



2012

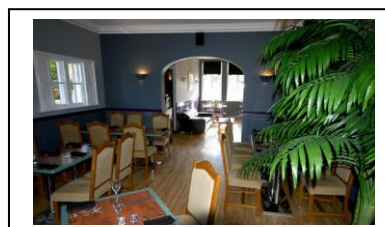
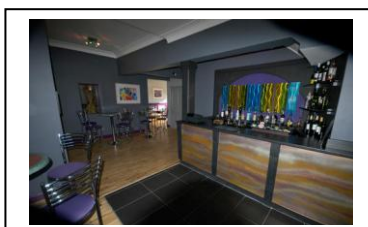
# Lincolnshire Mini Owners Club



January Meeting 29<sup>th</sup> January 2012 ©

The Whichcote Arms, Osbournby

Hi its 2012, we hope you all had a great Xmas break, though not too much weight put on! Anyway, happy New Year to you all, and we hope it will be a prosperous one for one and all. Garry will be back on the road in April after his salt free holiday, may have to invest in a new battery, it's now five years old, and I need to do the normal - oil change, coolant flush out and the MOT checks ready for the test, then we are off. There are some changes this year already, with our normal watering hole closed. We will be travelling a couple of miles down the road to Osbournby to the Whichcote arms - Ron has moved there and invited us down, there are plenty of parking spaces and will make an ideal spot for us in the summer months.



The first dates to note - more available next month - if you know of any events that are going on, let us know.

BIG is on April 15th and Normanby is on June 17th.

### **From your European Correspondent Pt3**

Greetings from sunny Spain! Since I last communicated, my entry for the Marbella Mini Weekend has been accepted. So, time to get Geoff sorted and ready.

Over the past few weeks I'd noticed that Geoff was using quite a bit of water. No obvious leaks, nothing getting into the oil, just the need to top up the radiator every week. Could it be that the hot weather was simply boiling off the coolant, or was it something more sinister? Only one way to find out – take it all apart and have a look. The parking space at my apartment block is OK but, being underground, lacks natural light. A work colleague (and fellow petrol head) invited me round to his place where I could work on Geoff in natural daylight.

Following the water leak incident on my journey down Spain I'd ordered some Kevlar re-enforced hoses from Mini Spares. At Marc's place I stripped out the cooling system and discovered that the garage who'd replaced the bottom hose had used some rather crap clips to secure it. The original Jubilee clips were still on the old hose so I retrieved them and fitted the Kevlar top and bottom hoses using the original clips. New hoses, clean water and anti-freeze, and I was back in business except

that the radiator cap could be heard hissing after a run-up to check the system for leaks. Right, better order a new cap – that'll be another visit to the Mini Spares website, then.

A persistent wheel vibration was also evident. Tracking or balance? Only one way to find out. I booked the car in at NorAuto (a sort of equivalent to Halfords) for alignment but at the last moment the machine was broken so I arranged to have the wheels balanced instead. First problem was the size of their trolley jacks which were far too large to go under the Mini. So they raised Geoff on a hydraulic scissor lift which was also very large and the space and shape were a bit marginal. However, once raised, they did a great job and in double quick time as well. The alignment check was re-booked for a few days later.

In between I needed to check things like the tappets and plugs, tyre pressures, oil and water levels, all things which, as you know, need to be done with car cold. This meant that I had to carry out the checks in my underground parking space. Not a problem in itself but the lighting downstairs is on a timer which means the lights switch themselves off after three minutes. There is a switch right next my parking space but it's a pain nevertheless having to keep making the switch. I do have a head mounted torch which makes things a bit easier. The other issue is the weather. It's very humid at the moment and there is little or no breeze in the garage so it all gets a bit sweaty and unpleasant! Ugh! Anyway, I managed to get everything checked and when I fired up to check all was well the radiator burped out some water from the overflow pipe so I hope the replacement radiator cap arrives soon.

On the Thursday before the Mini Meet I suffered a puncture on the way back from work so it was back round to NorAuto to get that fixed and get the tracking sorted. The machine was still out of order but Geoff was suffering far less vibration since the wheels had been balanced so it wasn't the end of the world to delay the tracking yet again.

The following day I was on leave from work and had booked Geoff in for valeting first thing in the supermarket car park place and then up to work to give it a final polish and check to see if my packages from Somerford and Mini Spares had arrived – no they hadn't! The passenger door window would have to remain up and I would just have to make regular checks on the coolant level. I purchased a small, plastic, water container, filled it, and kept it in the car. Then it was back to the flat, shower, pack a bag and get ready to depart for Marbella.

I set off shortly after 3.00pm and headed towards Gibraltar into a stonking headwind. The mini was getting a right buffeting all the way south but the wind abated as I turned east and the remainder of the journey was far more comfortable. Arriving at the hotel at about 5.30pm I noticed half a dozen minis already there. No sign of anyone around, though. After checking in I wandered off in search of a cold beer on the waterfront. After that I decide to find something to eat and settled on a very nice Italian restaurant. At about 9.00pm I made my way back to the hotel and met Raul, the organiser of the event. We chatted for some considerable time and he gave me my event goodie bag. This contained instructions for the weekend (which he had kindly printed in English, just for me), a gift box with a ceramic caricature mini, an envelope with all the passes I would need, and a club polo shirt. All very nice, indeed. By now there were plenty of people around so a bit more chatting, another couple of beers and then to bed in anticipation of a full weekend of mini activities.

