts, battery location and retaining devices etc. A minimum of a lap and diagonal seat belt for the driver is required.

## MRDC Prize Giving Evening

An open invitation is extended to all Mini enthusiasts who may wish to attend the Mini Racing Drivers Club Annual Prize Giving Evening.

**Venue:** Taupo Yacht Club  
space later.

**Fancy Dress Theme:** Check this

**Costs:** \$50.00 per head for the Dinner function, \$30.00 per head to attend the latter part of the evening festivities

Contact **Jason Ingram** on Ph: 06 323 4909 Hm or 0274 502 798 Mob for all tickets and information relating to the evening.



# Worksmeni

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The photo on the cover of our Feb magazine portrays a significant slice of Mini history. Allow me to supply the Club with a summary of their event entries and results, thanks to The Illustrated History of the WORKS MINIS, by Peter Browning, a Competition Manager at Abingdon.

EBL 56C, 1275, Built Mar 1965

Driver	Event	Alpine	No	Achieved.	
Hopkirk/Liddon	1965		60	2nd in Class	
Hopkirk/Ruutsalo	1965	1000 Lakes	22	6th overall	
Hopkirk/Liddon	1965	RAC	8	13th O/A,	2nd. I/C
Fall/Wood	1966	Geneva	75	2nd/2nd	
Zasada/Leszczvk	1966	Czech	16	4th/1st	
M.Aaltonen/Tyler	1966	RAC	117	37th O/A	(Rauno's sister)

Note:Henry Liddon co-drove for Paddy Hopkirk in the 1965 Alpine Rally, but Alec Poole's name appears on the side because the latter gentleman co-drove for Paddy in the 19,89 Pirelli Classic Marathon. EBL 56C subsequently blew its CV joints in that event while climbing the Stelvio Pass, which has at least 25 hairpins. Today EBL 56C is completely restored.

LRX 827E 1275, Mar 67

Makinen/Easter	67	Tulin	64	2nd/1st.	
Fall/Wood	67	Geneva	79	1st/1st	
Hopkirk/Crellin	67	Alpine	107	1st/1st	
Handley	69	Silverstone	15	10th/4th	
Handley	69	Thruxton	24	9th/4th	
Handley	69	Silverstone	16	7th/3rd	
Handley	69	Crystal Palace	135	3rd/3rd	
Handley	69	Mallory Park	117	Retired	
Handley	69	Silverstone	15	10th/6th	
Handley	69	Brands Hatch	245	Retired	
Handley	69	Salzburgring	31	2nd/2nd	

LRX 829E 1275, Mar 67

Aaltonen/Liddon	67	Tulip	65	3rd/2nd	
Vernaev/Liddon	67	Geneva	80	2nd/2nd	

Readers will spot that both 827 & 829 were on the podium for the 1967 Tulip Rally in the Netherlands. I can't find the winner, but it was most likely to be a Porsche 911 S, because this company was sick of being continually embarrassed by BMC Minis, & Porsche was throwing huge amounts of money into their competition programme.

Regards,  
Chris McMurray

# Work in Progress

Chris Roper is a busy boy. Those photos give you a sneak peak into his workshop.

Motor is a 1320 with a stage 2 head, Orange pressure plate, Metro turbo clutch plate, Lightened and balanced flywheel with a fast road cam. 1.5 neg arms and adjustable tie rods. Brembo 7.5 discs on front with green-stuff pads. On road soon!



*Look at that baby.*



*Now she's empty.*



*And now she's full*

# MINI news.

## MINI Challenge Race series

Round 4 – Manfield Autocourse 17<sup>th</sup>/18<sup>th</sup> February 2007, 3.03km circuit.

MINI Challenge racer “Fast Eddie” Bell cemented his nickname and his overall lead by winning race one at the Manfeild Autocourse on Saturday 17<sup>th</sup> February.

