

Mini Car Club of Auckland

Incorporated



Club Magazine



October/November 2000



Mini Car Club of Auckland Inc.

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I prefer files on disk if possible or good quality originals. Thanks.
The Deadline for the next issue is: **15 November 2000**

PRESIDENTS REPORT

It is just over a month to the Mini Nationals 2000 and it is Important that all members of the Mini Car Club of Auckland get their entry's in.

This will be the biggest Mini event of the year 2000, and it is on your back door step.

Future Mini Nationals in years to come will be held in Christchurch, Wellington, Palmerston North and Napier - so support your event.

There is an event to suit everybody including Show'n'Shine, Fun Trial, Grasskhana, Bent Sprint and ¼ mile drags. Plus, over \$1000 in prizes. There is an entry form in this magazine - fill it in and send it in NOW.

The top prize for Best Individual is a Mystery Weekend away for 2, valued @ \$400.

The Nicest & Fastest Mini from all over NZ will also be there.

September Clubnight was a huge success, with over 50 club members coming along. Andrew from ElfOils came, giving us a good technical speech on ElfOils. T-shirt stickers etc., were handed out and spontaneous applause thanked Andrew.

EL PRESIDENTO

Warwick Robinson



The presidential Car.



detail: the new BMH classic Mini bodyshell

MINI Mk IV & LATE Mk III BODYSHELL

Following considerable development work, BMH are now pleased to introduce complete classic Mini bodyshells to restore Mk IV and later Mk III* models. The shells, **fitted with bonnet, boot lid and doors**, are packed with features making them substantially different from the current bodyshells being offered by Rover / Unipart.

Note: Using a current specification Rover shell to restore an older Mini is no easy task -modifications are needed to the grille panel and left hand inner wing (to access the distributor and fit the side mounted radiator respectively). Furthermore, the Rover shell comes without doors, boot lid or bonnet, for which skilled fitting will be required!

Features:-

- Fits Mk IV models with rod change gearbox and rubber mounted subframe (1976 to 1989).
- Fits Mk III models * with rod change gearbox providing the customer changes the solid mounted subframe for the rubber mounted version (1972 to 1976 approx).
- 'E' coated, sealed and primed using the current industry standard water based paints.
- Fully fitted with skin and floor sound deadening pads.
- Bonnet, doors and boot lid fitted to shell for convenience.
- Genuine Mk IV bonnet assembly.
- Round (as opposed to the current egg shaped) headlamp apertures.
- Front wings without repeater lamp apertures.
- Engine bay caters for side mounted radiator (correct slatted inner wing).
- Mk IV grille panel.
- Dashboard bulkhead panel includes large "rotodip" aperture, improving access for a centre binnacle.
- Original roof panel without aerial holes.
- Front seat belt mountings attached in pre-1997 positions.
- Rear seat belt mountings retained.
- Current specification brackets for airbag sensor, alarm and boot mounted washer bottle NOT included.

Illus.	Part No.	Description
1	BMP343	Mini Bodyshell



Pr. 49 Rev. 16th, Aug 99

BRITISH MOTOR HERITAGE

Range Road, Cotswold Business Park, Witney, Oxon, OX8 SYB. Telephone 01993 707220, Fax 01993 707222.



Les' ear to the ground corner.



The Liquor King Drivesafe 500 at Pukekohe, Sunday 5 November 2000. The day will feature the debut of the Ford Falcon AU and Holden Commodore VT in NZ V8 Touring car racing. There is also plenty of other entertainment. For more info check the website at www.drivesafe500.com

Lions Club of New Lynn and MOTAT are putting on the Galaxy of Cars and Swap meet on Sunday 4 Feb 2001. Our club is invited once more to participate. More details in next newsletter.

Auckland Veteran and Vintage Car Club are inviting us to take part in a parade of cars etc. Waitangi Day Tuesday 6 Feb 2001. More details at next club night.

Gracious Motors are inviting us to participate in their Annual Classic Car show at Oneroa, Waiheke Island, to support the Waiheke Hospice. Date 14 Jan 2001. More details next club night.

Britz New Zealand Targa Tour is being held 24-29 October 2000. Cars on display Labour Day at Hotel du Vin on Lyons Road, Pokeno. The rally starts Tuesday. There are 3 Minis and 1 Mini Cooper participating.

On the 4th of October the last Mini rolled off the factory floor in Longbridge.

