

BLOG January 2013 : by Jerry Filor

Bingley Hall Mini Show preceded our first club meeting of 2013 and so 5 minis and a Honda (with the luxury of heating that actually works !) set off for the first undercover show of the year. It is one of the things that is nice about Bingley....its indoors and at this time of the year is most welcome !



Most of us had pre-booked tickets and walked straight in....another bonus with the weather being so cold !

The famous "win a mini for £1" raffle wasn't won by any of the Wanderers, although Matt did make a deal with Clive and Matt B to hold on to their tickets for them and let them know if they had won ! The draw took place at 3.30pm....just before the close.

On entry to the show, in pride of place was the last mini to leave Longbridge....a rather battered looking Clubman 1275GT, which was recently rescued from the famous Longbridge tunnels. This also appeared in last month's Mini Magazine and the owner plans to restore it to its former glory. Some of the purists would say leave it as it is, but the work has already started by straightening out the roof...there is still a long way to go though !

There were lots of nice cars to look at, as well as the obligatory trade stands (which is always well attended by the big ones) and autojumble which satisfies most of the mini needs.

The weather was crisp, but bright and the grass "mini only" parking area was thankfully still fairly hard from the frosts, so not heart stopping moments for Carl this year ! It was 2011 when he nearly squashed Mark against the boot of his mini while sliding on the snow covered grass coming in to park....Priceless !

Doug Bunney made a welcome return and hitched a ride with me in the MPi, it was good to see him and catch up for a chat. He still has 6 mini's, including the 66' Mk1 850 and his Studio 2 Morspeed 1380, however none are currently road legal. He was using Bingley to pick up some of the bits to get some of them back to health ! He hopes to sell off either some of his extensive bits collection or a couple of his minis to fund the renovation of some of his others to get them back on the road. The Mk 1 in particular could be a good future investment !

31st Jan – Club Night @ the Gate Hangs Well

Only a handful of minis turned out for this evenings club night....the first of 2013 ! Chris, Carl, Jon, Matt B, braved the weather to bring their minis. I rode shotgun with Jon this time as my MPi Cooper seemed to have sprung a leak from the heater....losing a lot of coolant in the process. That's another job I've got to sort out !

Chris said he would like to change his matchbox special themed mini in the near future, for a change, and was rather taken with the look of a Japanese race car featured in last month's MiniMagazine. This one was Carbon fibre wrapped and had silver cobra'esque stripes on it. It certainly looked very mean and moody !

Matt, Clive and James G were talking mini projects. Matt picked up an Elf dashboard at

Bingley and was in the process of trial fitting / working out what to do with it.....he has since covered it in Transformers comic strip which looks very unique !



James was wheeler dealing mini bits, trying to set up a "group buy" of KAD alloy exotica. He hopes to be running with KAD alloy trailing arms and disc flanges on his Grey clubman. Hopefully we will soon see the fruits of his labour, as he plans to take it to the Nurburgring in May with the Retro-rides crew. He'll need to do some running in of the engine before then, so work needs to accelerate to get it finished !

Clive has a new "management position" at a garage in Wigston, so is now back in full time employment (more is the pity....i have a long list of jobs that need completing on the Green Spi !) and settling in well ! He said that his "development" role will start next week and he intends to send his staff out to drum up more business ! Now that he's back working and NOT having to work weekends progress on Cyril (his K-series project) should be swift ! Donington Historic is only 3 months away.....which could be it's first outing !

Carl has some continued engine issues with Ratty and is looking to save up some cash for a replacement engine. Discussions started between Clive and Carl on the possibility of procurement of a VTEC B16 engine, including wiring loom and associated gubbins.... Carl's plan would be to make his own subframe (to fit it into a standard length front end – Ratty's) off

line and then do a full replacement when complete. He has a "donor" mini on the drive that he can fettle the subframe in before transplant.

16v engine projects seem to be en-vogue at the minute ! Matt S is gathering bits for his BMW K1100 head conversion, Clive has a 16v Rover K series, Carl is looking at the VTEC route and Matt B is starting to look into a Nissan Micra 16v transplant for reliability and a 5 speed gearbox !

