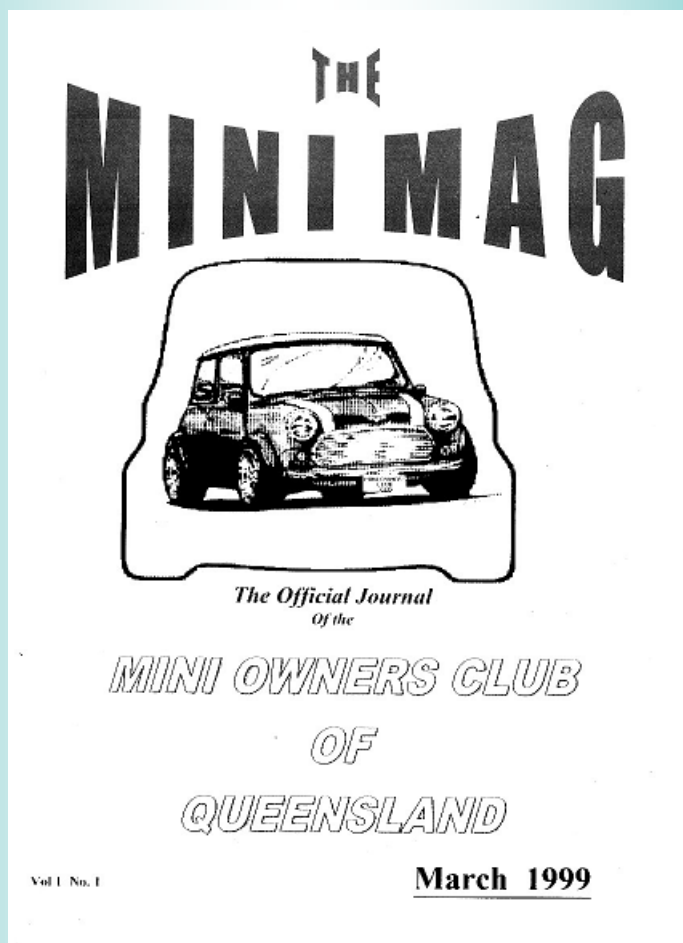


# THE MINI MAG

The official journal of the Mini Owners Club Inc. Queensland Australia

MARCH 2024





**Patron**  
J Michael Cooper. FIMI



**Mini Owners Club Inc. QLD**  
P.O. Box 1275 Indooroopilly QLD 4068



**President**  
John Dowton  
0418 795 481



**Vice-President**  
Glen Carpenter



**Treasurer**  
Tom Haemer  
0417726529



**Secretary**  
Dave Townsend  
0437 200 503

### **General Committee**



Bruce Mudway  
3265 5428



Stephen Doyle  
3808 2933



David McGregor  
0419 739 316



Sam Bonaventura  
0401 001 075

### **Group Captains**



**FNQ**  
Dave Margison  
0417 781 937



**Brisbane**  
Sam Bonaventura  
0401 001 075



**Toowoomba**  
Neil Kronk  
0412120682



**Sunshine Coast**  
Lynne Kornbrekke  
0439 781 884



**Gold Coast**  
Vacant



**Wide Bay/Burnett**  
Vacant

**Membership**  
David Townsend

**Magazine**  
theeditor@miniownersclub.com.au  
(cut off is the 20th of each month)

**Merchandise**  
Maggi Straka

<https://www.facebook.com/groups>  
[www.miniownersclub.com.au](http://www.miniownersclub.com.au)

## *President's Ramblings*



Hello and welcome to the March 2024 Mini Mag. We have some fantastic events coming up soon.

We start the month with Covered in Chrome Car Show in Mackay and a Ladies Day Out in Brisbane followed later in the month with a Easter Egg Hunt on the Sunshine Coast and a run through to Cooby Dam in Toowoomba.

April is even busier with Covered in Chrome in Mackay again, Brisbane Bridges Run, Sunshine Coast Anzac Day Run and The Vintage Caravans Nationals Car Show in Stanthorpe. In May we have Clifton Old Time Movies, The David Hack Car Show in Toowoomba and The London to Brighton Run at the end of the month. In June we have the Brick and Humpy Run to Atkinsons Dam.

There is plenty to do and I hope you can make it along to some of these events in the first half of the year. Please check out the new website to get the date and RSVP your attendance. Last year Julie and myself attended the London to Brighton Run and I must say again it was one of the best MOCQ events we have ever attended. Dave has tweaked the run slightly this year, taking out a couple of the bumps and it is looking better than last year. If you thought about going last year and didn't make it put yourself on the list, it will be a great day.