From **Sunday Telegraph**

The Mini is dead, long live the Mini. As the last of the "original" Minis rolled off the production line late last week, the press campaign to win hearts for the "new" Mini began in earnest. With a launch planned at the Paris Motor Show in two weeks, video clips and photographs of the BMW-built new Mini surfaced on the day of the old Mini's demise. The new car's arrival in Australia has been delayed by more than six months from the originally scheduled mid-2001.

"It will now be here early in 2002, and that's just a consequence of shifting the production facility from Longbridge to the Oxford plant," BMW Australia corporate affairs manager John Kananghinis says. The production move was made necessary by BMW's sale of the Rover group, including the Long-bridge plant. Speaking earlier this year, Mr Kananghinis said the latest incarnation of the Mini would be true to its historic roots rather than just a style copy of the original.

The original Mini, which had been in production for four decades after being designed by Sir Alec Issigonis in 1957 and launched in 1959, is still the most successful British car ever made, with more than 5.5 million rolling off the assembly line.

While much more sophisticated than the original "brick", the new Mini has certainly taken plenty of cues from the original — least of which is the enormous, centrally mounted speedo. Under the shell of the three models to be unveiled in Paris — a basic Mini, a Cooper and the red-hot Cooper S — is some of BMW's most sophisticated running and safety gear. All three versions will be powered by a Brazilian-built 1.6-litre engine, but will vary greatly in their power output. The standard Mini is expected to deliver between 70 and 80kw, the Cooper will be tweaked to around 100kW and the supercharged Cooper S will pump out an estimated 125kw. All versions will come with either a five-speed manual gearbox or a Steptronic auto driving the front wheels.

Initial performance figures suggest the range topping Cooper S will sprint to 100km/h in less than seven seconds. The Cooper cars will come with 15-inch, five-spoke alloy wheels painted in either white or a metallic look — a modern interpretation of the classic Minilite wheels often fitted to the original. BMW is keeping the suspension details and exact power outputs a secret until final details are released in Paris, but it says that the Cooper will have "truly exceptional handling" and likens its roadholding to that of a go-kart. That kart-like feel was a large part of the original Mini's wide appeal, and BMW's engineers have happily built on that with a torsional stiffness claimed to be two to three times greater than that of similar-sized rivals. It also

claims the extra strength of the chassis will raise the bar in terms of small-car safety, with an extremely strong passenger cell combined with efficient crumple zones and side-impact door beams. Anti-lock disc brakes are likely to be standard, as are dual front and side air bags and BMW's tyre-pressure warning system. Curtain-style side air bags, stability control and xenon headlights will be optional.

The new Mini's styling owes much to the original. Designer Frank Stephenson, who won a worldwide competition to pen the new look, should be chuffed that his offering has changed little from concept to production, including the one-piece, clamshell bonnet. "The Mini is a piece of automotive history," Stephenson says. "Our mission was to combine the emotional power of the former model with the technology of the future." Inside the cabin, there's loads of polished aluminium running across the dash and on the doors. The bus-like driving position of the old Mini has disappeared with a more conventional set-up and, although BMW isn't claiming the new Mini is a spacious small car, it will seat four adults with around the same space as a Peugeot 206. Luggage space is also a lot better, with a conventional hatchback replacing the fold-down boot lid of the previous car. And the rear seats have a spilt-fold function for even more practicality.

As far as pricing is concerned, the only assurance available from BMW Australia is that the models to hit our shores will "not be priced out of the reach of the market". Originally, BMW Australia had planned to introduce the entry-level model with a 1.3-litre engine at "well under \$30,000", according to John Kananghinis's first briefing.

But availability of the smaller engine may be in doubt, and a new pricing structure could ensue. The top-of-the-range, supercharged 1.6-litre Cooper S is expected to top \$40,000, but is tipped to be fully kitted out. "You'll have to wait and see what's in the cars, but for the price, they won't be missing anything," Mr Kananghinis says. The new Mini will be sold in Australia through a selected group of dealers with exclusively themed garages. Plans are already well under way for a series of model derivatives. "A cabriolet version is one of the things we're looking at, because we want to create a family of Minis with different versions," worldwide Mini brand manager Wolfgang Vollath says.



Cool BMW's Mini.



This is how the inside looks.

Under the bonnet is a 1.6-litre 16 valve engine, made in Brazil by Daimler-Chrysler. Outputs are 67kW for the Minor, 86kW for the Cooper and 112kW for the supercharged Cooper S.



