

Mini Car Club of Auckland

Incorporated



Club Magazine



Waitakeres Fun Trail last month.



August 2001

Mini Car Club of Auckland Inc.

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The Deadline for the next issue is: **15 September 2001**

PRESIDENTS REPORT

June 5th Clubnight at 'Carcolours' 226 Archers Road, Glenfield was a terrific success. Around 45 members turned up.

So many, that we had to be split up into 2 groups. They covered everything from rust removal/killing, to preparation of primers/final coats, then onto polishes etc.

We went into the paint mixing room to see how car paints are mixed and carefully weighed. Also shown how to put your favorite colour into a spray can.

All members that I have spoken to, thoroughly enjoyed the night, with many staying on well past 11pm.

Do not forget to show your Club Membership card at 'Carcolours' to get 10% discount.

Which reminds me, all our advertisers give 10% on presentation of current membership card.

All for now.

EL PRESIDENTO
Warwick Robinson

Here are the results of our Annual GoCart Challenge held on the 17th of June at Auckland Raceway.

People, this was again one of those opportunities where you could show off your drivers skill in a cart, on one of the best indoor GoCart tracks in the Auckland area. This time there were 9 competitors which suited the starting grid very well. Only 10 carts per race is the rule.

The first race was a 15 lapper which was really to sort out the field. You know, the heavy and slow drivers versus the light and lightning fast drivers. I suppose you can count me to the first category.

The race rules are very simple.

The RED (stop the race),YELLOW (no overtaking) and GREEN (all stops out) lights to guide us mortal souls around the track.

No push and shove. Caught doing that means the end of your race.

Now we're on to the numbers.

Race 1

Pos.	Name	CAR	Best lap	Total time	Laps
1	Andrew Manning	T07	36.8	10:30.900	15
2		T02	39.64	10:37.480	13
3		T08	41.09	11:09.830	15
4		T03	41.3	11:13.230	13
5		T01	43.35	10:31.500	14
6	Frits Schouten	T04	42.99	10:56.830	14
7	Robert Schouten	T09	43.13	10:36.960	14
6		T03	45.66	10:30.230	12
9	Susan Russell	T06	31.02	11:06.100	12

Race 2

Pos.	Name	Car	Best lap	Total time	Laps
1	Andrew Manning	T07	36.74	10:10.660	15
2		T02	41.23	10:15.600	15
3	Frits Schouten	T04	41.11	10:24.490	15
4		T08	40.43	10:36.300	15
5		T01	42.16	10:56.950	15
6	Robert Schouten	T09	43.27	10:57.640	15
7		T03	43.19	10:58.650	15
8		T05	43.5	10:20.460	12
9	Susan Russell	T06	51.26	10:15.270	10

Overall winner is (drum roll) Andrew Manning.

For those who noticed the gap in the names..... I misplaced the name list, sorry.

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**Don't forget. The subs
 are due this month.**



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LUBRICANTS

As you might know we represent HF lubricants in the Franklin District and I have been asked a few times about the differences in brands etc. and I thought it appropriate to set a few facts down on paper.

In my opinion there are several reasons for the popularity of certain oils.

- 1 Good advertising campaigns which might have nothing to do with the quality.
- 2 Popularity through familiarity old names stick
- 3 Popularity through to be seen as an oil affiliated with racing.
- 4 Popularity through research and development.
- 5 Price.
- 6 All or some of the above.

The most common engine oils are mineral oils to which additives have been added.

Due to the increased demands placed on engine oils, more and more synthetic and semi synthetic oils are being used.

The quality of engine oil depends upon the origin and refining of the base oil (excluding synthetic), the viscosity grade (SAE) and the effectiveness of the additives.

Although Synthetic oil can handle higher temperatures better and find Favour with latest design engines it is not superior in all fields. Mineral-based oils still have a major part to play in the lubrication field and can offer better lubrication in older ears.

The SAE viscosity grades are NO indication of the quality or suitability of an oil for a given application, they merely reflect the level of fluidity at a given Temperature. There are two basic types of oil, single-grade and multi-grade oils. Multi-grade is the most common type used today. Common grades

are **5W-10W-20w-20-30-40-45-50**. The W stands for winter and should be used in cold condition. A multi-grade of for example 10w/30 has the viscosity of a 10W oil at cold start but when the engine is at operation temperature it's viscosity is equal to an SAE-30 oil. The advantages are quick lubrication and less resistance at cold start and the oil will not be too thin at operating temperature.

