

MINI TECH

and Spares

New

First finish in the Monte for 30 years

FLYING BIRD!



Inside

Bolt-on Superchargers

Mini Spares Midlands OPEN



Trevor Godwin

In the last Mini Tech News, we left Trevor Godwin in buoyant mood after his brilliant 2nd in class on the 1000 lakes Rally, and looking for a good finish in the RAC.

Lo and behold, as others dropped by the wayside, including sadly our great white hope Mr K.J. Bird, Trevor ground his way to a stunning 2nd in class !!- his best ever finish.

Will Mr Reliable stay reliable throughout this year ?our reporter takes up the story...

The RAC Rally finished the 1995 season, but a final surprise was in store for the HORIBA/ Coventry Automotive team. David Wyer, who had co-driven for Trevor for close on 25 years, had a problem with his elbow, which would probably need surgery to cure it. Eventually David had decided that a break from rallysport to correct the problem was needed, but who would become the new co-driver?

In December and January Trevor discussed the possibilities with Rick Spurgeon, who had been providing active support from the main sponsor to the team since 1991. Rick is a Product Specialist with HORIBA, who

has frequently driven chase cars for the crew and assisted in team promotional activities. Indeed Rick had already accompanied Trevor as co-driver on the 1993 D'Isis stages when driving the course car and in the 1995 HORIBA D'Isis stages as a competing co-driver- remember the "resilient HORIBA representative" who sustained the (Trevor's) infamous collision with the concrete post?

When Trevor suggested to Rick that he should become co-driver in David's absence there was an understandable pause for thought, not that the motivation was in doubt, but that the implications should be fully considered. In a short

time Rick was confirmed as the replacement co-driver, so at 45 years old, Rick, a novice would take David's seat. Over recent years the team has developed a close knit operation, with a regular, supportive service and support crew and David has adopted a role as team manager, as well as tutor to Rick.

(And obviously if Trevor needed to go cap in hand to a sponsor, he wouldn't have far to look. G.A.)

The 1996 programme is again the Mintex series, with at least two International Events- The 1000 Lakes and Network Q RAC are definite, but for the former, Ian Harrop, another long standing member of the Coventry Automotive "squad" will be the co-driver. "After our reception by the Finns last year, it would be criminal if we didn't return to the 1000 Lakes in 1996", enthused Trevor.

As far as Rick is concerned, the RAC poses the definitive target for "Having been captivated by the sport, I feel very fortunate to be presented the opportunity to participate at such an advanced level in such a short time" he explained, "With some successful outings and more experience, I feel sure 1996 can be a successful partnership for Trevor and I with the RAC this year's finale".

BOURNEMOUTH WINTER RALLY 24TH FEBRUARY GREAT EXPECTATIONS

Using an improved specification engine, Trevor and Rick anticipated extra performance and higher straight line speed. This was indeed true, and the first two stages showed this in the stage times.

On the third stage, a misfire was apparent and upon returning to service, the spark plugs were changed as well as one tappet that needed adjustment to the correct clearance. The 4th and 5th stages were the first on gravel and the misfire was again evident. When the 5th stage was completed, the engine was overheating and at the subsequent emergency service, two spark plugs were found to be burnt out and valve damage apparent. It was decided to retire before serious damage to the engine could take place. At the time it was thought that the engine may have been running lean at high revs and thus the running temperature became too high.

When the engine was stripped down, two spark plugs were burnt out, a valve bent and two pistons damaged. Further development of the engine was started, but the Bournemouth Winter Rally, started with optimism, ended in disappointment.

ANDERSON CARS GRANITE CITY RALLY 30th MARCH.

CLASH IN DARROCH IS SNOW JOKE !

Having stripped and rebuilt the engine twice, also mapping the engine extensively, the team headed north for the Anderson Cars Granite City Rally. With confidence in the engine reliability restored, Trevor and Rick travelled to Aberdeen a day early to take part in promotional activities on the Friday prior to the rally. At the Mintex Series organiser's invitation, the car was filmed for television tackling a specially arranged forest stage.