Bell lead another closely fought MINI Challenge race leading from start to finish. Turn one turned into somewhat of a MINI melee with some competitors getting sideways and side-tracked but thanks to the reliable nature and excellent strength of the MINI Cooper S all finished the eight lap race.

Yet again the MINI Challenge has thrown up another two surprise results in this weekend’s first race. Motorsport Services team mates Kevin Cantwell and Jeff Hogg came second and third respectively by taking a conservative approach at the start to avoid incidents with other people.

“It’s so good to be at the top end of the finishing field,” said an elated Cantwell when the MINI Cooper S racing cars came off the track into the scrutineer’s bay.

“I felt fairly confident during the race that I could challenge Peter Sharmach and I did finally after a couple of attempts early on and a few tussles,” he said.



*Jeff Hogg (3) leads Peter Scharmach (27)*

Optiflex MINI #3 driver Jeff Hogg was also pleased with his third place in race one holding off a challenge from Brent “Bones” Collins in the PDL MINI #44 who had to contend with fourth place in race one, followed by Peter Sharmach .

“Kevin and I decided in an earlier conversation that it was time we finished a race in a reasonable position rather than running into each other,” said Hogg. “We decided we would

drive defensively to avoid incidents, it’s been a good strategy so far this weekend but we have three more races to finish on Sunday.”

This morning MINI Challenge commentator Mike Eady lost a bet as Fast Eddie flew around the 3.3 kilometre Manfeild Autocourse in 1.20.386 taking pole position for race one in his ESWA MINI #69.

Eady reckoned that none of the drivers would manage to break 1 minute 20 seconds around the testing Manfeild circuit. Now he owes seven of the seventeen Mini Cooper S drivers a round of beer. With only 1.3 seconds separating the field of 17 cars, close racing in race one

was always going to be a certainty on the tight and technical Manfeild track. Kevin Cantwell qualified in second place, Ant Pederson in the JA Russell MINI #69 took third on the starting grid followed by Peter Sharmach on fourth position in the Digga-Link WPS MINI #27.

Gavin "The Enforcer" Dawson in the Scalextric MINI #50 took fifth on the starting grid for race one followed by Jeff Hogg in sixth place and Brent "Bones" Collins in seventh place, all qualified their Cooper S cars in under 1 minute 21 seconds.

However, Bell was never troubled by these drivers or the remainder of the MINI Cooper S fleet behind him. Towards the end of the race his leading margin over Kevin Cantwell had slipped due to tyre wear.

"I got a great start but towards the finish line Kevin did start coming back at me, which was a bit of a worry" said Bell. "Both he and Hoggy have done a fantastic job of placing so well so early this weekend, I look forward to our three races on Sunday."

### **Race One, Saturday February 17<sup>th</sup>, 2007 (8 laps)**

Pos	MINI Driver	Hometown	Best Time
1	Eddie Bell	Christchurch	1.21.488
2	6 Kevin Cantwell	Auckland	+0.803
3	3 Jeff Hogg	Whangaparaoa	+3.975

The sun shone on the asphalt presenting the 17 MINI Cooper S cars with sticky conditions at Manfeild Autocourse near Feilding on 18<sup>th</sup> February.

"It's a tribute to the design and engineering of the MINI Cooper S that the 17 cars we sourced from Europe have been so reliable and we are only half way through the season," says MINI New Zealand Manager Peter Jarratt.

"Apart from the John Cooper Works racing brakes and suspension and the roll cage, all the other performance parts fitted to these cars can be sourced over the counter from your local MINI dealer."

Race two of the MINI Challenge this morning saw the top six fastest cars from yesterday's race one in reverse order on the starting grid with Jeff "Hoggy" Hogg in the Optiflex MINI #3 on pole with Gavin "The Enforcer" Dawson on second position.