A couple of reminders to repeat from last month.

Membership renewals are now overdue and if you haven't already renewed your membership please renew ASAP.

Our AGM will be held at Rocklea Showgrounds on Saturday 24<sup>th</sup> March 2024 commencing at 9.00am. All positions will be declared vacant and if you would like to become more involved in the running of the club please complete the nomination form included in this mag and forward to the Club Secretary.

Happy Mini-ing John Dowton.

# The Cover Picture.



the 15<sup>th</sup> of March marks the anniversary of the formation of our club when 36 mini lovers met to form this club.

The meeting was opened by tony Formosa and explained the reasons why a new club was being formed and invited those present to speak to the said topic.

The decision was taken to form a new club and proceed with an election of a committee.

Glen Carpenter was elected President, Darryl Osborne - Vice President, and Tony Formosa – Club Captain.

A Secretary, Treasurer, Mag editor and edit team, and committee members were elected.

A name for the new club was discussed and It was unanimously voted that the club would be “Mini Owners Club of Queensland”.

The fist event was discussed, A Show and Shine Family day was held at Mac’s Minis at Wynnum on the 2rd May 1999.

This mag cover shows the front of the first Mini Mag Volume 1 edition 1 posted after the foundation meeting in March 1999.

The mag included a welcome to the club by Glen, an intro by the mag editor and the Club Captain. An article by Nairn Hindhaugh titled “From The Production Line”. A monthly General Meeting notice, a notice of the 40<sup>th</sup> year celebration that they hoping to held in August. A helpful hints page and adverts from mini specialists and specialist book seller and a print company.



# Special Notices

## Annual General Meeting

Members are advised that the Annual General Meeting of the Mini Owners Club Inc. Queensland will be held on Sunday March 24th, 2024. 9am start-11am

**Venue: Rocklea Show Grounds, 1430 Ipswich road Rocklea. Entry via Goburra Road gate**

If you are interested in nominating a financial member for any of the positions fill in the nomination form provided in the attachment that came with the magazine.

The business of the meeting will be-

Apologies.

Confirmation of Minutes from the 2022 meeting.

Reports from the President, Secretary, Treasurer, group reports.

Appointment of Auditor.

Election of members of the Management Committee and

Appointment of Non- Executive positions as listed on the nomination form as needed.

Any Enquires contact the Club secretary.

Note. You need to be a current 2024 financial member to nominate and second or except a nomination.

---

**Membership renewals are now overdue. Please fill in the renewal notice at <https://www.miniownersclub.com.au/member-application-renewal> or go to the web site-“menu”-“Join the club”- “renewal membership” or you can post or email to the secretary or you can make a direct deposit to the club’s bank account at **BSB 124 026 account number 10187063**. Please use your membership number and surname as reference When remitting.**

## The History of the Mini (Extracts from Mini 50 Years by Rob Golding)

### Chapter 4.

#### Cooper's the Name. Speed is the Game.

John Cooper, world champion race car constructor, died just before Christmas 2000. He had seen the new car bearing his name. He reviewed the applause that had greeted its press showing in London and the public debut at the Paris motor show. He had driven a prototype MINI Cooper on the so familiar drivers' roads around his South Coast home near Worthing, UK. But he passed away before he could have any idea of the public demand for the second coming of the Cooper.

John Cooper had known about BMW project to revive the small car for a very long time, as the German design team was punctilious about keeping him on side. There were concerns – big ones. Would the public accept a mixed-race MINI? Would Cooper want his name on it?

The day it all came together, John Cooper and his son Mike, went up to Gaydon, the secret Rover test rack in the Midlands. The invitation was to look at a mock-up of the car that had been selected to go forward to production in 1999. The Cooper men were not too excited on the journey up from the south coast. The previous attempts to recreate MINI had focused on packaging rather than performance.

They arrived at Gaydon and were shown to the presentation centre where many aspiring designers had nervously displayed their efforts over the years. Father and son walked into the room, and there in the far corner was a small vehicle. Surrounding it were the senior people from BMW development. There was a pause. John Cooper looked at the car – “It's a Mini,” he said.

It would be almost four years before the car would take to the streets in the hands of its proud new owners, and during that time Mike Cooper would be back at Gaydon to give advice on the behaviour of the performance MINI Cooper, which was launched simultaneously with the base car, MINI One.

#### **The Formula One Champ Adopts Mini**

BMW was wise to keep the Cooper family close. In a strict commercial sense, there was no need to because, by a circuitous route, BMW had come to own the Mini Cooper name and could use it as they wished.