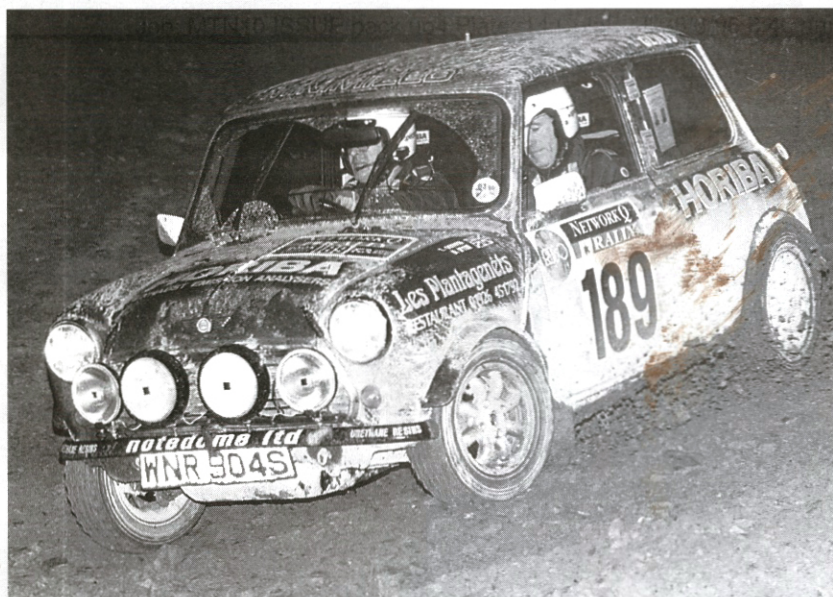
North Eastern Scotland can be fickle in terms of the weather, but the Saturday remained dry with variable temperature-cold to very cold. From the unique first-on-the-road start (when was a Mini last seen on a national rally in this position?), the car was in the forests.

The first two stages passed uneventfully with on -the-pace times, and Trevor and Rick moved on to stage 3, Clashindarroch 1, at 14.5 miles the longest of the day. This stage has a notorious reputation for



cutting up badly, but on this year's Granite City snow presented a major obstacle. For lengthy sections, probably amounting to a third of the distance, deeply rutted snow saw the HORIBA-Coventry Automotive Mini weaving around on many

occasions. In some places this was not only due to lack of traction, but due to the sump guard sliding on the hard packed centre section of the tracks. "It is the first time I've seriously reckoned a limited slip diff to be an advantage", admitted Trevor.



Following the subsequent service, the 'Northern Loop' was successfully completed and crew returned to Clashindarroch 2 and the same problems described earlier.

A further two stages after 'Clash' were completed and the team then returned to Aberdeen and the finish. "I'm delighted to get my first national finish" said Rick, "the stages today have been excellent, with one exception, and I really enjoyed Ordiequish." So, to the result, 52nd overall from 88 starters and 63 finishers. More importantly though, 1st in class and the current class lead in the Mintex series. "Points in the bag, TV, Radio and Newspaper Coverage-a good weekend's work" declared a beaming Trevor.

STEYR-PUCH MANX NATIONAL RALLY 11th MAY

ROCKING ALL OVER THE WORLD

The Isle of Man is one of those places where everyone seems to live and breathe

motorsport and it seems that if you are a competitor, nothing is too much trouble. For the Manx National, the HORIBA/ Coventry Automotive Team took to the water on the Friday afternoon to arrive for scrutineering in the same evening. The Manx National is an all tarmac event. Starting at no 61, the day had become mild and dry before the due start time and the first two stages were successfully completed. The third stage, Kella, was also going very well, but at 9.5 miles into the 11.5 mile stage the Mini hit the left verge following a jump, continuing downhill with banks both sides, the right hand bank was then hit, following by the left hand bank a second time. From the first contact with the verge to the last was a distance of about 100 yards.

Finally the Mini ended up on four wheels, and as Trevor and Rick checked over the car the cause of the problem was revealed-the front nearside steering link had snapped. For the team the Manx National was over, with a bittersweet feeling.

Trevor concluded "Rick is about two stone heavier than Dave, and that extra weight probably stopped us rolling over; I really thought we would end up on the roof". At the end of it all the crew agreed-while upset at an early retirement, they were fortunate not to have incurred more damage. Dave, however, had the last word,

Perhaps Rick's additional weight stopped the roll, but maybe the extra weight caused the damage in the first place" he suggested. That's for us to guess and no one to know!