Behind them was Peter Sharmach in the DiggaLink WPS MINI #27 on third, Anthony "Peddo Jnr" Pedersen on fourth in the JA Russell MINI #96, followed by Kevin Cantwell in MINI #3 on fifth position and championship leader "Fast Eddie" Bell took sixth place on the grid in the ESWA MINI #69.

Seventh place on the grid was taken by Mainland man Brent "Bones" Collins in the PDL MINI #44 while the championships youngest competitor 15-year-old Richard "Rookie Richie" Moore in the Scutum MINI #10 took position eight. Position nine was taken by IDL MINI #30 driver Wayne "Timmo" Timms.

A clean start saw the field take turn one cleanly with Sharmach leading, Gavin "The Enforcer" Dawson snuck through to second place leaving "Hoggy" in third, followed by a hard charging "Fast Eddie" in fourth.

Sharmach pulled away from the field taking the race win unencumbered, leaving "The Enforcer", "Hoggy", "Fast Eddie", "Peddo Jnr", and "Bones" ducking and diving amongst each other in hot pursuit for championship points.

"Fast Eddie" and "The Enforcer" then had an altercation in lap five which temporarily placed

Bell into second position but he retired with damage on lap six.

A delighted “Hoggy” took second place followed by “The Enforcer” in third, “Peddo Jnr” held off “Bones” for fourth place, while a very happy “Rookie Richie” Moore took sixth. Motorsport Services team mates Kevin Cantwell in MINI #6 in seventh place and Will Selles in MINI #2 in eighth place.

### **Race Two, Sunday February 18<sup>th</sup>, 2007 (8 laps)**

Pos	MINI Driver	Hometown	Best Time
1	27 Peter Scharmach	Germany	1.20.963
2	3 Jeff Hogg	Whangapararoa	+5.074
3	50 Gavin Dawson	Auckland	+5.924

Race three saw Sharmach on pole in the Diggalink MINI #27 followed by the sixteen MINI Cooper S cars in the finishing order from the last race.

However it was “Hoggy” in MINI #3 who got the better start off position two on the grid, holding his nerve at turn one by getting in front of Sharmach and then holding the lead from start to finish in the 12 lap race.

Sharmach tried to get around the Motorsport services team member but “Hoggy” had the bit between his teeth and held the German at bay.

“Turn one was my biggest concern,” said an elated Hoggy “But I held my line and concentrated on just bringing it home...it’s nice to be at the pointy end of the field.”

Behind “Hoggy” and Sharmach, in third place was Gavin “The Enforcer” Dawson in Scalextric MINI #50 who had his mirrors full of Brett “Bones” Collins in the PDL MINI #44.

Then half way through the race on lap six young “Rookie Richie” Moore in the Scutum MINI #10 got the drop on “Bones” and held onto fourth place until the chequered flag, leaving the mainland man in fifth position.

“I didn’t think I would get past “Bones” but I managed it,” said the elated 15-year-old Auckland Kart champion. “I’m really stoked because he’s a much more experienced driver so it’s nice to know I can be competitive.”

Motorsport Services team member Kevin Cantwell in MINI #6 found himself elevated from eighth to sixth place, passing an ailing Anthony “Peddo Jr” Pedersen in the J A Russell MINI #96 and Wayne “Timmo” Timms in the IDL MINI #30.

“Timmo” held onto 7<sup>th</sup> place, followed by Will Selles in MINI #2 in eighth, while championship leader “Fast Eddie” Bell had brought his ESWA MINI #69 up to ninth place after starting on position 17 of the grid, following his DNF in race two.

### **Race Three, Sunday February 18<sup>th</sup>, 2007 (12 laps)**

Pos	MINI Driver	Hometown	Best Time
1	3 Jeff Hogg	Whangapararoa	1.21.328
2	27 Peter Scharmach	Germany	+1.719
3	50 Gavin Dawson	Auckland	+3.974

Race four saw the starting grid order from the finish of race three and it was once again Jeff “Hoggy” Hogg who got a great start getting in front of Peter Sharmach who then had to defend himself against a rapidly charging “Rookie Richie” Moore.