Charles Cooper, Mike's grandfather, founded the Cooper Car Company in Surbiton, a suburb of southwest London, right after World War II ended in 1946. He lived to see the introduction of the original Mini derivative that bore his name in 1961 but died in 1964 as the Cooper S was being introduced. It was strange that son John should

also die at the age of seventy-seven with the full knowledge that the BMW Mini Cooper was to be launched but without ever enjoying the fully developed Cooper S.

Charles Cooper was into motor racing, and John was in homemade carts powered by lawnmower engines before he was nine, and lapping Brooklands in things only slightly more advanced and entirely illegal by the time he was 14. The Number One Cooper Special, which was also built by John in 1935 used a highly tuned Austin Seven engine. By the age of 22 John was racing a prototype Cooper 500 at the famous Prescott Hillclimb.

Improvisation, experimentation, and ambition all became part of John's mindset. By the time he was thirty-six, he was a Formula One champion car constructor, transported to the podium by Jack Brabham, who won the driver's title that year in a Cooper. Stirling Moss and Bruce McLaren were also in his cars that year. Between them, they crushed Porsche, BRM, Ferrari, Maserati, Aston Martin and Lotus. And they did it again the following season. Not bad for a Surbiton garage man!

The big change in life came in 1962, after John had a massive accident in the experimental twin-engine Twini Mini at 100 miles per hour on the Kingston bypass.

The rear tie rod broke, and the car went end over end, throwing John Cooper clear on its final somersault. He nearly died. Charles Cooper was certain that he was going to. John needed nursing and received it out of London on the south coast, near Worthing. He was physically fit but spent the rest of his life suffering from severe headaches.

In 1964, John Cooper was introduced to Jonathan Sieff, heir to the Marks & Spencer fortune, who had begun collecting car companies and garages. John had an opportunity to sell his race car company for £250,000 (\$471,148 U.S) but retained a job with the St. Michael Formula One team as technical director. The deal was done. John invested the money wisely in property, buying a garage at Ferring, near Worthing. The race game continued.

After four years, Marks & Spencer had burned enough shareholder money, and folded the business. John bowed out of Formula One and picked up again with Mini Cooper Racing.

John got bored after a few years and suggested that himself and Mike run the Ferring garage themselves.

John and his son Mike started up initially in 1971 as a stand-alone Mini dealer. By coincidence, it was the year that British Leyland ended the use of the Cooper name. Then John and Mike took on the franchise for all BL cars. When the Mini Metro was

launched in 1980, the Cooper Garage decided that it might offer the unpromising little machine as a Metro Cooper. It was warmed over with twin carbs in partnership with Janspeed and made to look the part.

“BL took a look at it and said that they were not interested,” said Mike. “The next thing that happened was that BL announced an MG Metro with an engine that had exactly the power rating of ours and our choice of alloy wheels.”

The Cooper story looked like it might be grinding to a halt. Then, out of a clear blue sky, came an extraordinary opportunity. Down the road in Worthing was the UK headquarters of Nissan, which hired a huge tonnage of ships every year to float its cars over to the UK from Japan. Octav Botnar, the principle of Nissan UK, did not like the waste of sending all those vessels back empty and, by degrees, starting filling them up with anything that might turn a profit in the Orient.

On one occasion, Botnar’s people bought John Cooper’s personal Rolls-Royce Silver Shadow – a car that he loved and maintained in pristine condition. He was persuaded to part with it by an exceptional offer. Some used Minis were also shipped out alongside it.

“One day, a phone call was received from the BL agent in Japan who said that he wanted us to Cooper a Mini” Mike Cooper recalls. “We took a one-litre Mini Mayfair and dropped in a 1275GT. We upgraded the brakes and wheels and asked Rover to ship it out for us with their cars. They refused. So we smuggled it in through friends at Jaguar.

Rover Japan loved it, showed it, and ordered 1,000. But Rover HQ again said they were not interested and stamped on the whole project”.

The project was kept alive by the unlikely intervention of a magazine publisher who said that what was needed was a retrofit tuning kit and could be shipped out. He said that it should be in a nice wooden shipping box that the customer could use as a coffee table and amuse his friends. The box would also be needed to house the unauthorised parts once a year, when they were stripped out of the car before it was submitted for its annual roadworthiness certificate. Once done, the kit would be refitted.

The trade went stunning well. Hundreds of young Japanese motorists happily sat drinking sake around an empty wooden crate stencilled with the John Cooper name.

