

JUNE 1999

THE MAGAZINE FOR THE MIGHTY **MINI**

40
YEARS OF THE MINI

MINI

WORLD

Win!

Carbon fibre gear from



● Charged up down under
Classic Cooper S turbo'd

● Min around the world
8000 miles by Moke

● Buying Used Minis
Mini 1100 Special



● World According to...
Willy Cave, ex-BMC co-driver

● Heavyweight title fight
Fastest Miglia racer for '99?

Born again Mk1 1275 Staying power

A LINK HOUSE MAGAZINE





The Godwin/Harrop Mini deals with ruts in Bournemouth

Mintex National Rally Championship

Rallye Sunseeker 27/28 February

Trevor Godwin/Ian Harrop

The first round of the Mintex National Rally Championship, the Rallye Sunseeker, was held in Bournemouth at the end of February.

The rally is made up of a series of short stages, due mainly to the lack of surrounding forest, and is a mixture of gravel and tarmac which keeps the service crew busy changing tyres throughout the day.

Our Mini had been updated with a non-synco 'dog' gearbox since the RAC Rally, as a development exercise. A mysterious engine management problem occurred the night before the rally, which meant that the engine was running very rich and we kept fouling spark plugs – Trevor would be kept busy changing them before every stage!

When the engine was running well, the car was flying (quite literally at times) over the bumps on the first couple of stages. The dog 'box was working well and the gear changes were lightening quick, the down-

changes into corners in particular could be banged swiftly through and were a real improvement over the standard 'box.

The stages were very cut up for all the cars running in the lower order, which was not surprising as there were over 50 four-wheel drive cars on the event. The ride was very rough and, at times, the car was launched into the air.

We were just settling into a good rhythm when the engine management problem caused us to go wide on a bend and we ended up going straight into rather muddy bog. We tried to push the car out, but it soon became apparent that we were wasting our time – but not before both the navigator and some helpful spectators had been covered from head to toe in black, peaty mud! It took a pull from a Land Rover to get us out, and even that almost got stuck!

Things can only get better at the next round in Aberdeen at the start of April.

Ian Harrop



Gordon Cameron and Sheila Grimshaw fought through the mud to win their class

MARK WRITTLE

Safety Devices Historic Rally Challenge

Robin Hood Historic Stages 7 March

The Cooper S of Clive King and Bob Ward was the highest placed Mini on the Robin Hood Historic Stages in March. They finished first in class B2 and 12th overall.

King battled among Porsche 911s, Escorts and Lotus Cortinas and claimed victory in the up-to-1300cc class, with Peter Horsburgh and Andy Gibson

following closely in their Cooper S.

Gordon Cameron and Sheila Grimshaw did very well to finish first in the up-to-1000cc B1 class in an Austin Cooper.

MiniWorld's very own Peter Barker took 17 championship points in the ex-Works 977 ARX, and is now second in class in the series after one round.