Moore managed to get past Sharmach and take second place on the eighth lap of race four but

he never was able to catch the flying “Hoggy” who lead the 12 lap race from start to finish. Sharmach managed to defend himself from the advancing pack of Brent “Bones” Collins, Gavin “The Enforcer” Dawson, and “Fast Eddie” Bell. “The Enforcer” by name and nature, Dawson finally got past “Bones” on lap 11 to take fourth place in the race.

Collins, Bell, Kevin Cantwell, Wayne Timms, Will Selles and Shaun Turton made up the remaining top ten finishers.

### **Race Four, Sunday February 18<sup>th</sup>, 2007 (12 laps)**

Pos	MINI Driver	Hometown	Best Time
1	3 Jeff Hogg	Whangapararoa	1.21.483
2	10 Richard Moore	Auckland	+2.865
3	27 Peter Sharmach	Germany	+6.588

But the points winner for the weekend was a delighted Jeff “Hoggy” Hogg, with Peter Sharmach second for the round and Gavin “The Enforcer” Dawson third.

“I’ve always done well at the Manfeild track before in other Motorsport classes,” said Hogg. “It’s about who makes the first mistake and this weekend I managed not to, I’m stoked with the outcome.”

NZ MINI Challenge series

Round Five: 2-4 Mar 2007 Timaru

Round Six: 9-11 Mar 2007 Teretonga

Round Seven: 20-22 Apr 2007 Pukekohe

**This release was prepared on behalf of MINI Challenge 2007 ([www.minichallenge.co.nz](http://www.minichallenge.co.nz)) by Robert Barry at Manfield Autocourse.**

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### **Round 5 - Timaru Levels Raceway 3rd and 4th March 2007. 2.4 km circuit**

#### **Rising star wins first Timaru MINI Challenge**

Rotorua student Anthony Pedersen took his first win in the MINI Challenge opening race at Timaru International Raceway this afternoon. Pedersen had qualified the JA Russell / Powerbase MINI on pole position this morning and then led from start to finish in the 8 lap event.

Brent Collins from Pareora was alongside Pedersen on the grid in his PDL MINI, but got a touch of wheelspin at the start and fell in behind the leader. Collins held station all the way to the flag in a race with little of the action normally associated with the series.

The next three competitors, Gary Johnstone and Wayne Timms of Christchurch plus German Peter Sharmach ran in close company throughout the journey to finish in that order. Sharmach made an early challenge on Timms but fell back as the race progressed after his gear lever broke.

The major interest in the race was the progress of series leader “Fast Eddie” Bell in the ESWA MINI. Bell could only qualify 10th fastest after going the wrong way with tyre temperatures in the morning’s qualifying session. That left him facing a difficult weekend but he was the major mover this afternoon, bringing his car through the field to 6th place at the finish. The top ten was rounded out by Shaun Turton, Will Selles, Neil Foster and Jeff Hogg.

Pedersen was “stoked” with his first win in the series. “The car was grouse, I just pulled away. I got a decent gap and held it to the end. It’s great for the sponsors and the team”. Meanwhile Collins, known to all and sundry as Bones, said he got “a bit excited” at the start and spun a

wheel. He felt the reward ballast he is carrying made a difference as Pedersen was able to get out of corners a lot faster. "I was content and happy in second and slowed over the last couple of laps to conserve my tyres."

Meanwhile the South Island duo of Gary Johnstone and Wayne Timms were extremely happy. "I'm over the moon," said Johnstone, celebrating his 48th birthday with third place. "It's so much better when you are running third or fourth." While it was good to be back on familiar territory Johnstone said he had done some "soul searching" after Manfeild. "I was overdriving the car. It was noticeable that when I started to do it again in the race I fell back towards Wayne Timms."

