

MiniScript

August 2010



Mini returns to Rallying –
details inside.

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CLUB REGALIA

The Club has many items for sale, as listed below. If you wish to purchase an item, please contact Sue Elliott 93367037

40TH ANNIVERSARY ITEMS AVAILABLE

Prints **\$35**

Prints block mounted **\$50**

Coffee Mugs, embossed with Old & New Logo
\$8 each or 2 \$15

Stubby Holders \$5

New club shirt beige with blue collars \$25.00

Coffee mugs, embossed \$ 8

Presidents Report August 2010

Once again hello and welcome to a new Club Year, I will take this opportunity to thank all the members for their support and faith in the Committee. To the outgoing Committee members a special thank you for your time and effort, Club's do not run themselves. A very special thanks to Sue for her work on the magazine and an apology for it not being so frequent of late, I have sent her off to work and it has turned out to be very time consuming, much more than I imagined.

For my part I am back in action and have taken my new hip for a couple of test drives in the Mini and even given it an outing at the Go Karts, it protested a little but I ignored it. The now annual Kart event with the FIAT club was fun, seems there is an army of kids these days, they have all grown to the point of being able to compete which is wonderful (till they beat us!).

Our next big event is the Targa West rally where we traditionally run the Toodyay stages on Saturday and Sunday and will again this year. It is of interest to note that the MCC has the biggest turn out every year and for that I thank you all, it makes me look good at the planning meetings. This year the start times are earlier and there are 4 runs through the Toodyay stages on Saturday to keep us on our toes, this will even involve changing the Start and Finish places and rearranging the stage in 53 minutes. If you are interested in attending to help or just watch let me know, there will be a Stage on the Langley Park foreshore on Sunday afternoon which will be a chance to see the cars in action and meet other MCC members without having to drive too far. Now that the Red Bull race is cancelled and no Rally Oz it is the only chance to view something so close to town.

The next motorkhana round is on the 15th August at the RAC driving centre, all welcome. Next year Western Australia will host the National Motorkhana Championships around October, this will no doubt involve a great many MCC members and will once again showcase our club. I overheard a senior motor sport figure the other day state that "when the Mini Club runs an event it will be well organised and run like clockwork" that is a great credit to all the members for their hard work over the years, lets keep it up.

I would like to thank Michael Hall in advance for taking on the role of editor, it is no small task and will always have you asking (begging) for articles. It is great to read that the Mini will be back in International rallying from next year, I am waiting by the phone for the call that will never come. Did you see Juha Kankkunen finish 7th in the Rally of Finland last week, he is 51 and had not competed for 7 years at the top level, that is a class act.

Safe motoring and remember no matter who you vote for you get a politician.

Ted Curr
President

Editors Etchings.

After a few years break, I have been stupi..., I mean committed enough to make a return as editor. In many ways the magazine is the clubs shop window so I will endeavour to get a magazine out every month – except, sadly, for September as I will be overseas on holiday. The most valuable thing an editor can receive is a lot of **member written articles**, so please send them in. You would be amazed how a new trick you have learnt to fix your car, improve your lap times or great roads you have found will resonate with other members. I am more than happy to do the typing so send articles in on paper, email or whatever. And may I thank Sue Curr for her work over the intervening years in getting Miniscript out.

I have enclosed in this issue the exciting press release about the Mini's debut on the WRC (yes, debut and not return – the WRC didn't exist until 1973). Whilst no drivers have been named as yet the rumour mill has Kris Meeke as a strong contender. From my point of view this sounds like a superb & emotive choice – Kris is from Northern Ireland and so a kind of successor to Paddy Hopkirk, he was also given early support / mentoring by the late Colin McRae. Colin won the WRC for Prodrive in the Subaru days. Another name being touted that is sure to fire up rally fans is Marcus Gronholm – could it be true? Petter Solberg and Chris Atkinson are still available but no murmurings?

Prodrive's headquarters are in Banbury, which is in Oxfordshire as is the ex-Morris Cowley plant. Ascarri is in the same town, whilst housed nearby are all three Monte winning Mini's - Gaydon is not far up the road, with Aston Martin's ex TWR factory and Jaguar Land Rover's proving ground along side. (This I know as my brother lives less than 5 miles from Banbury, with the team manager for what was Honda F1 when I last visited living next door, when I am over there next month I will keep an eye out for any prototypes). I note the car is shown in red & white. Subaru's wore the blue of British American Tobacco – which became the manufacturers colours. Prodrive knocked back money from Coca Cola due to Subaru wanting blue cars – could this be a logical new sponsor for the Mini? And whilst I indulge in scurrilous gossip – the word is that numerous buyers are interested – just how many Mini's will we see competing? The new formula is 1600cc, turbo charged, 4WD with costs far lower than currently is the case, so expect semi-privateer teams.