## **Cooper Embraces Honda**

In the UK, the Coopers were doing their best to sell BL cars through their Ferring dealership, but were increasingly becoming concerned about the deteriorating quality



of the products. One BL model stood out from the rest, and that was the Triumph Acclaim – made under a joint venture arrangement with Honda.

That year, at the 1987 British Grand Prix, the Coopers met up with Nobuhiko Kawamoto, chief engineer of Honda whom they knew well. He had bought a rear-engined Cooper racing car in 1961, which had persuaded Honda to race with a car similarly configured. Kawamoto introduced the pair to the head of Honda UK. They told their tale about the quality of BL.

“On Monday morning, when we opened up, there were three Honda men on our doorstep.”

By Tuesday Afternoon, they had signed up for a Honda dealership. By Tuesday night, they were in Japan on a dealer trip that just happened to have been arranged for that day months earlier.



*Mike Cooper with a classic Cooper against the historic background of single-seater*

## **The Downbeat Decade**

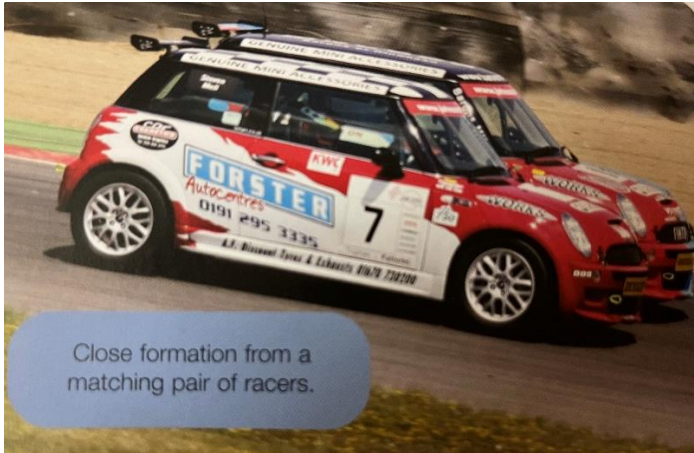
Throughout the 1990's there followed a success of technology changes for Mini Engines, as fuel management was chased through several stages of development required to meet emissions legislation. Cooper kept up with the factory changes with a succession of tuning kits that derived better performance from the single-point and multi-point fuel injection in both Cooper and Cooper S forms.

In the end, the final model years of classic Mini production, right up to the year 2000, were Mini Coopers. The Mini Mayfair – the name synonymous with the high-trim level – was dropped in favour of the performance name.

By chance, Mike Cooper discovered in 1999 that the Cooper Car Company name was no longer registered. It is now back in family ownership – as is the roundel, the

Cooper badge, which has been registered as a trademark of the Cooper Car Company.

Cooper's Honda business had also been growing. Fittingly – given their performance history – the Coopers decided that they could become a specialist with Honda NSX sports supercar and turned themselves into the biggest NSX dealer in Europe by trading in used cars as well as new.



Close formation from a matching pair of racers.

“But in the end,” says Mike, “the dealership became just another volume-driven business. As soon as Honda built its factory in the UK, we were back under the cosh having to process a predetermined volume of cars.”

The Ferring business was sold and the Honda franchise with it.

The Cooper business became centred on an out-of-the-way showroom and workshop site near Ferring at East Preston and at a warehouse on an industrial site a mile away, which handles retail orders for the Cooper parts and tuning kits worldwide.

AT the end of July 2006, the dealership closed when Mike decided to get out of retail to concentrate on tuning kits – now all available as a factory fit or retrofit by a MINI dealer.

## **Cooper Joins the BMW Family**

When the Cooper relationship with BMW started to grow, it was a very welcome new business stream. Mike was asked to be an ambassador for the MINI brand and a consultant on the preparation and presentation of factory cars bearing his name. That was in parallel with the role of building Cooper tuning kits for new and classic Minis.

Mike began driving a new BMW MINI Cooper while about his normal business in Sussex as early as 1988. "I knew it as going to be well received; whenever I parked it, there would be 100 people round it when I came back."

The first kit from Cooper was an enhancement of the base MINI Cooper car that boosted the brake horsepower from 105 to 130. But then when the factory Cooper S came out, the brake horsepower was taken all the way to 165. It went up again in 2003 to 170 horsepower. When we looked at the opportunity to tune that one, I immediately wanted to head for two hundred bhp," Mike said.

"There was a good technical reason. The noise regulation makes a setup change at that point and allows a two-hundred-bhp vehicle to make more noise than one that is below one hundred ninety bhp. We wanted a really good 'drive-by' noise from the

Cooper S to give it a supercar sound. We decided to do two things; to spin up the supercharger and give it extra pressure, which meant fitting a smaller pulley wheel. We then ported the cylinder head for inlet and outlet valve improvements."