This morning Pedersen set a time of 1 minute 12.608 seconds to take pole position on a grid that had a distinctly different look about it. Second fastest qualifier Collins said later, "the car had more in it but I had a faux pas with Peter Sharmach and it bugged my mindset." Collins hit the back of Sharmach's car as he looked down to check his lap time. Sharing the second row of the grid were Johnstone and Timms, two drivers with plenty of Mini 7 racing experience around the 2.4 kilometre Timaru circuit. Johnstone just shaded Timms by 0.090 of a second. Sharmach, who is also driving in the Porsche GT3 Cup series this weekend, was fifth.

The session was notable for the lowly grid positions of championship leader Bell and another regular frontrunner, Gavin Dawson. Bell was 10th after his tyre issues and Dawson 12th after losing a lot of time in testing yesterday with fuel pump problems. That put him behind the eight ball this morning on a track he has not raced at before. Dawson made little progress in the race after an ABS system failure. "It showed how reliant we are on the system. It was very easy to lock up and I just couldn't pass."

The MINI Challenge competitors will line up for two more races tomorrow. The first will be fought out over 8 laps at 9.00am with a 12 lap event timed to start at 12.30pm tomorrow afternoon.

### **Race 1 - 8 laps**

Pos	MINI Driver	Best Time
1	96 Anthony Pedersen	9.52.929
2	44 Brent Collins	+2.787
3	52 Gary Johnstone	+5.003

### **"Fast Eddie" makes stunning recovery in Timaru MINI Challenge**

"Fast Eddie" Bell won Round 5 of the MINI Challenge after three typically hard fought races at Timaru International Motor Raceway this weekend.

Bell took the overall round win from local hero Brent Collins with Auckland's Will Selles third overall.

Bell from North Canterbury qualified tenth fastest on Saturday after going the wrong way with tyre pressures leaving the ESWA MINI well down the grid. Bell battled back to a 6th placing on Saturday afternoon and then added a 2nd place this morning before winning the final race of the weekend to give him overall honours.

Collins also drove well in the PDL MINI recording a 2nd, 3rd and 4th to finish the weekend second overall. Driving the Teng Tools MINI Will Selles gradually improved his position as the weekend progressed, finishing with a 2nd place in the final race.

Bell was “absolutely over the moon” with his success. “Once again it was a great effort by the crew,” he said at the conclusion of the event.

Collins, while disappointed with an incident in the final race when he and Peter Sharmach made contact, said the result was “reasonably good, apart from the points situation.”

Selles was pleased: “I really struggled on what is a technical, challenging circuit and qualified 8th,” he said. “To place second in the final race and take third overall is a great result on a circuit I haven’t been to before.”

The action began early this morning when Peter Sharmach won the first race of the day in the DiggaLink WPS MINI. The German started from the front while all hell broke loose behind him at the first corner.

As pole-sitter Neil Foster and Sharmach made their exit from the first turn Wayne Timms spun on cold tyres. The previous day’s race winner, Anthony Pedersen, and Gary Johnstone were caught up in the resulting melee. Pedersen went left but was then hit by someone else.

Johnstone said he had made a bad start and went to the first corner expecting to come out several places worse off.

“When Wayne spun there was nowhere to go. I thought I had made it but he came back across in front of me. After that the car had absolutely nothing.” He brought the car home in 15th place.

Meanwhile Pedersen retired the JA Russell/Powerbase MINI with the suspension arms on the left hand side of the car bent.

Back on track Foster held the initial lead after his good start but Sharmach got better drive out of the turn onto the back straight on the first lap and passed him.

Behind them Bell and Collins settled into a good battle, catching Foster and getting involved in a three - car battle for much of the distance.

Gavin Dawson overcame his ABS braking problems of the previous day in the Scalextric MINI and was on the move from his 12th place grid position.