Jon handed his Speedwell wood rimmed steering wheel to Matt S for his Dad to have a look at a sympathetic repair and refurb. The wheel has a small crack in the wood running around the top, and as Matt's Dad is a cabinet maker and wood machinist he would be the ideal man to have a look at it ! In the mean time Jon has replaced the wheel with his Momo Jackie Stewart edition....much smaller and more sporty ! It's not like driving a bus anymore !

We missed the chance to sort out kating, meal, comedy club thing...so this will have to be discussed at Februarys meeting.

Jerry's motorsport mayhem...

SOCIAL BIT

February 23rd / 24th : Race Retro : Stoneleigh. (www.raceretro.com) I will be going to pick up some race specifics (helmet / race suit) for my impending start on the motorsport ladder.....anyone interested in coming along, drop me an e-mail : jfilor@talktalk.net

Thursday 28th February : Club Night : Gate Hangs Well : From 7.30pm

WREAKE

MINI WANDERERS

May Bank Holiday 3rd to 5th : Donington Historic Festival. : We have a club stand booked and advanced ticket offers to get a 2 day ticket for £15 (when purchased in pairs). This is an excellent festival that has the best of pre '65 racing across a number of disciplines..... it also included a number or parade laps around the hallowed circuit. This year the even it adding an extra day on the Friday (for qualifying) so a full 2 day race program is possible. See details attached.

7th July : Gaydon Mini festival

27th / 28th July : Shelsey Walsh Hill Climb : Mini Cooper register / DEWS series

11th August : Mini in the Park

15th September : Stanford Hall Mini Show

CLUB AOB

At the next meeting, for those still that haven't paid.... club subs are due.....as a reminder.

Single membership £10

Joint / Family Membership £15

JERRY'S MOTORSPORT MAYHEM

Having had the rear subframe replaced and all the improving bits fitted (hi-lo's, negative camber brackets, gas adjustable dampers) and the inevitable welding finished I am now waiting for better weather to have the front end of the car similarly upgraded ! I am hoping that the gunge and old oil will have preserved the front subframe so hopefully no dramas here and a quick and easy fix is possible !

Last month Chris donated a Cobra bucket seat to me and he has now offered to modify the seat frame to give me a bit more headroom. I have to allow for helmet space as well !

I have to carry on making the front of the bulkhead fireproof and now that I have taken the rear speakers out I have to find a method of covering the holes they have left behind. I have been promised some aluminium sheet capable of doing the job from a contact in the Loughborough car club as I also have to reduce the hole in the front bulkhead as well.

The Autotesting and Autosolo season starts in May and runs throughout June, into July so that is the target....I'd also like to have it ready for Donington Historic ! If I can find a person who likes navigating (without the use of a TomTom) I may also be tempted to have a go at a 12 car rally this year !

I re-sprayed my group 2 arches with Wilko satin black and they look really good ! Unfortunately I have got to work hard on the rest of the bodywork as some of it now looks un-loved and dull, as the car has been off the road for about a year and on SORN. I think I was a bit naive thinking it would all be finished in a few months....yes if you have loads of time and money to throw at it. I realise now that life isn't like that....even in retirement !

That's all for this month....see you next meet !



DONINGTON
HISTORIC
FESTIVAL

FRI 3RD SAT 4TH 2013
SUN 5TH MAY

Principal Partner

EFG  International

CAR CLUB BRIEFING DOCUMENT

Club name: Wreake Mini Wanderers

Club code:WMWDHF13

Many thanks for registering! I look forward to working with you over the coming months to make the 2013 Donington Historic Festival a fantastic event for your members.

This document contains everything you need to know to be able to start promoting the Festival to your members, and hopefully will also enable you to answer many of their queries. Please go through it carefully, and don't hesitate to contact me if you have any questions.

I'll also be issuing regular Car Club News Updates by email to all registered clubs, so please keep an eye out for them. These will cover things like provisional and final timetables (when issued), access times for setting up, links to site maps, arrangements for car club parades, etc. They will also include news stories about the race series/special attractions etc. as they are confirmed.