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Calling all club members:
Look out for a very special
new rally, the

“STARSHIP CAR TREK”

Waitangi Weekend 2001

This fabulous rally:

- Runs from Friday 2nd February to Tuesday 6th February
- Uses Rotorua as the rally base for all 4 nights
- Is the finale to the Rotorua Festival
- Includes two fantastic evening entertainment events plus a special Mayoral Reception and welcome
- Involves 3 great drives over some superb picturesque routes
- Includes at least 5 “Show and Shine” displays for the public including an afternoon of Jazz and wine at Mills Reef Winery in Tauranga
- Has music and entertainment at every venue
- Provides the chance to win prizes for answering route questions
- Supports the Starship Children’s Hospital

The primary objective of the rally is to raise funds for the Starship Children’s Hospital, while providing a stress free, fun filled 4 days for rally participants. Based in Rotorua, the event will allow you time to do your own thing or participate in the array of events planned.

The event is coordinated by Ross Church who ran the very successful Link All British Car Rally in 1997. Anyone interested in registering or receiving more information about this unique new event should contact Ross as follows:

52 Kiriwai Rd. Paremata, Telephone: (04) 233 2122; Mobile: (025) 405 840; Fax:
(04) 232 7825

So, if you haven’t already planned your 2001 Waitangi weekend holiday, pencil this in, and make sure you’re a part of the most fun car event of the year.





2000/2001 Super Mini Challenge Points Rounds:

October 7/8th	Pukekohe	Auckland/Northern Club.
October 21/22th	Taupo	Labour Weekend
December 9/10th	Manfield	
January 28/29th	Whangarei Streets	Supers & classics
February 3/4th	Manfield	Mini 7 Championship
	MINI 7 ONLY	
February 10/11th	Pukekohe	
April 7/8th	Manfield	
April 14/15th	Taupo	Easter

Other Race Dates:

January 6/7th	Ruapuna	Mini 7 Championship
		Mini 7 Only
April 29th	Pukekohe	Auckland Car Club
		MEN VS V PRE 65'S



SO YOU THINK YOU HAD A BAD DAY

1. The average cost of rehabilitating a seal after the Exxon Valdez oil spill in Alaska was \$80,000. At a special ceremony, two of the most expensively saved animals were released back into the wild amid cheers and applause from onlookers. A minute later, in full view, they were both eaten by a killer whale.
 2. A psychology student in New York rented out her spare room to a carpenter in order to nag him constantly and study his reactions. After weeks of needling, he snapped and beat her with an axe leaving her mentally retarded.
 3. A woman came home to find her husband in the kitchen, shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. Until that moment he had been happily listening to his Walkman.
 4. Two animal rights protesters were protesting at the cruelty of sending pigs to a slaughterhouse in Bonn. Suddenly the pigs, all two thousand of them, escaped through a broken fence and stampeded, trampling the two hapless protesters to death.
- And finally...
5. Iraqi terrorist, Khay Rahnajet, didn't pay enough postage on a letter bomb. It came back with "return to sender" stamped on it. Forgetting it was the bomb, he opened it and was blown to bits.

Your day's not so bad, is it?

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- NEW CARS BOTH ROAD & TRACK ARE AVAILABLE AND BUILT TO ORDER

Mixing it on your Own Dyno, By David Vizard from Car and Car Conversions from many years past.

The average home tuner's most frequent problem, if the letter we get are anything to go by, is getting the fuel/air ratios (mixture) right after having tinkered with the motor. After printing this article, we do not expect to get, ever again, a Technical Query asking what needles or jets to use on a modified motor, because this really should be the end of your mixture problems!

When tuning the engine, it is more than likely that the fuel/air demand of the engine is changed. Because of this it is necessary to "calibrate" a carburettor so that it passes fuel into the engine in the correct quantities for the amount of air being consumed. Over its operating range, a carburettor may have to pass a volume from say two to two hundred cubic feet of air a minute! At tickover, the consumption of air is very low, but at full throttle the opposite applies.

At every point between the two extremes the air flow requirement is different, yet-at all these points the carburettor is expected to mix the correct amount of fuel with the incoming air. There is little point in trying to set up the mixture at tickover because very few, if any, of us drive on tickover and there is absolutely no guarantee that the mixture is right throughout the range.

How do we know or how can we tell what the mixture is like anyway? Up until now, the most common method has been to "read the plugs". If you have had years of practice and are an expert plug reader (not the print on it) you can just about pull off the job of mixture setting. The trouble, however, with a plug count is that one is never too sure what the plug is saying.