Sharmach was untroubled at the front but Foster made a mistake at Turn 4 on the final lap, running wide and allowing three cars past. That gave series leader Bell second place in the ESWA MINI with Collins third in the PDL MINI, ahead of Will Selles. Foster then had a 5 second penalty applied for a false start, dropping him to 8th.

That promoted Dawson to 5th after his good drive while Richard Moore was 6th.

Moore was also credited with a new lap record with a time of 1 minute 13.240 seconds in the Scutum MINI.

The 15 year - old said it had taken three or four sessions to become familiar with the Timaru circuit on his first visit to the track and he “couldn’t believe” he had taken the lap record.

Sharmach said he had profited from the trouble behind while Foster said he had “crept six inches and stopped. I then got a blinder of a start but I got the time penalty. I made a mistake on the last lap that let three past me. I’m pretty happy though, it’s not my best result but it’s my best race.”

Timms said his spin was caused by cold tyres due to the amount of time spent waiting for the cars to arrive on the grid. He had recovered to place 13th in his badly damaged IDL MINI.

Sharmach had pole with Bell alongside for the longer 12 - lap race this afternoon. Bell made the best of the start, beating Sharmach to the first corner. Sharmach and Collins then settled into

a huge battle for second and third, a battle finally resolved when contact was made at turn 1 on the tenth lap.

They had raced side by side for several corners prior to the incident. Sharmach quickly regained second place while Collins dropped back to fifth place.

However Sharmach was given a 50 second penalty after he was given a drive - through penalty which he chose not to take. The time penalty dropped him to 15th. Sharmach thought Collins' move was a "bit too optimistic" and thought he would have gone off by himself anyway.

Meanwhile Collins said he believed he had the racing line and said Sharmach had given him a "good serve." Through it all Bell continued on to a good win with Selles in second place ahead of Richard Moore in third.

After his morning outing Anthony Pedersen had to battle through from the back of the grid, eventually ending the race in 7th place. "It was a tough race but I'm disappointed with the way the weekend ended. I'm happy with the way it started but I'm annoyed we couldn't turn it into a positive," he said after a difficult day.

Wayne Timms struck more problems and retired with a damaged rear wheel after being hit on the opening lap. David Grigor was another retirement while Jeff Hogg received a 5 second penalty for jumping the start.

Meanwhile Gavin Dawson, a regular series frontrunner, ended a "frustrating weekend" with 8th place in an "uneventful" race. "I'm glad to see the end of it," said Dawson at the end of race three.

The MINI Challenge competitors now head south to Teretonga Park on the outskirts of Invercargill. Battle will resume on the country's southernmost circuit next Saturday.

## **Race 2 - 8 laps**

Pos	Driver	Time
1	27 Peter Sharmach	9.51.736
2	69 Eddie Bell	+6.115
3	44 Brent Collins	+6.509

## **Race 3 - 12 laps**

1	69 Eddie Bell	14.59.260
2	2 Will Selles	+1.560
3	10 Richard Moore	+2.006

MINI Challenge 2007

Round Six: 9-11 March 2007 Teretonga

Round Seven: 20-22 April 2007 Pukekohe

**This release was prepared on behalf of MINI Challenge 2007 ([www.minichallenge.co.nz](http://www.minichallenge.co.nz)) by Robert Barry**



**The ex-America's** Cup Alinghi team base headquarters in Auckland's Viaduct Harbour was transformed into a MINI garage on Thursday night 15<sup>th</sup> March, for the new MINI launch party attended by over 300 Mini people.



*Photo courtesy of TV3 NZ*

The guests were treated to an amazing show of Mini-spinning and two-wheeled driving by UK Mini stunt driver Russ Swift.

As well as the show, guests were shown the New MINI Cooper alongside an old Classic 1980 Mini, and the two previous MINI models.

Amongst the guests were 1960's Mini Cooper racing drivers Peter Levet and Rodger Anderson. Anderson was also a Mini-spinner during his Mini racing career.