And at the event in 2013 I won't be confined to the Media Office (as regular attendees might remember) - instead I'll be out and about in the infield for much of the weekend, which will give me the chance to meet you and to enjoy your club display, but also - more importantly - to help with any queries/issues that arise over the weekend.

Following below :

- Spreading the word – brief Festival description and links to images/logos
- Car club ticket booking deadline – vital!
- How your members book tickets online
- Booking over the phone
- See Tickets' charges
- Ticket despatch
- Infield vehicle passes
- Car club parades

Donington Historic Festival - Donington Park, May 3rd, 4th and 5th 2013.

Donington Park has seen many unforgettable racing moments over the decades and, for 2013, the Festival is celebrating two particularly iconic ones; the 30th anniversary of the first time the late, great Ayrton Senna got behind the wheel of an F1 car, and the 20th anniversary of his extraordinary display of mastery over the rain in the 1993 European Grand Prix. This tribute to Senna, combined with the close-fought and exhilarating competition out on the track – with over 400 historic racing cars, spanning seven decades – looks set to prove a big draw for classic car enthusiasts from across the UK and internationally. This is the first time that the Festival has been held over three days. On each day of the Festival gates open at 07.30am and the circuit activity starts at 9am, finishing at around 6pm on the Friday, 7.30pm on the Saturday and 6pm on the Sunday.

Racing will take place mainly on the Saturday and Sunday, with qualifying taking place mostly on the Friday. The provisional timetable will be announced early in 2013. Members of car clubs registered to attend the event benefit from a two-for-one ticket offer on advance tickets when they quote their unique club code at time of booking (deadline Friday, April 19th), and will receive one infield pass for every pair of tickets they buy, allowing them to join the other cars on display in their club's dedicated infield parking area, to create a fantastic exhibit for all spectators to enjoy. www.doningtonhistoric.com

BOOKING TICKETS

Car club ticket deadline

Please note the club ticket booking deadline of midnight on **Friday, April 19th** - it is important that you make your members aware of that, as last year we had lots club people trying to book at the last minute (not from your club!) and they were very disappointed that they had missed the offer.

How your members can buy tickets online

There's a button on the home page of our website that links directly to advanced ticket sales, or if you want to embed a link directly to ticket sales in your own website, the link is:

<http://www.seetickets.com/Event/DONINGTON-HISTORIC-FESTIVAL/Donington-Park/672844>

Your members must enter your club's unique offer code - WMWDHF13- and press the 'use code' button, then the prices on the page will change to your club prices, rather than the full prices originally displayed.

NB, in case you get any queries, please note that car club discounted tickets are offered in multiples of two, and the price shown is the discounted price for one ticket. When they add two tickets to their basket, they will therefore be getting two tickets for the (full) price of one. If they want four tickets for the price of two full-priced ones, they must click '4!' We did have one or two people last year who got a little confused and consequently only bought half the amount of tickets they needed...

Up to 50 tickets can be bought together in one transaction online, larger quantities must be bought via the phone hotline. Children aged 15 and under (accompanied by an adult) get in for free. And each ticket gives two-for-one entry to the Donington [Grand Prix Collection](#) over the weekend and for the following two months.

Buying tickets over the phone

Our ticket hotline number is: 0844 873 7355 (use the WMWDHF13 code for discount)

See Tickets' charges

Please note that See Tickets, the booking agency, levies the following additional charges on top of our ticket prices - a booking fee per ticket to cover their admin costs, plus a transaction fee on the total order. Booking fees are:

Ticket type	Booking Fee
£12 Friday ticket	60p
£20 Saturday or Sunday ticket	£1
£36 3-day weekend ticket	£1.80

So two Friday tickets bought using a car club two-for-one offer code will incur a 60p total booking fee and therefore cost £12.60 (i.e. £6.30 per person) plus the transaction fee. The transaction fee is a one-off post and packaging cost for the total order, and that is the same whether a member is buying one pair of tickets or 25 pairs of tickets. The transaction fee is £1.95 per order for first class post and £6.50 for registered post. So the total cost for those two Friday tickets bought using a car club code and sent first class post will be £14.55.