For instance, a dark, very slightly sooty plug can look like a mixture that is just a shade rich, but It could be that the mixture is just right and the plug type is too hard (runs too cold) for the motor. Unless you are an expert then, reading the plug is, to say the least, just shade dodgy.

An alternative to reading a plug is to get your engine set up on a dynamometer, either the rolling road type or the engine type. When an engine is on a dyno, it can be run at various rpm and against various loads, thus simulating the conditions met on the road. While all this is going on, an electronic gas sampler can be analysing the exhaust and indicating the fuel/air ratio.

Going from reading plugs at a dollar a time to using three grand worth of dyno might seem like going from one extreme to the other or to use a comparison, going from an abacus to an electronic computer. What is needed to use the analogy again is a slide rule ie: a method between the abacus and computer, or to come back to reality, a method of setting the mixture, which is more akin to the dyno and mixture analyser than the plug reading method.

A dynamometer measures horsepower; commonly called brake horsepower because a dyno is nothing more than a brake, calibrated to read out the work absorbed and the rate of absorption. Here we have a clue; all cars have brakes (or should have) so what we have, in effect, is an uncalibrated dyno fitted to our car. To simulate road conditions whilst standing still, all we need do is to jack up the driving wheels of the car, put it in gear and use the throttle as if we were driving along the road.

To simulate road levels we need only apply varying pressure on the brake pedal. Such action will, of course, get the brakes hot. For our purposes we need to be able to hold full power for about fifteen seconds maximum. If your brakes cannot cope with this from the heat point of view, then you are sadly lacking in that department so see to it. It's probably better brakes you need and not more power!

Okay, so we have our dyno. The fact that it does not read out in horsepower is, for our purposes, irrelevant. What we need now is a mixture analyser. Up until a few years back this would have cost a tidy sum. These days we have a device known as a "Colortune" and within the price range that can be afforded by the enthusiast, this is the only device we know of that will do the job in hand.

For those who might not know, a Colortune is a device which replaces the sparkplug in the cylinder. The top of the Colortune is made of a Borosilicate glass and this allows you to see what is going on in the mixture combustion chamber. Different mixture strengths burn at different colours.

By looking into the combustion chamber through the Colortune we can get a good indication of the mixture strength prevailing. Inspection of the flame colour shows that four fairly distinct stages occur. When the flame colour is blue/white, the mixture ratio is between 16 and 14:1; a blue colour indicates a mixture strength between 14 and 12,5:1; a blue/orange colour indicates 12,5 to 11:1 and orange indicates 11:1 or less.

The Colortune, then, is indicating at the colour transition points the mixture strength of the ingoing charge. Maximum power occurs when the fuel/air ratio is between about 12,5 and 13,5:1. The exact point varies from engine to engine, but most cast iron tuned production engines seem to be best around 12,8:1. The best economy is achieved on weaker mixtures than that giving maximum power and fuel/air ratios between 14 and 16:1 seem to be the easiest on the pocket.

To set up the mixture in the manner about to be described you will need an accomplice. The first and essential step is to part the car in some place, which is poorly lit, so that you can see the combustion colours. Jack up the driving wheels of the car until they are just clear of the ground and in the interest of safety; securely block the car so that it cannot move under any circumstances.

At this point, warm up the engine, then remove a spark plug and replace it with a Colortune. Set up the mixture so that you have a fuel/air ratio of about 12 to 12,5:1 (orange/blue) at normal tickover revs. If you have multiple carbs you will have to do this for each cylinder or set of cylinders having a carb.

Next, get your accomplice to put the car into gear, usually third gear is best, and increase the throttle opening but at the same time put on the brake. (Continue opening the throttle and increasing braking pressure until your accomplice ends up with the throttle wide open and the revs pulled down by braking to 2000 rpm); You can now look at the Colortune and at this point it will reveal what the fuel/air ratio is under the prevailing conditions.

It can then be noted, preferably by colour rather than reference to its fuel/air ratio. After this, let the brakes cool for a few minutes, then repeat the procedure at 3000 rpm then at 4000 rpm and finally at 5000 rpm, stopping to let the brakes cool between each run.

As far as brake overheating is concerned, it should not take more than fifteen seconds to ascertain the mixture ratio at each rpm interval, so they will be well within their capacity.

Once you have an indication of the state of affairs of the fuel/air ratio up the rev range to 5000 (5000 rpm is the limit on the Colortune) the necessary conditions can be made to get it right. Not only can the full throttle conditions be catered for in this manner, but also so can part throttle and transient conditions. For instance, a hesitant pickup when going from part throttle to full throttle could indicate that the mixture is too weak during the transition from one state to the other. During the transition period and for a short while after the Colortune should show a rich mixture condition. If it doesn't, then you can bet your life that on a fixed jet type carb, the accelerator jets or pump stroke are inadequate.