For those who did not attend the event, and missed the TV3 Nightline news, here is the website link to show all the thrills and spills action;

<http://www.tv3.co.nz/News/NationalNews/tabid/184/ArticleID/23212/Default.aspx>

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### **Check out this conversion by a USA customiser.**

It's very similar to the Red Bull MINI One models although those were made in Austria.



See <http://germancarscene.com/2007/03/02/mini-s-cooper-truck/> for more details.

We have acquired information from a USA based journalist on the new R55 MINI Clubman due to be released later this year 2007:

The Clubman will feature *around* 18 inches added to an R56 chassis (8" within the wheelbase, 10" behind it) along with a right side suicide 'coach' door. The door will open to allow easier access to the rear seats making the MINI much more small family friendly.

The coach door's handle will only be exposed when the front right door is open and will be on the right side of the car in all world markets. The Clubman will seat five (yes, three in the rear seats) outside the US market and feature some extra storage features not seen on the coupe. Expect US versions to make do with a two seat configuration similar to what is found in the current coupe.

Unlike the R56, the longer R55 will come standard with a space-saver spare tire on some models. However when the car is equipped with runflats, there's an additional bit of hidden storage space below the boot (similar to what is found on the current BMW 3 Series wagon).

The boot will see unique, wide-opening rear barn doors with dual wipers and two chrome handles in the centre that come together when closed. Like the Traveller concepts, the rear lights will be built on the body rather than the doors. This will allow the doors to be hinged on the edge of the car giving greater access to the boot - similar to what was shown on the Traveller concept cars in Geneva, Detroit, etc.

### **Production schedule**

- **July/August 2007:** Clubman pictures and information made available to the press
- **August 2007:** Clubman enters full pre-production at the Oxford Plant
- **Early September 2007:** Clubman makes it's public debut at the Frankfurt Motorshow
- **Nov/Dec 2007:** Clubman goes on sale in Europe/UK
- **February 2008:** Clubman goes on sale in US market

For Clubman production, MINI will roughly follow the same timeline it used for the R56 as seen above. That means R55 will enter major production some time in August of 2007. Look for these early cars to be mostly made of press and demonstration cars. Judging from how R56 production was handled, look for customer cars to start to be produced in October and November for a UK and European launch in November of 2007. The US launch will follow in February of 2008.

The European public debut is scheduled for the Frankfurt Motorshow in early September with the North American most likely debut set for Detroit in early 2008. Look for official images and specifications to be released in late July or early August

with the first European press drives of production spec cars happening in October. The R55 should go on-sale in the UK and Europe late in the fall. In the US, expect a February debut similar to that of the R56 - which had a February on-sale date. When the Clubman hits the production line full-time later this year, there will be one R55 produced for every four R56s.

The final version of MINI's new shooting brake will be available in five models;

- 95 bhp Clubman One
- 110bhp/180lb ft of torque Clubman Diesel
- 120 bhp Clubman
- 175 bhp Clubman S
- 220+ bhp JCW Clubman S

### **Mid-cycle refresh**

Expect many of the same improvements found in the mid-cycle refresh of the R56 in the R55 most likely in late 2008 or early 2009.

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New York, NY – (January 30, 2007): From an initial entry list of twenty-eight (28) new vehicles from all over the world, a short list of ten finalists for the third annual World Car of the Year (WCOTY) awards were announced by the international accounting firm KPMG. The winners of the 2007 WCOTY will be unveiled during Press Preview at the upcoming New York International Auto Show (NYIAS) on Thursday, April 5, 2007.

Vehicles are selected and voted on by an international jury panel comprised of 45 top-level automotive journalists from around the world. To be eligible, the car must be in production, and sold in at least five countries on two continents.