Your members will be able to choose their preferred method of postage at the checkout.

Ticket Despatch

See Tickets usually start sending tickets out about three weeks before the event.

Infield parking passes

See Tickets will automatically issue one infield parking pass (for 'club appropriate' vehicles) for every pair of club tickets purchased. I appreciate that some of your members will need further passes, as not everyone is buying a pair of tickets to cover a driver and passenger. If further infield passes are needed, the club member will need to email me: karen@doningtonhistoric.com.

Club officials in non-display vehicles, and anyone else needing to gain access to set up the stands etc. will also be issued with vehicle passes, though we do ask that you then take the non-display vehicles out of the infield area, unless they are performing a vital role such as supporting an awning or acting as your club office on site. More details will follow nearer the time.

CAR CLUB PARADES

These are always hugely popular with the car club members and, as those of you who have attended before will know, we are restricted on numbers and it can become a little hectic as our team tries to track down all the parade cars in time. For 2013 we will be confirming numbers of parade cars per club in advance and producing special parade car passes, making it easy for our team on the ground to identify the parade cars. We will be liaising with each club to make sure that the passes are issued to the correct cars before the event. Full details will follow in due course

Rally cars head to Donington Historic Festival

Rallying with Group B and the Historic Rally Car Register (HRCR) are joining forces to stage spectacular live demonstrations at this year's Donington Historic Festival (May 3rd, 4th, 5th), bringing added excitement to an already action-packed weekend.

Throughout the Festival Donington Park's Melbourne Loop will see the legendary Group B rally machines in action; a powerful reminder of the 1980s, when Donington Park was a RAC Rally stage and Group B cars dominated the world of international rallying. The Melbourne Loop will also see stage and road rally cars from the HRCR – including, it is hoped, several iconic ex-works cars from the 1950s and 60s - tackle a mini stage-type course and autotest, showing just how nimble they can be, and demonstrating why historic rallying has become such a popular sport.

With its live action demonstrations, Rallying with Group B recreates the glory days of a short but significant era from rallying history. Introduced in 1982, Group B regulations resulted in outrageously fast performances from cars such as the Audi quattro, MG Metro 6R4, Ford RS200, Lancia 037, Porsche 911 RSR and Peugeot 205 T16. Lightweight composite panels, four-wheel drive systems, complex turbo and supercharging combined to produce cars which, with in excess of 600bhp at their command, could out-accelerate Formula One cars of the period on gravel. However, in 1987, following a number of high-profile accidents and prominent driver deaths, Group B was banned, with enthusiasts' only chance to see the cars in action now restricted to demonstration events.

The Historic Rally Car Register celebrates its 30th anniversary at the Festival. Initially founded to preserve genuine ex-works rally cars, the overwhelming response to its first-ever rally in 1983 marked the foundation of the international historic rallying movement. HRCR members are providing a wide selection of historic rally cars to represent a full cross-section of all aspects of historic rallying at the Festival. This will include Mini Coopers - made famous when HRCR President Paddy Hopkirk took one to victory on the 1964 Monte Carlo Rally – and Sunbeam Tigers, linked with the Alpine Rallies of the mid 1960s. MGs and Austin Healeys will also take part, together with cars representing the long-distance events of the 1970s such as the Triumph 2000 and Austin 1800, plus Mk1 and 2 Ford Escorts, which now achieve major successes within the British Historic Rally Championship.

And, of course, with the Festival's open paddock, spectators will be able to get a really good look at all the rally cars as well as the more than 400 historic racing cars, spanning seven decades, which are due to compete at the event.

Donington Historic Festival organiser Duncan Wiltshire said, "We are thrilled that the two clubs are staging what promises to be an unforgettable spectacle for Festival visitors, to compliment the fantastic historic racing.

"The sight and sound of the Group B cars taking to the tarmac, all spitting flames and whining turbos will be enormously exciting, while the HRCR displays will show spectators that the cars many of us remember from the roads of our youth are capable of considerably more than a trip up the motorway. I suspect more than a few of our visitors will go away vowing to give historic rallying a go for themselves!"