The viscosity index is a measure of the temperature sensitivity of oil and the industry strives to create an oil, which is not affected by temperature, which might be impossible to achieve. This brings us to the additives of which there are several different groups:

Viscosity Improvers (VI)

Reduces the effect temperature has on the viscosity.

Oxidation and Corrosion Inhibitors

Protects against the effects of oxidation reduces increases in viscosity. It reduces the ageing process.

Detergents

Keeps dirt etc. suspended in the oil so it can be taken out when changing the oil. It will keep the internals clean.

Anti-Foamers

Preventing the oil from foaming, as the oil pump can not produce the required volume otherwise.

Anti-Wear

To prevent high pressure and high speeds to cause oil to loose contact with the metals.

Oiliness Improvers

To improve the contact of oil to metal.

To differentiate between engine oils the American Petroleum Institute (API) has come up with a classification system. S for Petrol engine and C for Diesel engines. They range from SA to SJ and later. CA to CG and later. This helps engine manufacturers to specify particular oil a bit more accurately and assist lime motorist to select also on quality.

The main tasks of engine oil are **Lubrication, Cooling and Sealing**, lubrication to prevent seizure, reduce wear, lower resistance (fuel economy). Cooling to reduce temperature, 250 degree Celsius, at the top piston ring. Sealing of the piston rings as spring tension can not do it on it's own.

Every engine uses oil as it burns the oil on the cylinder wall above the rings

during combustion. You might not see this on your dipstick as time oil in the sump accumulates unburned fuel and combustion residuals.

There are many different lubricants on the market today and most are safe to use in the appropriate conditions, the low priced oils on the bottom of the scale and are often regarded incorrectly as competitive whereas they, due to their price can not afford to put the good quality additives amid base oil together, they will at best prevent your engine from self destructing but give it a shorter life.

Everything is based on dollars returned or saved, that is why fleets look at good quality lubricants, which will give them longevity, economy in fuel burned and a dependable oil change program optimising the life of the oil through tests whereas the average motorist is not always aware of the benefits of good oil and believes basically that most oils are the same and therefore only looks at time dollars short term.

Why you should use top quality oil is easy. On the scale of things it does not cost a lot more per annum, lets say \$ 30 whereas the benefits, especially over a periods of several years will outweigh the extra cost you end up with better **fuel economy, reliability** and **engine** life.

It is also important to **change the oil regularly**, it will take all time harmful substances out of your engine and replaces it with new cheap engineering. I recommend still 5000km although 10.000km is now possible (Volvo even specifies a 100.000km changeover subject to certain conditions, like the use of centrifugal filter systems).

I maintain that when a good car is serviced properly and treated with respect it will give at least 15 years of sound low cost motoring but in an age of conservation we do not do that a lot, we have to upgrade to the latest, not necessarily for the better and we do not respect the equipment we have. Some of us are really trying hard to beat it to death.

If people start to realise how much that all cost and include the high write-off values, they will either get a shock or have a smaller tax exposure than before. As an example I will use a car my son purchased. A 1990 model which did cost new \$32000. This one owner car (lady) was smoky and priced accordingly, we flushed the old syrup/oil out of her (the car) put new **15W40 XJ ELF** in along with filters, gave it a good run a couple of days and hey presto no more smoke and sweet running. We were a bit lucky I guess but one thing was clear, the engine was clogged up due to lower quality oil.

If the previous owner would have been sold ELF or an equivalent product she would have received at least \$2000 more for her car and she would have had a

car which would have performed a lot better during the last few years.

What oil to select depends on what equipment you have, check your manual for viscosity and type. Ignore brands as Cummins recommend Valvoline (because the same company owns them).

Check with us or ring the ELF helpline 0800 353 645 **but do not make a decision based on the purchase price alone.**

Elf is the fourth largest lubricant producer in the world and one of the foremost suppliers of lubricants and fuel to Formula 1. Do not believe what you see advertised on cars. I am pretty sure that the McLarens are not running on Mobil1. **Elf** has an enormous research department with receptionists too busy to talk advertising twaddle (!) and they provide lubricant and fuel to all types of top level motor sports with great results. Even race Porsches of the Lightning Direct Team are, after testing others, run on **ELF lubricants.**

Elf has a huge range of Agricultural and industrial products. They are worldwide the 2nd largest supplier of Marine lubricants.

Elf has only been a short time in NZ and is not yet as well known as they are elsewhere, we are lucky to have been appointed the Distributor for the Franklin District.

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We received the following letter from MSNZ.