*The birthplace of JCW tuning kits*

## **Here is my story; Alan Marchant Brisbane Group (Member #709)**

### **Place of Birth, Date and current place of residence**

I was born and raised in Stratford in London's East End on 4 December 1950.

After finishing school, I started a 6-year printing apprenticeship in London.

I moved to Brisbane, Australia in 1974.

I currently live in the rural community of Sandy Creek which is located between Kilcoy and Woodford in the Sommerset Region, Qld.

### **How Long have you been a member of the Mini Club?**

I have been an active member of the Mini Owners Club since 2004.

### **What type of classic Mini's do you have, and which is your favourite?**

- 1966 Morris 850 in London
- 1972 Mini Moke in Brisbane
- 1988 Mini Moke Californian in Buderim
- 1978 Mini Moke on Magnetic Island
- 1966 Morris Mini Cooper is my current car and is my favourite.

### **How Long have you had your favourite Mini?**

My 1966 Morris Mini Cooper, I have owned it for 25 years and is the Mini shown in



these photos. Though temperamental at times, it is still a work in progress, and I love driving it!

### **Have you done much work on the car, or did you purchase the Car in a restored condition?**

My 1966 Morris Mini Cooper was purchased in good condition, since owning it, it has had been resprayed in Maroon and White. The engine has been semi refurbished and the next project is to restore the interior.

### **What is your History with the Mini's?**

My first mini was purchased in England and was used for driving holiday's around the UK. We sold this mini to relocate to Australia.

After arriving in Brisbane, we purchased the 1972 Mini Moke from a family friend which was an Australian Army Spec model which we sold to build our first home.

We moved to Buderim on the Sunshine Coast and started a Printing business. We needed a vehicle for deliveries and something that would stand out and promote the business, I couldn't think of a better car than a 1988 Mini Moke Californian!

After selling the business and the Californian, I took a position at James Cook University, Townsville and our family settled on Magnetic Island (AKA Moke Island) where we had the 1978 Mini Moke to buzz around the island in.

We returned to the Sunshine Coast to take up a position at the University, and purchased my 1966 Morris Mini Cooper from a close family friend that was moving back to the UK and is my current project.

### **Do you drive your Mini often?**

I did mention it can be temperamental, so I only drive it when the mini feels like it!

### **Anything else you would like to add?**

I really enjoy being involved in the Mini Club and going on the club weekend runs. The Swamp Shed (Sunshine Coast) on a Saturday morning is always a good laugh and source of great knowledge and friendship.

I look forward to many more years to come within the club and thank you for the opportunity to share my Mini story.

Alan Marchant

 **FORBES** |  PARTNER  
Batteries & Electronics

---

**IAN GILLAM**

**Mobile: 0417326806**

**Phone: (07) 4632 6806**

**Fax: (07) 4632 6860**

**Email: [ian@forbesbatteries.com.au](mailto:ian@forbesbatteries.com.au)**

---

**10 Archibald St Toowoomba QLD, 4350**

# Seagoing Moke conquers the Bass Strait

## words and photos supplied by Neil Rennardson

When the Moke Owners Association of Victoria became aware that someone was crossing the Bass Strait with a Moke on an inflatable boat, the members thought what better reception could this brave traveller have than one comprising of a line of Mokes from members of the Club ready to welcome him. And it would be a great chance for members to see him and his Moke on his travels.

This fearless seafarer was none other than that great Australian adventurer Hans Tholstrup and his arrival point was St. Kilda's marina. St Kilda is a bay-side suburb of Melbourne and is located just 8 km (5 miles) south of its CBD. The year being 1976.

Hans was born in Denmark and came to Australia in the mid 60's. He was a tireless adventurer and liked to be the first at successfully accomplishing 'impossible' feats of endurance and uncertainty. As a consequence of his tenacity and never say never attitude he accumulated a very long and varied list of firsts, throughout the 70's and early 80's.

One of the many firsts that will be of interest to readers is the completion of the London to Sydney Rally in 38 days driving a Moke and coming in second in its class. It was affectionately known as the 'Coke Moke', due to the Coca Cola logos on the Moke's soft top, and 'CC' number plates. The 'Coke Moke' now resides at the 'Birdwood Motor Museum', Birdwood in the Adelaide foothills, South Australia. More about this 1977 story in a later issue.

Hans was also the first to travel from the southernmost tip of Tasmania to the northern most tip of Thursday Island in a Moke and this story is about a small but significant part of that journey - his Bass Strait crossing between Tasmania and Victoria.

