

ESSEX MINI CLUB

Newsletter – June 1999

Editors : Jonathan Slater, Tel.: (01375) 676798 and Liz Kingsford, Tel.: (01708) 450201

Web Site: <http://www.essexMiniclub.freemove.co.uk>

MINI 850 MINI 1000 WOLSLEY HORNET RILEY ELF MINI SPECIAL MINI COOPER MINI COOPER S MINI VAN MINI PICKUP MINI CLUBMAN MINI 1275GT MINI MOKE TURBO

MINI 40 AT SILVERSTONE

Hope you've filled in those application forms for the Mini 40 weekend at Silverstone on 21st/22nd August! Essex Mini Club will have a presence from Friday evening through to Monday morning so you're welcome to join us whenever you can.

My Minis'

by Sue Oakley

My passion for Minis started from a very early age, with mum buying me a matchbox car every week instead of a finger of fudge! The best car that I ever managed to get was of course a purple Mini.

Many years later when it was time to buy my first car I decided it had to be a Mini. Now parents being parents like to guide you, well 4 months of looking at and test driving every kind of Mini which was within my budget of £800, and I was getting a little disheartened. My dad had managed to find a fairly major problem with just about every car we had looked until a little champagne beige Mini came along. It was slightly higher in price than I wanted to pay, and if I am perfectly honest I wasn't too struck on the colour, but it was a sound car with genuine history. A week later I collected my car. It was then I really entered the world of Mini driving. It took a while to get used to the manual choke to actually start the car and then remembering to push the thing in once the car was warm but the grin factor overrode any problems I had.

About 3 months after I had had the car she got her name, I had not washed the car for a couple of weeks and a comment was made about her looking like a dry roasted peanut – it stuck and B452 AHK became known as 'Peanut'.



Peanut and I had lots of fun and she definitely taught me how to go round corners. Unfortunately in March 1997, almost 2 years to the day of owning her, she stalled as I went to pull onto a roundabout, my parents next door neighbour then decided to hit me from behind. I was devastated, I also missed my first London to Brighton run, but after many arguments with insurance companies and 9 months of being without a car, the claim was settled. This was not the end of Peanut's life though, a friend of Dave's family was in the middle of restoring a Mini Traveller, hence Peanut became a donor car.

With a nice payout for whiplash plus the money for Peanut, I was now in search of another Mini, only this time I was being a bit more picky! After many weeks of looking L937 MTW came up, the owner was a member of Southend Mini Club, and was selling as he had bought a Cooper. After driving the car and checking its history and making a few calls to check the car was genuine, I bought the car. Now, I then discovered insuring her was not going to be easy, she is a 998cc Mini Mayfair and a 1993 'L' reg., with an unleaded head. According to many insurance companies I called, I couldn't possibly have a 998cc on an 'L' plate as Rover only

make 1.3's now, one company even wanted copies of the log book before they would even give me a quote!

At this time I had a promotion at work, and I decided now was the time to turn the car into exactly what I wanted, so lists started to be made!!! 1997 was my first Christmas with Dave, ah how romantic you all say – I am not quite sure my mum saw it that way as I unwrapped clear indicator lenses, a 'How to Modify Your Mini' book and a set of grooved/cross drilled brake discs!!!! She just couldn't understand why I was so excited.



A few other extras have been added, manifold manifold and exhaust, K&N air filter and alloy rocker cover. Po as she has become affectionately known as (thanks Teletubbies), was still not quite the Mini I wanted, and only a year after buying her I was getting an itchy purse. Do I have her re-sprayed? Change the wheels and suspension? Do I go the whole way – new engine/gearbox & re-spray? What I wanted and what I could afford were too different things and I needed a car for work so there was the problem of taking her off the road to do it all.

Dave and I banded some ideas around, and we decided that we would try to get hold a new car which was maybe some way towards what I wanted. I had my criteria so again we set out looking for another Mini. It had to be all purple, preferably 1.3i and NOT a Cooper. The only edition Mini I had seen which fitted that was an Equinox, and as I liked the interior I would only have had to change the wheels. I think we had just about every one looking out for one of these, including many Rover dealers from the Internet. Matt found one for us in Ongers, we went and looked at it right price, right mileage. We decided to arrange a test drive, but on that morning I received a call from the dealer to say someone had put a deposit on it. I was disappointed, as I know there aren't many Equinox's around, but we weren't going to give up. It was Matt again who a few weeks later asked us if we had seen the purple Mini at the Rover dealer in Romford. The following Friday Dave had a day off and drove down to have a look, he picked me up

from work and drove me straight down there. Now I know your not meant to show emotion when looking at cars, but I could have cried with joy.