On the topic of car colour, I am sure many of you know the reason why BMC rally cars didn't wear the traditional British Racing Green? White kept the cars cool in European heat, but the red was for more performance enhancing reasons. In the old days of European crossing guards, and with many rallies moving through countries, it was found Italian border guards opened the barriers faster for Italian red cars!

As for my own fleet of performance cars – the Moke has now been successfully inspected. After running the car over the two weekends prior to inspection and fixing the blown side light globe, replacing the windscreen washer bottle – the clutch failed on the drive to the Bruce's. With the fitting of an exchange master and slave cylinders, and with young John pressing the clutch pedal for me, the green frog lives to drive another day. Hydraulics have been a recurring theme in the past six weeks – the brake master cylinder for the XJ-SC also having been replaced. Of all the things in a V12 engine bay, this is actually the easiest to get at – thanks to Jason Beames for helping with the bleeding on this occasion. The Discovery now needs a replacement headlamp washer – not too big a concern given that is the only damage I suffered after hitting a kangaroo at 100kp/h on the way back from the Albany races. Mr Roo Skippy (occupation Grazier) was not so fortunate. And all this comes with the realisation that I now cycle more kilometres than my two "toy" cars cover combined in a year. That's carbon offsetting at work – cycle to work and drive your toy on the weekend.

Michael Hall

Want to know more about the MINI in WRC? Go to our Mini Car Club forum:

<http://www.minicarclub.com.au/forum>

CAMS Update.

The School Challenge is a fantastic initiative that is geared at creating an interest in Motor Sport amongst youth. This nation-wide program has many subsidiary benefits associated with community participation, education / awareness and developing youth / school links with our car clubs. The School Challenge is looking for WA club officials to assist with the running of the event on the 8th of September at the Collie Motorplex. This is a good opportunity for our WA based clubs to proactively get involved and develop links with the participating schools and the community at large. The School Challenge had a successful start in 2009 and has now moved to WA (Collie) for 2010 – we require people to help run the event to ensure its continued success in WA. For more information see <http://www.camsschoolchallenge.com.au/csc/index.asp> If anyone has any queries and/or register your interest in an official capacity for the competition day please do not hesitate to call me. Dean (Dean.Greer@cams.com.au)

CAMS Ignition Program CAMS acknowledge the serious road safety and behaviour issues confronting young drivers and recognise the opportunity to contribute to road safety especially targeting youth via its resources and extensive club networks throughout Australia. The CAMS IGNITION program has been developed to assist with these issues. The program is a community development initiative by CAMS and its member clubs across Australia, working with their local communities. The program is aimed at achieving better road safety outcomes for young people. The Program is designed to give young pre-learner and learner drivers the chance to drive a vehicle and gain an introduction to road safety before obtaining their learner's permit and then probationary drivers licence. This initiative will enable young people to develop skills and attitudes which they will later be able to transfer to their experience on the roads. For more information on the program you can visit www.cams.com.au or Lauren Croft – 0408 563 150 or lauren.croft@cams.com.au.

MINI is making a comeback on the international rally circuit. From 2011, the brand will compete at selected rounds of the FIA World Rally Championship (WRC) and will go on to contest the entire season from 2012 onwards. This involvement is planned for several years.

The car charged with this task is the MINI Countryman WRC, which is being developed by Prodrive, in close cooperation with MINI, and is based on the production model. The powerful heart of the racing car is a 1.6-litre, four-cylinder turbo-charged engine from BMW Motorsport. The car complies with the new Super2000 regulations put in place by the International Automobile Federation (FIA), which stipulate the use of turbo engines with 1,600 cc displacement and four-wheel drive combined with an increased emphasis on road relevant technologies. The result is a significant 25 per cent reduction in overall costs. The first test drive for the MINI Countryman WRC, which will also be available to customer teams, is planned for autumn 2010.

This decision sees MINI continue its success story in the world of rallying. In the 1960s, the MINI Cooper S caused a sensation with victories at the legendary Monte Carlo Rally. The company also tasted success on many occasions in the European Rally Championship. Having already demonstrated the sporty character of its models in many countries in the MINI CHALLENGE, the brand is now taking its presence in motorsport to a new level with the commitment to the WRC.