Having driven across Tasmania from Ford's Green in the south to Stanley in the north, the temperamental waters of the Bass Strait confronted him. Hans' first attempt to cross was to use foam in, under and around the Moke, and it had some form of paddles on the front wheels, this was unsuccessful and the Moke was placed on an inflatable boat instead. Albeit with foam being used to protect both boat and Moke. The Moke's wheels were stopping it from being a steady/secure load and were taken off. I haven't seen any photos of his first attempt.

So, there he was on the 17<sup>th</sup> of December 1976 and the forecast said fine weather - just the job for a 328 km (203 mile) crossing of Bass Strait with a Moke on a boat! The weather stayed sane and after 25 hours at sea at an average speed of 13km/h (8 mph or 7 knots) Man, Moke and Boat arrived safely at St Kilda.





It was a most interesting sight to see his escorted inflatable boat coming across the bay and into the marina, especially after seeing how small it was and how much ocean he had crossed, very impressive! I remember that Hans didn't seem that friendly or interested in the club. A showman he definitely wasn't! It seemed like he was on a 'mission', and not interested in anything else. I'm not sure where the wheels appeared from, they just arrived. I can only assume they were in the accompanying boats.

I'm not sure who actually owned the Moke but the crossing was sponsored by Avon Inflatable Boats, BP, Chrysler Marine and 'Midland' a company that at the time made Marine and CB two-way radios and still does.

Club members helped remove the foam used in, under and around the Moke, from this crossing and the previous attempt.

While not actually present at that precise time, I believe that after helping with the lengthy process of removing all the foam, a member asked Hans if a club sticker could be placed on his Moke, his answer was "bugger off" . . . I think he lost a lot of admirers and respect that day!!!

The voyage had now been successfully completed and it was a significant part of his main objective. As previously mentioned, this was to be the first Australian to travel the whole of the east coast of Australia from South to North and this included Australia's Thursday Island in the Torres Strait. A Moke was a very logical choice of vehicle and perhaps the only one in which he could accomplish this mission.

He had chosen December for an ideal Bass Strait crossing but when his Moke got too Far North Queensland in December it was the monsoon season with many flooded rivers and creeks to cross! After which was his 47 km (29 mile) crossing to Thursday island. The fast running rivers and creeks were forded by some type of pontoon floatation and I don't ever remember hearing or reading how he actually traversed the waters of the Torres Strait to Thursday Island. I remember hearing that the Moke hit a cow or buffalo on its trip back down south and was written off.



So, there we have it. The next time you are out in your Moke on an adventure that becomes a bit challenging let's all think of ourselves as the sons or daughters of the mighty Hans Tholstrup and if we don't crash into a cow or buffalo we are sure to get to our destination, regardless!



From October 1, the BMC Morris Mini Moke will sell at this new price to primary producers who qualify for tax exemption.

If you are eligible for this tax consideration then our  $\frac{3}{4}$  ton utility truck is just made for you. It has proved itself time and again on all types of properties. Versatile, practical, dependable, economical, and now . . . more value for your money than ever before!

So if your property carries agriculture or livestock (or a bit of both), it will pay you to look at what Moke has to offer. Your BMC Dealer has all the facts.

**BMC MORRIS MINI MOKE**

from \$1172\* plus hood and side curtains, also available with half cab and hard top.



We are, of course, very grateful for what little knowledge has been handed down to us about this record. But in 1770 Captain Cook did the same trip just off the coast. We know what happened each and every day of that voyage. He kept a log.

Apparently, Hans was not interested in recording for history his death-defying feats but only in creating and overcoming them! Very many aspects of this journey are left to be guessed at. Just one of them – How was the boat's console/outboard motor controls firmly attached to the inside of the Moke? Anybody know? So please record your adventures – they might not be deemed to be of potential historical value at the time – but in the future?



# Cook's Corner

## Kofte Meatball Skewers

### Ingredients:

- 500g (1lb) beef mince
- 2 teaspoons fresh thyme leaves
- 1 tablespoon fresh mint leaves, finely chopped.
- ½ small onion, finely grated
- 2 teaspoons sweet paprika
- 2 small red onions, cut into 8 wedges
- 8 wooden skewers, soaked in hot water for 30 minutes.
- 1 egg light beaten
- Freshly ground salt and pepper
- 3 tablespoons olive oil
- Sesame seeds, to garnish (optional)



### Method:

Place the mince, thyme, mint, grated onion, egg and a couple of good grinds of salt and pepper in a large bowl and thoroughly mix together.