### **World Car - Top Ten Finalists:**

The following Top Ten World Car finalists are listed below in alphabetical order:

Audi Q7 Audi TT

Citroen C4 Picasso

Citroen C6

Fiat Grande Punto

Jaguar XK

Lexus LS 460

Mercedes CL

### **MINI**

Suzuki SX4 / Fiat Sedici

# Mini Events

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**SUNDAY 25 MARCH-** Fish and Chip follow the leader run to Port Waikato for lunch. Meet opposite the Karaka Bloodstocks, Hingia Road, Papakura at 10.00am.

**TUESDAY 3 APRIL-** Clubnight at the Northern Sports Car Club from 7.30pm.

**SUNDAY 8 APRIL-** Grasskhana with the Z club and the BMW Club. To be held at Keith Smiths farm, North Road Clevedon. North Road runs from Clevedon to Maraetai and the farm is about 4.5km from Clevedon, the gate will have a Z Club banner. Starts at 10.00am, entry is \$10 which includes Motorsport N.Z. levy and BBQ lunch. Bring your own drinks.

**SATURDAY 14 APRIL-** We are going to visit Otahuhu Electroplaters for a technical afternoon. Meet at Otahuhu Electroplaters, 20B Huia Road, Otahuhu at 1.45pm for a 2.00pm start.

**FRIDAY – SUNDAY 20-22 APRIL-** V8 Supercars at Pukekohe and the MINI Challenge.

**TUESDAY 1 MAY -** Clubnight at the Northern Sports Car club starting at 7.30pm. The Mini Racing Drivers club will bring along a race car, tell us about the seasons racing and the upcoming Mini Fun Day in Taupo.

**SATURDAY 12 MAY-** Mini Fun Day at Taupo racetrack. This is your chance to take you Mini on the Taupo race track and to be a passenger in a Mini race car. Convoys will leave from the BP service centre between Papakura and Drury on the Southern motorway, the first will be on Friday May 11 leaving at 1.00pm with another leaving on Saturday May 12 at 6.00am. The club will go out for dinner on the Saturday night. Organise your own accommodation.

**SUNDAY 13 MAY -** Mother's day follow the leader run to Cooks Landing Winery for lunch. Numbers will be limited, please contact Gary or Catherine by Tuesday May 1 to confirm your place. Meet opposite Karaka Bloodstocks, Hingia Road, Papakura at 10.00am.

# Mini Events

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**SUNDAY 27 MAY** – Fun Trial with a difference starting from the Greyhound Club in the Manukau Sports Bowl. Meet at 1.00pm for an afternoon’s fun, bring a navigator, pen, clipboard and a map of Auckland.

**TUESDAY 5 JUNE** – Clubnight at the Northern Sports Car Club.

**SUNDAY 10 JUNE**- Annual go karting challenge. More details to follow.

**FRIDAY – SUNDAY 8-9-10 JUNE**- TARGA Rotorua.

**SATURDAY 23 JUNE** – Night Trial around Franklin District finishing for dinner. Meet opposite the Karaka Bloodstocks, Hingia Road, Papakura at 6.30pm. Bring a navigator, pen, clipboard and torch.

**TUESDAY 3 JULY**- Clubnight at the Northern Sports Car club from 7.30pm.

**SATURDAY 7 JULY**- Technical morning with Lynn Rogers, more details to follow.

**SUNDAY 22 JULY**- Italian Job navigational trial.

**TUESDAY 7 AUGUST** – AGM and prize giving

**SATURDAY – SUNDAY 18 – 19 AUGUST**- Mini’s 48<sup>th</sup> birthday weekend trip probably to Rotorua. More details later.

**TUESDAY 4 SEPTEMBER**- Clubnight.

**TUESDAY 2 OCTOBER**- Clubnight

For more information on upcoming events please check our home page. at <http://www.minis-auckland.org.nz/>



The Opposum Shop of Napier. The static display of all things opossum includes this exhibit of the rear end of a :Mini with Opossums (Possums for short) all over it singing “*On the road again*”.

Photo:Greg Wenzlick