R203 XWL was a 1998 Mini 1.3i with full Rover sports pack fitted in Amaranth, with only 414 miles on the clock. She had just about everything I wanted with the exception of the interior, standard Balmoral trim – but it had black carpet, so it wasn't all bad. I spent next hour and a half going through everything – it hadn't even had its first service yet! Dave and I agreed that it was a good deal and the car of my dreams, so we arranged to come back for a test drive the following day.

I didn't sleep much that night and we were at the dealers bang on time. The test drive went as well as it can around a crowded Romford but we were both very impressed with the performance and ride of the car as it has Koni shocks as part of the sports pack. A deposit was paid, and a loan applied for!

Two weeks later I drove her away from the dealer, and straight to the Mini shop where new door cards and door handles were bought, along with clear indicator lenses. Our journey home was very odd to say the least, the weather wasn't brilliant but there was a fair bit of spray on the motorway, for the first time since owning her Po broke down twice, with Dave managing to get flames to come from the exhaust (the only warning a got was a telephone call which said 'Watch this'!!!!) – who's ever heard of a car showing off?!

For Christmas 1998 I received yet another romantic pressie – my numberplate 'M1NLS', it was very frustrating waiting for all the documentation to go through before I could use it – hence the blue tack at the photo shoot for Mini World!!



I have replaced the air filter with a K&N filament and I now have a PlayMini stainless steel exhaust on her (minus the cat). For Valentines Day I was given a Momo gear knob, but then on the 26th March Dave disappeared with my car. On my return from work I discovered that I now had a black leather interior with purple trimming (thanks to Jonathan & Jacky for keeping it a closely guarded secret – Dave I don't now how you managed it!).

The main thing left to do at the moment is to change the seatbelts as they are still beige, but as yet we aren't sure exactly what or how we are going to do it.

I have been quite surprised at peoples reaction to 'Purple Meanie', I think it's because she is slightly different in the fact she isn't a Cooper, but I love the way it makes everyone smile.



The things I am able to do are fairly restricted at the moment due to the warranty on the car, but plans are already in motion for after December 5th 1999....watch this car....!

Having the two Mini's is brilliant fun, especially as Dave has become hooked on the little car aswell. I was asked recently why Minis, well, I guess there is all the standard answers – fun to drive, cute, it has personality, grin factor, etc..., but for me I'm afraid it's got to be its bum – I'm a sucker for a cute bum!!!

LONDON TO BRIGHTON MINI RUN 1999

by Jacky Reynolds

It was that time of the year again. Time to pack up those Minis, crawl out of bed (at an incredibly early time in the morning!) and meet all the other mad Mini people. We left Thurrock Services at 5.00am. We had one break-down at the Dartford tunnel (good start) but after getting Alex going we set off for Crystal Palace again!!!

We arrived at Crystal Palace at about 6.30am, which was not to bad considering none off us knew where we were going AND we were all still half asleep!

At Crystal Palace we were lined up in about the 3rd run of Minis. We all decided that a bacon roll and a cup of tea was the best thing for waking every one up... it seemed to work, and after we had all visited the lovely loos - which never ran out of toilet paper once (I'm impressed) we then picked up our run packs and made our way back to the cars where we were waiting to go. We pondered about the sponsors, and whether anyone actually liked the stuff; I know it is suppose to be an energy drink but

Jonathan's mouth went into gear after drinking just one can of the stuff!

At 9.45am it was time to set off. No sooner had we started out than we stopped again, but only to collect every one together as a few of us got separated when entering Crystal Palace - as we booked as a club it was only right we stayed as a club! A good job too, after people breaking down, loo stops, and the sheer volume of traffic, it was easy for people to get left behind!

We arrived in Brighton at about 3.00pm or maybe a little later... it took us so long I can't remember! Meanwhile the club stand had been set up with our good old Essex girl image on show and for those of you who don't yet know our hard work paid off (thanks to Liz for helping me out with that) - we came 2nd in the club stand competition. Thank you to everyone who let us dress their car up as tarts... oops... I mean... "Essex girls".

We had an excellent turn out this year. In total 22 Essex Mini Club cars went to Brighton, on the run and on the club stand, and a few people just went down for the day. I think I can say a good day was had by all - and only two people couldn't make it at the last minute – Colin Reilly, who had a slight mishap with his car (Colin - we hope everything is ok, and your Mini has recovered), and Damon Rutledge who in the end didn't get chance to prep his car, and had to pull out at the last minute. I know how disappointed you both were, but I know everyone will wish you luck for next year!

THE MINI YEAR AHEAD

A smattering of this years Mini dates...