Mould small amounts of the mixture into roughly 32 small meatballs (about 2 ½ cm/1in in diameter).

Thread the meatballs and onion quarters onto the skewers, alternating the meatballs and onion quarters. Brush the koftes with olive oil.

Heat the BBQ to medium-high and grill the meatballs for 2 minutes on both sides or until browned on the outside and still lightly pink inside.

Serve garnished with sesame seeds and salad on the side.



# Brisbane Group

## Valentines Run 11 February 2023... I love my Mini

The recent wet and humid weather in Brisbane had me worried that this run wouldn't be happening! With early morning messages from Dave to say the Redcliffe Markets were definitely on and the weather forecast looking hopeful, we made the call to go ahead. Yay!

We all met at Carseldine and were delighted to see 22 MOCQ members in 13 cars. The sky was looking mostly clear which we credited with help from Tony Formosa and John Kornbrekke.



I got a lovely surprise to see my granddaughter Lola turn up with her Aunty Mel and little dog JoJo in the BMW Mini. Lola and her new friend Harrison helped hand out packets of old-fashioned heart lollies to get the Valentines theme started. After a quick catch up between members and a couple of blasts on my Mini air horn we were ready to start our engines.

It was a good drive to Redcliffe over the Hornibrook Bridge and along the foreshore past Woody Point. There were lots of waves and big smiles from onlookers who love to see our fun cars out and about. A few Minis found it a struggle to get out of second gear on the 40km limit but it was good to enjoy a slow drive. Especially for me, as Alan did the driving while I enjoyed the view.

Secretary Dave Townsend commented that it was a nice change for him and Maggie to be at the back of the pack and see all the minis together. Parking was easy at the Redcliffe underground car park where we had a big area all to ourselves.

It's a shame some navigators can't read the instructions and managed to go down the up ramp!

There was a quick exchange to confirm the time to meet back at the minis for our next drive to Sandgate for lunch. We all went our ways to visit the markets along the foreshore and enjoy the view and the great exhibitions along the Bee Gee Walkway.



It was nice to have my family join us for some time at the markets.

On the short drive back over the Hornibrook Bridge to Sandgate, we saw giant animal shaped kites flying over the Margate Park area.

David and Elizabeth at Bee Gee Way

A table for 20 was booked by Dave at The Sands Social Club where we had a good area to catch up and attempt answering the Valentines related quiz.



First prize was won by Robyn and her son Harrison. Harrison was very pleased with his Mini model car and Robyn will enjoy her box of chocolates. I think a few of the older members were envious of the prize. Second prize of a two pack of mini wine bottles was won by Deb Holmnas AND... the last prize went to Eric Holmnas who was very playful with his answers. He was duly awarded the Aussie Slang book which was gifted to me at the MOC Christmas party. I have decided it should be passed on within the club as it is such a treasure ;-).





The day went well although very hot and humid. The food and service were great at the club and we all enjoyed relaxing and catching up with our friends for some good laughs.



## ReadSpeed



**Road - Rally - Race**

**Spare Parts, Mechanical Repairs.**

**Engine & gearbox building.**

**Sports sedans and race cars a speciality.**

**Ask about our BMW twin cam  
engine  
conversions**



**Shed 5L, 167 Murarrie Road, Murarrie, Qld. 4172.**

**Phone (07) 3399 9999. Mobile 0407 135 656.**

[theminiman@bigpond.com](mailto:theminiman@bigpond.com)



# Sunshine coast group

Our annual twilight run which had been postponed in November due to wet weather looked like suffering the same fate, when flooding rains hit the coast late in the week. However, Sunday dawned bright and clear and when we met at 2pm was thankfully also a bit cooler.

6 minis and 3 others left for a leisurely drive through the countryside, looking very green and lush after all the rain. Our first stop was at Dunethin Rock at Maroochy River where we were joined by Hayden & Nicole in their mini. After enquiries from a certain ex NZ member about the possibility of snakes on the walk (she carried a stick with her just in case), we went up to the top of the rock. It has a wonderful view out over the Maroochy River and canefields. There was much debate about how much the huge house on the river was worth and whether it would be safe from flooding. Definitely house envy there!



After our group photo on the rock, we were back on the road passing through Bli Bli (where we managed to lose 2 cars) and on through lovely rural roads on our way to Woombye.

After Woombye we climbed up the range through Dulong and on to Montville. As usual, Montville was very busy despite the later hour. We made our way down to our final stop at Baroon Pocket Dam arriving right on time around 4pm. Time for a photo shoot on the dam wall before settling in. After the recent rain the dam was close to being full and looked lovely.