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Wellington 6001
Phone +64-4-801-9559
Fax +64-4-801-8558
Email: admin@motorsport.org.nz

Dear Member,

You will be aware by now, I am sure, of the outcome of the court proceedings following the fatalities at the Queenstown Classic Road Race Inc meeting in 1998. As a result of that accident track inspector John Osborne, clerk of course Russell Jenkins and stewards Keith Douglas and Bill Forsyth were charged with criminal nuisance and John also with manslaughter and injuring by an unlawful act. They are now cleared of all charges confirming MotorSports' assertion from the beginning that they should not have been charged.

In his summing up Judge Moran commented, "It is a sensible outcome. It involves a public assurance from an authoritative level that MotorSport New Zealand will never again allow safety of spectators to be compromised.

"It allows four decent upright men who have given years of loyal service to their sport to exit these proceedings without a blot on their escutcheon."

The particular charges were laid by the Police after almost two years of investigations. Immediately following the accident MotorSport New Zealand established its own investigation panel. This ascertained the basic facts of the case and which highlighted the fact that club had been deficient in failing to carry out certain actions it had undertaken to do and MotorSport New Zealand's systems were deficient in issuing a permit without clear acknowledgement of certain track requirements.

The Police made the decision to lay the charges including manslaughter. A charge of manslaughter cannot be laid against a corporate body so until that charge was either withdrawn or dealt with by the Court, MotorSport New Zealand could take no other action. Until the matter went to Court the initiative rested with the Police.

At the deposition hearings in Invercargill it became clear to everyone the true facts and course of events. Only when it was apparent that the manslaughter charge was unfounded was MotorSport New Zealand able to step forward and accept a charge of criminal nuisance. For your information I have attached a full copy of John Billington's submission to the Court which covers all the key factors exposed in the depositions.

There has been tremendous public interest in this case from all sorts of organisations who recognise that they too could have been in the same situation and who acknowledge that if the judgement went against our four volunteers, the implications for their sports were serious. No-one can hide behind their position as a volunteer to avoid taking responsibility but when procedures are properly documented and followed through with careful planning, safety plans and procedures, then it is highly unlikely that anyone should find themselves on the wrong side of the law.

over

Thus, since that day in 1998, MotorSport New Zealand's policy on safety at all circuits, and temporary circuits in particular, has been carefully scrutinised. Our systems on that occasion were found wanting. It has created huge anguish for the four men charged and diverted a large amount of time and effort of the executive and administrative staff of MotorSport New Zealand away from developing and running our sport.

We can never assuage the anguish and stress felt by John, Russell, Keith and Bill and their families. However, MotorSport New Zealand through its members' generosity and that of many people and sports organisations outside MotorSport built a legal defence fund of some \$140,000. The full costs of the case will be over \$250,000. To enable us to meet the balance of the account we expect to need to leave the levies on licence and entry fees in place until the end of the year.

It has been a sad episode in MotorSport's history and one which I am sure we will all be pleased to put behind us. It has triggered a major review of safety throughout the sport and we have appointed a new Safety Commission to undertake a thorough review of all our systems and safety management. We must be diligent in our planning and absolute in enforcement of all safety aspects.



Steven Kennedy
President

15 June 2001



Somewhere along the road in the North West

QUIET DRIVE IN THE COUNTRY

Saturday 23rd June saw the Minis revelling in their first night navigation run on a cool, fine evening around the Franklin District, centering on Waiuku. IF you weren't there, you missed a ripper! A super-doooper, razzle-dazzle humdinger!

While only 4 cars turned up to the Karaka start, adjacent to the Papakura motorway interchange, the good roads meant that this was too good a chance to pass up. As the course was prepared by Gary and Kathryn, Kathryn handed out the route instructions, while Gary covered general matters and a safety briefing. All starters had been advised to bring torches to read the notes by.

Natalie started first, navigated by La-Reve, who turned out to be an experienced trials navigator. As the evening would prove, Natalie was no slouch either in the driving seat. David and Arlene started next, rapidly disappearing westwards. Les and Olivia started third, 5 or so minutes ahead of Chris and Marijke. The small size of the field caused nobody any worries about competition or results, and let crews concentrate on having a big yippee for the night.

All roads were sealed and dry, but wisps of fog hinted at what might have been -but wasn't- so the evening developed into a rattling good run around Franklin. After a couple of hours, we wound up at an eatery beside the Bombay motorway interchange, where we compared notes over a meal, and analysed each others' mistakes, before heading home. Everyone finished with silly grins over their faces, reflecting the "wow!" factor.