On carbs like the SU and Stromberg CD variety, a lean mixture during the acceleration phase would indicate that the damping is insufficient. Thicker oil is usually required to compensate this.

A couple of cars were used as guinea pigs to test the method. Both cars were modified and therefore required different carb settings. In each case the owners who had only an average working knowledge of what was required have originally set up the carburation. After use of the Colortune by the method just described, both power and economy were better between 5-8bhp and 10-15 miles per gallon.

The reason that consumption was so much better after use of the Colortune stemmed from the fact that the mixture was originally set rich for maximum power and unfortunately because of the guesswork method of setting, it was too rich. The performance increase was better than the power increase alone suggesting that the mixture was right (within limits) throughout the rev range. As a side, effect this led to a smoother running engine with a snappier throttle response.

To sum up, the Colortune proves to be a very useful device. It can, at a price of 5 UKP easily justify its place in the tool kit of any self-respecting enthusiast, and its intelligent use can only bring about an increase in performance.

Editor's note:

Whilst David Vizard has used this tuning method successfully with both a Mini and Austin 1100 its use on many other types of car could possibly be dangerous. Firstly therefore we recommend that the suspension characteristics and drive shaft-prop shaft geometry of the car in question be checked carefully before even considering use of this method.

Make sure jacks are very secure and will not move under testing vibration, also make sure any car to be tested has alternate props underneath in case of jack failure ie: spare wheels and tyres which should be first tested using the full weight of the car. One advantage of the DV method is of course that during load testing the wheels on the ground have the brakes applied.

On a Mini the best method Vizard found was to put a piece of wood on top of trolley jack lift point and jack up from the Mini sump. Once having jacked car up, jam wheels and tyres underneath car for safety. Car does rock but cannot thus fall over. Drive shafts will assume peculiar angles during testing and this can be minimised by supporting bottom suspension arms on axle stands —these can however move and you may have to take the risk of the odd shaft angles for the few moments of testing.



No contest. The Cobra lost (breakout)

I have a 1982 Mini HL for sale

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Thanks for the
knife set
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P.S. Because we haven't paid
them!





Mini Car Club of Auckland

Events

OCTOBER

3rdth, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

With the National Mini Meet not very far away, the committee will use this opportunity to brief members and let you know what's in store. This is your chance to ask questions, and to register if you haven't already done so. Be prepared for the Nationals, and be at clubnight!

21st-22nd, Saturday and Sunday: NATIONAL MINI MEET 2000!!!

This is the big one! Our chance to show Mini clubs from all over the country a good time. Make sure you're at the October clubnight to get all the details, and get ready for a fantastic weekend. If you need to know anything, give one of the committee members a call.

NOVEMBER

7th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

We'll be making the most of the long evenings with a relaxed follow-the-leader style run, with a chance to socialise at the other end.

19th, Sunday: Fun Rally, starts at 11am Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

An all new run with an all new route and the emphasis on having fun!! This promises to be an interesting day and a great opportunity to show your Mini off in public.

DECEMBER

3rd, Sunday: Economy Run, starts 1pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

This annual event always attracts plenty of entries - most of them wanting to beat Andrew Carter!! Come along and give the reigning champ a run for his money. Even if your car isn't very economical, this is a great way to spend a sunny (hopefully) afternoon.

5th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Christmas Family BBQ: come along for a drink and some tall stories! Bring the family, and a salad or dessert and we will provide sausages and meat. A great way to wind up the Mini-year.

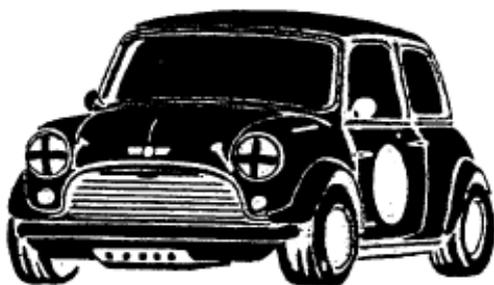
JANUARY 2001

No January Clubnight - See you all again the first Tuesday in February.

If there are any events that you would like us to run, please let your club committee know. This club is for you - let us know what you want!



**MINI CAR CLUB
OF AUCKLAND**



NATIONAL MINI MEET 2000

**OCTOBER 21st - 22nd
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