

## BLOG January 2012 : Written by Jerry Filor

**G**ary has taken time out from repairing Charlottes Ka to start working on Pukka pie mini. He has an expression of interest in it from a colleague at work, who would like it for his son. Pukka is destined for a new spray job in a darker metallic grey, courtesy of the BMW mini colour palette. It will retain a 998 engine of sorts....a 1031cc to be more exact ! before Pukka gets its re-spray Gary is sorting his "shed" with a ceiling (to help reduce dust during spraying) and an RSJ for block and tackle engine removal gear. Having a sort out might mean he can get access to his lathe as well, so production of bespoke engine bits can also start !

**C**live was celebrating being able to officially spend money again ! He is now back with his third love : folding Mini Motorbikes, after large agricultural machinery and mini derivatives.....Think Top Gear, think May and Hammond actually working.....retrieving drunken revellers and returning them home in their own cars !

**M**ark turned up later with Robin, and had tales of woe as his lock up was broken into and he has all of his tools stolen ☹ The only upside (if there is one), his welding gear was left and with the Clubbie estate's major work requiring welding means at least this can continue !

**J**on is well pleased with his newly fitted Manifold exhaust system (fitted courtesy of Clive), with the previous RC40 removed showing more rust than steel holding it together. The new twin box Manifold gives a fuller "proper mini" sound and is actually reported as being more quiet inside the car !

which is a bonus because I've been in his mini and it doesn't have any sound proofing to speak of.....

**N**eil said he hadn't tried to start his mini van for about a year. If I remember, it is largely being used as additional storage inside his garage at the moment....so it would need a clear out prior to use !

It's always nice to see **C**hris' Matchbox Mini on a more regular basis. Interestingly, languishing in a Loughborough lock-up is a mini mechanicals based Cox GTM. This is a small fibre glass rear wheel drive, mid (a series ) engined kit car, more often than not in Red ! the mini "donor" usually gives up its subframes, engine and switchgear / steering arrangement. Chris said his GTM needs quite a bit of TLC, but it does sport an MG Metro engine and Metro Turbo brakes.

**R**obin is well chuffed with his re-engined mini, the re-spray look stunning and the new engine install (1293, stage 4 head, 1:5 roller rockers) is sweet. He has had it set up by Sleaford Mini Centre and is very happy with the 75ish bhp at the flywheel. It certainly sounded the business as he left !

**J**ames G was celebrating his birthday with friends but still made time to bring us up to date with his clubman project. It has changed from the Honda VTEC route to an A-series beast ! the basic spec is a 1293 A-series that will be supercharged and set up by Brian Slark. When complete it should be capable of pushing out 200 bhp + and all on 10's and a straight cut box. James has funded the 1293

**WREAKE**

**MINI WANDERERS**

engine build by selling the VTEC equipment he had gathered, which included Engine, subframe, wildwood brakes.....he mentioned that the new gearbox alone stands him at over £2500.....

Tales from Sainsburys library

The WRC Monte Carlo rally has recently finished and is well and truly back on the calendar as the season opener. It was inevitably won by current 8 times world champion Sebastian Loeb, however Danni Sordo driving a BMW Mini Countryman (prepared by Prodrive) did come second, and overall 3 minis came in the top 10. This is the first time that a Mini, albeit a BMW minim have appeared on a Monte Carlo rally podium since classic mini success in the 60's.

The only downside to the Mini campaign is that Prodrive could not afford to run 2 official WRC cars, so Chris Meeke was dropped before the Monte. The second Prodrive prepared car will be available on a pay per drive arrangement.....so any budding rally stars with deep pockets apply direct to Prodrive !

The economics of motorsport meant that without attracting sponsorship and BMW not putting in more money Prodrive had to adopt this tact. This isn't unusual in motorsport and sometimes good experienced drivers don't get the all important sponsorship money to bring to the team.

## **CLUB NEWS**

Subscriptions are now due – the Annual fee is £10.00, our long standing club gazebo is in need of replacement so please pay Gary (cash) as soon as you can.....

T shirts will be available in either Mark 3 cooper S or Downton editions in the coming months, ready for the show season proper !

Jon will be arranging these again and cost will depend on economies of scale...the starting price will be £12.50 each or 2 for £20.....

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## **SOCIAL BIT**

29<sup>th</sup> January : Bingley Hall Mini fair 2012. The indoor event kicks off 2012 in traditional style with good autojumble and traders present.....

24<sup>th</sup> February : Club Night : Gate Hangs Well, from 7.30pm

24<sup>th</sup> – 26<sup>th</sup> February : Race Retro – Stoneleigh Park. £20 in advance or £25 on the day. Expect live rally stage (with Group B rally cars) and a whole host of different competition machinery. [www.raceretro.com](http://www.raceretro.com) : Tickets : 0871 230 7157

March 29<sup>th</sup> : Club Night : Gate Hangs Well, from 7.30pm

4 – 5<sup>th</sup> May (Bank Holiday) :



Donington Historic Festival 2012 : 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.....last year it also included a number or parade laps around the hallowed Donington circuit.