Narrow country lanes, side-roads which loomed up at you

out of nowhere, over-shooting of course, turn-offs with their road-signs 60m past the intersectionq slamming the brakes on, hilly bits, twisty bits, very dark bits, one section which looked like a hill climb, blind crests where you hoped the road ran straight on the other side, and blind crests where it didn't:- this run had it all! And best of all! it was fun and easy!

Franklin is just made for car-clubbing, and this one was a beauty. In my 8 years of membership, I have NEVER had so much fun on a car club event. In my opinion, this is what car clubs are all about:

Amateurs getting out there and doing it, 2 people to a car, a navigator and a driver. Pardon me for raving, but I can't help raving over this one. Let's do it again next year, and let's get 10 times as many cars along. Thanks Gary and Kathryn, great stuff!

Chris McMurray



All lined up at the Lower Huia dam during the Waitakere run.

GOLD IN THEM THAR HILLS

The fun started just east of the Waitakere Ranges, in New Lynn, on Sunday 6 July, when a couple of American girls approached us to look at this range of Minis parked by the side of the road. So intrigued were they that they asked to have their photo taken next to Alien Ritchie's glorious Clubman GT.

Who did we have?

Neill, Mary, Frances, Stephen and Dillon, Daryl and Allen, Susan and John, Frank piggybacking in Allen's GT, Frits, Graeme, the 2 Chris's, and David and Arlene.

We convoyed up out of New Lynn for a leisurely cruise of Auckland's curliest backstreets as a warm-up. Titirangi is twistier than "The Italian Job". We then headed down to the foot of the Lower Nihotupu dam for a photostop.

Pushing onwards via open winding roads to Huia, we turned inland and drove up to the top of the Lower Huia dam, for another photostop.

Descending to Huia, we had a comfortstop, which turned into a short breakdownstop. Returning to the Scenic Drive via Woodland Park, we then had a compulsory stop. (Encountered, not made).

Along the Scenic Drive we scooted, hairpins and all. And as usual, the Minis kept catching up to cars, because we corner faster without losing confidence, and having to slow down.

At Waiatarua, we branched off on to the West Coast Road and dropped down into Piha for an icecream and a look at Lion Rock. Everybody took a layer of clothing off, as the tem-

perature was extremely mild, sheltered from the easterly.. Piha is no longer a string of Kiwi holiday baches, but is now spawning palatial homes costing serious money.

We climbed and chased each other up out of the Piha Valley to return along the Piha Rd, which I remembered from 30 years ago as being a narrow winding gravel road, but now is a sealed, 2-way straightened highway. Must be some Waitakere councillors living out there. However, some good twisty bits for Mini-ing around remain.

Back to the Scenic Drive, and then down into Henderson via Mountain Road. Folks, here is a “Mini” road par excellence, which must have been a hillclimb in days gone by, and which I promise we will incorporate again before Christmas. All in all, an entertaining day’s driving through them thar hills on Auckland’s fringe.

Chris McMurray



That’s what it was all about. A relaxed day touring in the Mini.

THE ITALIAN JOB FUN RUN-AUCKLAND

Sunday 22nd July, 2001

Yes folks, we did it again! The Italian Job, styled on the famous “escape through the city traffic-jam” sequences in the movie, The Italian Job.

For non-movie buffs or those born since about 1975, this is a 1969 adventure movie, starring Michael Caine and Noel Coward, about an English gang pulling a bullion robbery in Turin, under the nose of the Mafia. The getaway succeeds amidst the bedlam of a traffic-jam and an England-Italy soccer match, because 3 Mini Coopers take a highly original escape route. It is now a cult movie among Mini clubs around the world.

Starting from the container wharf, cars were never more than 4km from Newton Rd bridge, but travelled some 65-70km, via only 15 of some 105 traffic lights sets inside Parnell-Newmarket-Epsom-Mt. Eden-Grey Lynn-Herne Bay-Ponsonby boundaries.

The Italian Job run showcases the Mini’s ability in narrow city streets, where its size is its advantage. Cars had to follow a non-stop route from one difficult part of town to the next, imitating the movie getaway with the bullion.

To keep the spirit of the movie alive, the route was unhindered by streets, which at rush hour are grid locked, and on Sunday afternoon were full of shoppers and late lunchers. It dodged through back streets and skirted around delays like traffic lights and stop signs. ‘In doing so, the route became a tour of 1920’s Auckland.

To keep crews alert, this trip used the tiniest, steepest, hardest to find streets in inner Auckland. The route tested concentration, car, map work, driving skills and teamwork. We had

Mt. Eden instead of the Alps, but no roofs, culverts, arcades, steps, footpaths, back yards, or weirs. (not that they couldn't be found).