Ian Robertson, member of the Board of Management of BMW AG, responsible for Sales and Marketing, says: "I am delighted MINI will be represented on one of the most popular stages in international motorsport. The success enjoyed on the rally circuit has made a vital contribution to the image of the brand. MINI customers have always shown great interest in motorsport. I am convinced we will add a few more chapters to our success story in rallying. The MINI Countryman provides an excellent basis, from which to create a competitive racing car for the world championship. In Prodrive, we have a strong and experienced partner. We will work hard together over the coming months to ensure we get the project on track right from the word go."

"This is a very exciting new motorsport programme," said Prodrive Chairman, David Richards. "During the 1960s MINI captured the imagination of the world when the tiny car took on the might of V8 powered Fords and won what was then one of the toughest motorsport events, the 4000km Monte Carlo rally. I believe our new MINI will become a firm favourite of the latest generation of rally fans, just as it is adored by its millions of owners across the world. We already have a significant number of confirmed customer orders for the new MINI rally car with the first deliveries scheduled for the start of the 2011 season." Prodrive has been working on developing the MINI Countryman WRC since early 2009. The company was formed in 1984 by Richards, who won the World Rally Championship as co-driver to Ari Vatanen (FI) three years earlier. Based in Banbury (GB), Prodrive has developed into a leading independent company in the motorsport and automobile sector under Richards' guidance, and today employs over 500 staff. Prodrive's many successes currently include six overall victories in the World Rally Championship, five titles in the British Touring Car Championship and three class victories at the Le Mans 24 Hours (FR).

BMW was present when the World Rally Championship made its debut back in 1973. Achim Warmbold (DE) and Jean Todt (FR) tasted victory in their BMW 2002 at the Alpenfahrt Rally in Austria. However, MINI's tradition in this discipline stretches back even further: Pat Moss (GB) clinched the first victory with the MINI 850 at the 1959 Mini Miglia National Rally. MINI ultimately enjoyed its finest hours at the Monte Carlo Rally in 1964, 1965 and 1967: the MINI Cooper S celebrated three overall victories at the most iconic rallying event in the world. Paddy Hopkirk (IR, 1964), Timo Mäkinen (FI, 1965) and Rauno Aaltonen (FI, 1967) joined the list of winners at this prestigious event. In 1965, "Rally Professor" Aaltonen also won the European Rally Championship. Tony Ambrose (GB) and Mäkinen finished second and third to round off an excellent overall result for the MINI Cooper S. In addition, MINI drivers also enjoyed many individual wins at renowned rallies throughout Europe. The last BMW World Rally Championship victory was achieved in 1987 in Corsica by Bernard Béguin (FR) driving a BMW M3 which was built and run by Prodrive.

From 2011, over 40 years down the line, the MINI Countryman WRC will be charged with adding further chapters to this success story. It bridges the gap between the classic MINI concept and a contemporary Sports Activity Vehicle. The brand's first model to feature four doors and a wide-opening tailgate, it offers

more space – which can be used in a wide variety of ways – to go with its raised seating position and optimised ride comfort. Plus, the “go-kart” feeling for which MINI is a byword has been preserved and takes on a new dimension with the optional MINI ALL4 all-wheel-drive system. The MINI Countryman expresses the defining virtues of the brand in terms of design, premium quality, handling, efficiency and the scope for customisation – and does so in an absorbingly individual way.

The next step down from the racing version is the MINI Cooper S Countryman. With its twin-scroll turbocharger and direct injection now complemented by fully variable valve management, the 1.6-litre four-cylinder petrol engine in the range-topping model offers by far the best balance between output and fuel consumption in its displacement class. The engine generates an impressive 135 kW/184 bhp and allows the MINI Cooper S Countryman to accelerate from 0 to 100 km/h in 7.6 seconds. Furthermore, the MINIMALISM concept sees wide-ranging technology designed to reduce fuel consumption and emissions – such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display and the need-based operation of ancillary components – fitted as standard and in model-specific combinations.

The MINI Cooper S Countryman and MINI Cooper D Countryman can be ordered as an option with MINI ALL4 permanent all-wheel drive. Here, an electromagnetic centre differential positioned directly on the final drive varies the distribution of power seamlessly between the front and rear axles. In normal driving conditions up to 50 per cent of the drive is sent to the rear wheels, in extreme situations as much as 100 per cent. The result is a new, traction-led expression of the agile handling for which MINI is famed.