The bbqs were lit and some of us cooked while others had their food all ready to eat. A very pleasant couple of hours followed with much chatting, a couple of drinks and generally enjoying everyone's company in the cool of the late afternoon.

Thank you to everyone who came along, particularly those who came a long way to support our run.



Deb & Eric





### **The interview!**

A sergeant is interviewing three cadets who are training to become detectives. To test their skills in recognizing a suspect, he shows the first cadet a picture for five seconds and then hides it. "This is your suspect, how would you recognize him?" The first cadet answers, "That's easy, we'll catch him fast because he only has one eye!"

The sergeant says, "Well...uh...that's because the picture I showed is his side profile."

Slightly flustered by this ridiculous response, he flashes the picture for 5 seconds at the second cadet and asks him, "This is your suspect, how would you recognize him?"

The second cadet smiles, and says, "Ha! He'd be too easy to catch because he only has one ear!"

The policeman angrily responds, "What's the matter with you two? Of course, only one eye and one ear are showing because it's a picture of his side profile! Is that the best answer you can come up with?!"

Extremely frustrated at this point, he shows the picture to the third cadet and in a very testy voice asks, "This is your suspect, how would you recognize him?" He quickly adds, "Think hard before giving me a stupid answer."

The cadet looks at the picture intently for a moment and says, "The suspect wears contact lenses."

The sergeant is surprised and speechless because he really doesn't know himself if the suspect wears contacts or not.

"Well, that's an interesting answer. Wait here for a few minutes while I check his file and I'll get back to you on that."

He leaves the room and goes to his office, checks the suspect's file in his computer, and comes back with a beaming smile on his face. "Wow! I can't believe it. It's TRUE! The suspect does in fact wear contact lenses. Good work! How were you able to make such an astute observation?"

"That's easy," the cadet replied, "he can't wear regular glasses because he only has one eye and one ear."

# EVENT Calendar

To view the club calendar, click on the link below

<https://www.miniownersclub.com.au/upcoming-events>

Advance notice. Keep this date free for a great weekend

## ANNIVERSARY MONTE RUN AUGUST

23RD - 26TH 2024,

7:00 am – 26 Aug 2024, 3:00 pm

Starting from Rocklea Showgrounds, Ipswich Rd, Rocklea QLD 4106, for a 4-day 3-night Monte Run as part of a 65th celebration of the first Mini of the production line in 1959 and 25 years of the MOCQ. This is open to all club members. Call Dave 0437 200 503

“NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS.”



Shannons Home and Comprehensive Car and Bike insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total loss salvage options
- Home & Contents Insurance including \$10,000 enthusiast items cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your special car, daily drive, bike or your home, and speak with a genuine enthusiast.

Shannons Pty Limited ABN 91 599 632 636 is an authorised representative of AUI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance, available at shannons.com.au. The Target Market Determination is also available. Terms, conditions, limits and exclusions apply. The type of cover must be specified on your certificate of insurance. If you do not use your vehicle in accordance with the vehicle usage shown on your policy certificate you may not be covered in the event of a claim. Discounts do not apply to the optional Shannons Roadside Assist or CTP.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU





# CLUB MERCHANDISE



**MOCQ Club Shirt. Men's, ladies, Child sizing. Embroidery done to order \$50**



**MOCQ Club Jacket, Black/Red Adult, Child Sizing Embroidery done to order \$60 (inc embroiderv)**



**MOCQ Bucket Hat available in sizes S/M & L/XL \$15.00**



**MOCQ Cap \$20.00**



**MOCQ Beanie \$15.00**



**Childs Sun Protection Hat \$15.00**



**MOCQ Metal Pens \$2.00**



**Stickers (Roundnose, Clubman, Moke) \$1.00 ea**



**MOCQ Fridge Magnet \$1.00 ea**



**MOCQ Club Stickers \$1.00 ea**

To order any of the merchandise displayed above, please download and complete the Merchandise Order Form from the club website.

<http://www.miniownersclub.com.au>

Please note that the prices indicated do not include postage.



**Metal Badge \$15.00**

## MOCQ CLUB SHIRTS AVAILABLE

\$50 PER SHIRT (Male; Female; Children sizes)

INCLUDES CLUB LOGO; GROUP; YOUR NAME AND  
YOUR CHOICE OF MINI as listed

(Can choose colour of car – most colours available)

Merchandise Form can be found on the Club Website. Download  
the form and email to: [merchandise@miniownersclub.com.au](mailto:merchandise@miniownersclub.com.au)