Drivers always risked overshooting corners, they came thick and fast, sometimes only fifty yards apart. In many places, roads imposed their own speeds, well below the legal limit, and in a few places drivers had to be prepared to back up or give way.

Navigators' instructions were detailed, but there were no tricks, the course was already difficult. In many events, the driver rules, but here the navigator called the shots and made sure the driver obeyed.

This run finds out which drivers don't listen to what they are told, and has the potential to send couples to the Divorce Court.

Everyone (apparently) enjoyed it. They must have. They keep coming back year after year. All told, a most entertaining afternoon.

Chris McMurray



Briefing just before the start

AUGUST

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

ANNUAL GENERAL MEETING AND PRIZEGIVING.

Come and have a say on how your club is run. If you would like to get more involved, and have some great ideas for the club, please consider running for committee. Tonight is also our annual prizegiving, so if you have one of our trophies at home from last year's awards, please dust it off and bring it back.

19th, Sunday: Tulip Rally, starts 1pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Don't worry if you don't have a clue what a tulip rally is, this is a fun trial with a twist. All you need to bring is a Mini (or a substitute), your sense of adventure, and a navigator would help. A surprise has been promised at the finish.

SEPTEMBER

4th, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Photo Competition. Bring your favorite Mini-related photos. Prizes for the nicest pic, as well as the most embarrassing, painful or just plain funny. Please write your name and phone number on the back of your photos to ensure you don't lose your treasured memories.

16th, Sunday: Track Day at Taupo raceway, hosted by the Mini Cooper Enthusiasts Club

Dual Sprints, Single Sprints, Driver Training - something for all levels. See information in this magazine or at clubnight for more details and eligibility requirements.

OCTOBER

2nd, Tuesday: Clubnight 7:30pm Northern Sports Car Clubrooms, Mt. Richmond Domain, Otahuhu

Technical Tips night, with special attention to preparing your Mini for long distance trips (no, we don't mean filling the boot up with containers of oil and water!). This will be of particular interest to those members planning to drive to the National Mini Meet in Hawkes Bay later this month.

19th to 21st, Friday to Sunday: LIQUID GOLD 2001 - National Mini Meet in the Hawkes Bay

The annual highlight of the Mini calendar, the nationals are always a great opportunity to check out what the mini world is up to, catch up with old friends and make some new ones. Don't miss out on this exciting event.

Accommodation in Hawkes Bay over this weekend is at a real premium, so book NOW to avoid disappointment. See Anita if you would like a registration form and Les if you are interested in group accommodation.

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!

The IJ results.

Starting order	Driver/Navigator	Start time	finish time	Variance	Penalties
1	Natalie/Lawrence	13:25	15:34:45	+4:45	19
2	Gary/Katherine	13:27	15:32:15	+0:15	1 Winners
3	Paul/Greame	13:29	15:34:45	+0:45	3
4	Andrew/Chris	13:31	15:39:30	+3:30	14
5	Frits/Tony	13:33	16:08:00	+30:00	120
6	Susan/John	13:35	15:37:45	-2:15	45



The Finish of the IJ

Club Ads.

FS: Austin 85H Mini 1974, 44044kms, body work sound, 4 new tyres, unregistered, unwarranted, Engine runs well. \$1250
Call Roger on (09)422-7955

FS: Acid-proof plastic battery-box (replaces usually rusted out original) complete with fitting 'drop-over' lid. \$50
Call Ian on (09)266-7607



FS: Plates "MINVAN" \$450.00
Mini Clubman GT
Convertible. 1978. Fully rebuilt subframes, suspension, vented four-pot disc brakes. 1340cc, Metro head, lightened flywheel, extractors, 510 cam, & n.4 kms on new engine. 12" Superlights with 165/60 GR50 Bridgestone Directional tyres. Canary yellow, new interior+carpets and dash. \$5500
Call Brent on 09-4821037 or 025-6694299

FS: 1977 Clubman 1100cc 22,000kms (original), mint condition and everything original. No rust & garaged all its life. Asking \$5,000. Call Carl on (07) 856-8580 Hamilton.

Wanted: Top condition Mini Cooper 'S'
Call Bruce Nacey on (09)520-4774 or (021)679365

FS: Mini 1000, 1979, white, classic shape, 115,000kms, only three owners, Body, interior and mechanicals in v.good condition, new WOF. Recent engine, brake and suspension work. Reluctant sale as emigrating. \$2,200 ono
Contact Amy and Michael at 09 309 8939 or amy.oding@clear.net.nz

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