2010 MCC vs FCC Kart Challenge.

This is traditionally one of the more popular events of the year, but confirmations for attendance were slow to come in. This resulted in Sue asking some of Lara's school mates to come along to make up numbers. In the end she needn't have bothered because we had over 30 drivers.

Having said that, I think having the kids only race was a great idea and without exception all had a great time and all “wanted to do it again”. It was great to see 8, 9 & 10 year olds having a go at karting, most, if not all for the first time. Their second race showed all of them improving enormously

We had booked the track for a 90 minute session giving us nine 10 minute races. Because there were only 8 karts available to instead of the expected 10 meant that we had to have 4 groups instead of the planned 3. This in turn meant that most drivers only got two races, with some lucky ones getting a 3rd run.

Now to what some consider the most important part of any event report: the results. After each race Sue Curr was given a print out with lots of numbers, but the important part of the info was the fastest lap recorded against each kart. Elsewhere in the magazine is a table of these fastest lap times.

The best lap time for the two races was taken for the final results. You'll note that those that had 3 runs had their 3rd run ignored in the results tally. Fastest of the day was Marlon (MCC) with Brent (MCC) second. Dan (FCC) was a close third. Anthony (FCC) actually got the fastest lap during his 3rd race which had to be disallowed because most missed out on a 3rd race. Of the under 10 year olds, which there were 4, Jack (8) was the fastest with Lara (also 8) second. I'm sure Tracy won't mind pointing out that she was beaten by her son Jack!

Juniors between 10 and 18 were led by Will on 22.28 seconds with Lachlan 15/100th of a second behind. Amy was a further 1 second back in 3rd place. Unfortunately Adrian ended up in the small kids races and couldn't get a clean lap.

Thanks to Sue E for organising the booking and providing the nibblies and to Sue C for looking after the money and other paperwork on the night.

Hope to see you all back next year when we'll endeavour to have the right number of karts available to suit driver numbers, however getting this right means that we'll need to know who's driving well in advance.

Until next year,
Dave Elliott

	Average lap times										
Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Best average	Place
Marlon			22.05				20.68			20.68	1
Brent	22.29				21.04					21.04	2
Dan	22.42						21.23		21.13	21.23	3
Terry			21.59				21.33			21.33	4
Scott	21.51				22.03					21.51	5
Dave				22.19				21.66		21.66	6
Tim				21.87				21.77		21.77	7
Anthony			23.18				21.98		20.50	21.98	8
Euan	22.64				22.02					22.02	9
Ted			22.23					22.04		22.04	10
Joe				22.79				22.04		22.04	10
Mike	22.62				22.24				21.88	22.24	12
John			22.74				22.27			22.27	13
Will			25.82				22.28			22.28	14
Lachlan	22.57				22.43				21.90	22.43	15
Pedro				22.59				22.57		22.57	16
Igor	22.80				22.61					22.61	17
Paul F								22.62		22.62	18
Lillian				25.98					22.77	22.77	19
Paul B				23.00						23.00	20
Amy B			23.65				23.38		22.21	23.38	21
Belinda					52.75				24.25	24.25	22
Vanessa				25.73				24.45		24.45	23
Melanie				28.26				25.46		25.46	24
Mark I	25.54									25.54	25
Liam		30.39				26.08				26.08	26
Rob			27.20				27.10			27.10	27
Moses		31.28				27.24				27.24	28
Adrian		35.31				28.98				28.98	29
Jack		36.45				29.41				29.41	30
Tracy					29.68					29.68	31
Lilyan		37.21				30.05				30.05	32
Lara		53.98				35.99				35.99	33
Amy F		68.88				44.13				44.13	34
Archie		45.00				50.04				45.00	35

BATHURST BREKKIE

Sunday 10TH October

Ted n Sue's

3 Ketch Place Waikiki



7am start – all day – bbq lunch

All members of the Mini Car Club and their friends and family welcome to the Bathurst Brekkie.

In fact any motor sport person is welcome

Spend the day enjoying the Great Race with fellow motoring enthusiasts.

Breakfast will be provided.

If you can't make the brekkie come along for a BBQ lunch

(BYO drinks and meat).

Salads will be provided.

Once again there will be some sweeps so be there early to get your name down. If you can't get there for the start just come along for the BBQ lunch. If you can't make either and want to be in the sweep, phone Sue beforehand and she'll enter your name in the sweep

Put your favourite team hat on and enjoy a relaxing day with other V8 fanatics.

For catering purposes for both the brekkie and BBQ salads please phone

Sue Curr on 9592 8292