13 June	National Mini Cooper Day – Beaulieu Motor Museum, Hampshire. Alison Clark NMCD, 6 Willows Road, Bourne End, Bucks SL8 5HG.
26/27 June	Herts Tour 1999. Tel. Michelle on 01438 225441
17/18 July	British Mini Showdown, Avon Park, nr Long Marston. British Mini Club. Tel/fax 01384 440060. Email: british.Miniclub@lineone.net
7/8 Aug	Southern Mini Days, Hop Farm Country Park, Beltring, Kent. Contact: Southern Mini Owners Club, PO Box 1959, Sevenoaks, Kent TN14 6GT or moospeed@netsite.co.uk
13-15 Aug	IMM 1999 UK, British Motor Industry Trust, Gaydon, Warwickshire. Contact: Mini Moke Club, Highgate, Leys Lane, Meriden CV7 7LQ. Enclose SAE.
21-22 Aug	Rover Group Mini 40 th birthday event. See website: www.Mini.co.uk Tel.: 0181 944 1115

18 Sept	Miniworld Action Day, Castle Combe Circuit, nr Chippenham, Wilts., contact: 01249 782417, fax 01249 782392
3 Oct	40 th Mini Anniversary, Heritage Motor Centre, Gaydon, Warwickshire. Contact BMIHT on 01926 641188
20-31 Oct	Italian Job 1999 (provisional dates). Tel: 01273 418100

FOR SALE

A very special 1974 Mini 1000

My Mini is factory original, barring a minor wing repair made in 1975 (we still have the original repair receipt). It was bought from famous Mini dealers Stewart and Arden in the mid '70s by my Aunt to learn to drive. Though my Aunt never passed her test she had the then de rigeur Cibie halogen headlamp conversion fitted to aid night driving. Her Mini remained a cherished possession up until her death when we discovered it in her garage in early 1996, dusty, but needing only minor attention to the brakes from having stood, and a new battery. It had just 22,000 miles on the clock!

In Harvest Gold, my Mini still has its original factory paint runs in the door reveals. The interior is near perfect, and retains the original static seat belts and central instrument panel. My Mini is early enough to still have been produced with the 1¼" SU carburettor – the 1½" carb. being fitted to the automatic gearbox model at this time (only later being adopted as the standard carb. across the range).

I now, very reluctantly, have to offer my Mini for sale – two young children, child seats, pram and pushchairs simply do not all fit in my little car – and my husband Chris and I are reluctant to use it for every day commuting – so we wish to find a loving home where it will be appreciated for what it is – an outstanding example of the 1970's Mini.

£2000

Tel.: Rebecca Hill (01375) 676798

4 x Mini Special (10") alloy wheels with very good Yokohama A0008 (165/70R10) tyres + steel spare. £100
Tel.: Alison 01702 557773
or Keith 01255 674089

also Mini 1000 engine and pair of Mk3 doors for sale on behalf of third party – Tel. Alison as above

Mk1 petrol tank, 5½ gal. - bolt-in £4 sender
Five 6" x 10" Italian alloy wheels £offers?
Pair grey bumper bars, 1 new £15
Grey roof gutter trim £2

New BL left-half Clubman front valence £5
- ideal repair panel
Clubman bonnet £10
Alternators £5
Starter motors £5
Matt black, round front, slatted grill £4
Grey, round front, painted grill £5
All the above are O.N.O. - no reasonable offer refused.

Tel.: Jonathan (01375) 676798

4 x Dunlop Denovo wheels, trims & good tyres £75
Wooden dash centre oval style with two glove boxes £20
Leather Mountney steering wheel £10
2 **BRAND NEW** front seats, fixed rake, green vinyl - ideal for restoration project £50

Tel.: (01277) 230026

WANTED

One 5 x 12" Minilight in silver (see my 25) - must be in good condition; MG Metro door pockets with speaker holes, in black plastic please.

Tel.: John Collins (01268) 776990

All early 1275GT (pre-'74 Mk1) bits... will consider any good condition GT bits, especially Clubman chrome bumpers, ochre colour trim, old remote control gearbox bits. Also - early 1½" carburettors (external idle speed adjustment, fixed needle, no wax-stat), all GT brake servo bits, Rostyle wheel centre caps, etc....

Also, detailed info on BL's 1275 GT'S' "Pluspac" Sport Performance Kit, part No. C-AJJ 4082

Tel.: Jonathan (01375) 676798

Mini's wanted:

- Up to about £1500. Good bodywork essential. Contact Paul Dear via Jonathan (01375) 676798.
- Up to £200. Needed urgently as cheap runabout whilst insurers argue about who pays for the damage to my other car! Contact Steven via Chris (01375) 403029
- Liz and Dren are still looking for a Mini Van. If you hear of anything please contact Liz and Daren, Tel.: (01708) 450201