Saturday started with breakfast and then at about 9.30am we all set off for the BP filling station on the edge of the town where we met up with a large number of other minis who'd gone straight there. After filling up we set off for the start point of the run out. All told there must have been about 40 cars of all different types – a van, a couple of Mokes, a countryman a couple of Clubman (or should that be Clubmen?) with the remainder being round nose of one sort or another including a couple of very nice Authi minis (built under license in Spain). Some were old but standard and the rest were modified in varying degrees. They were all very well turned out, though. Everyone was extremely friendly and seemed to home in on me to practise their English whilst I did my best to reply in Spanish. It all seemed to work and generally we understood one another.

The initial part of the run was a regularity event over 12km finishing up in the hills in a nature reserve. The idea was to follow a set route at a specific average speed. The idea was also to have a co-driver to read the instructions, which I didn't! So, when the car ahead of me set off I just tagged along behind! The initial part of the route took us out of town and then onto some great, twisting, roads up in the hills. Progress was slowed when we came up behind a police car so we ended up travelling at his speed. Soon, all the cars had made it to the finish and from there we went to the small town of Monda where the main car park had been closed off specifically for us. We all parked up in half of the car park and attracted great attention from the locals. The other half of the car park was then set up (with cones) for a sort of autotest/slalom event. I had a go and recorded quite a good time but, having knocked over a cone, had ten seconds added which sent me way down the order.

Once that was finished everyone retired to a nearby bar for tapas and a drink. BTW, all the food and drinks over the weekend were pre-paid and all we had to do was hand over the appropriate coupon to the staff at the various restaurants and bars. From there we travelled down to the coast and parked in Fuengirola for lunch. This was in a beach front restaurant where they served several platters of fried fish. Very nice. By now it was mid-afternoon and time to start heading back to Marbella but going via the rather pretty town of Mijas where another reserved car park awaited for the 'cleanest engine' competition. So many Minis with their bonnets open attracted a huge amount of attention from locals and tourists alike and I spent most of the time chatting with a variety of Brits about the merits of various mini variants!

As the afternoon turned to evening we headed on to the hotel in Marbella. After parking up it was time to shower and change and then head off to a nearby restaurant for a big meal. We were originally supposed to go there at 9.00pm but were a bit behind schedule so it was announced that we would walk from the hotel at 9.30pm which, being Spain, soon became 10.00pm! Eventually, we were all sat down, the beer and food was plentiful and delicious. Raul had rigged his laptop into a large screen television and played loads of Mini related videos ranging from clips from The Italian Job to Mr Bean, via various Anniversary events and assorted motor sport clips. Once the tables were cleared it was time for the prizes and the raffle. I didn't win any of the prizes but I did get a radio alarm clock in the raffle. By the time the evening was over it was nearly 2.00am and time for bed!

Sunday started at the distinctly un-Spanish hour of 8.30am for breakfast, then check out, and get all the cars marshalled for the day's activities. More Minis joined us bringing the total number of cars to 61! We were soon on our way, heading out of town and up into the hills towards Ronda. Lots and lots of twisty roads, most of which was done in third gear as we climbed relentlessly upwards. I was about a dozen cars back from the leader and looking across the valley to see so many minis in convoy was quite amazing!

A bizarre diversion on the way to Ronda was the village of Juzcar. Typical villages in the area have all the houses painted white, a 'pueblo blanco'. For reasons I was never fully able to ascertain Juzcar had been painted pale blue and decorated with Smurff images. Something to do with the recent film release, as far as I could tell. Anyway, we stopped there (although parking was a nightmare) for a wander round, the inevitable tapas and a drink, and lots of photo opportunities. There was a bit of a delay whilst we waited for the rest of the convoy to arrive. Eventually they did. It transpired that one car had shed a front wheel which delayed the second half of the convoy while retrieval of the errant wheel took place with need to find some wheel nuts to replace the lost items. Fortunately, no-one was injured during the incident but it could have been quite nasty.

So, with everyone together again, we carried on towards Ronda and, one of the biggest attractions of the weekend, the ascari private race track just outside the town. a bit of history regarding the track;

ascari cars was established in England in 1995. Its first car was launched in 1998. Soon afterwards, Dutch businessman klaas zwart purchased the company and in 2000 began developing the track. The track includes recreations of famous corners from other tracks around the world, and may be set

up as one long track, three separate short tracks, or some combination in between. The full track is approximately 5.5 km in length. By 2002 the three part track was finished and, accompanied by a high-end resort, has several road and racing cars available to members to test, including former f1 cars. Members are able to make use of the pits and storage garages for their cars at the resort. They also operate a few weekend open days for the public. 'Top gear' has featured the track on several occasions. It is, essentially, a place where rich boys can play with their expensive toys!

We were to use the full track. With such a large number of cars we were divided into two groups, each allowed three laps – out lap, flying lap, in lap – and i was at the tail of the first group. Having formed up in the pit lane we were flagged off and away we went. It's a complex circuit. The corners have 100m and 50m braking boards but no sign to indicate the direction of the bend, many of which have blind entries. Consequently, it was a voyage of discovery and I took it relatively easily. added to which Geoff is fitted with a 3.1:1 final drive so acceleration out of the bends wasn't as quick as some of the others, especially those who were more familiar with the layout. It was, however, enormous fun and was over too quickly. I parked up behind the others in the paddock and made my way to the pit wall to watch the second group, some of whom were giving it 'maximum attack'!

When the second group had finished there was sufficient time for a look around the paddock and garages at some of the exotica. This included an ex-jean alesi benneton f1 car (now fitted with a judd 3.5 litre v10 instead of the Renault engine), a ford gt40, and a Shelby cobra Daytona coupé. All too soon it was time to move on and there followed a short drive in to Ronda where we parked in the plaza de toros (normally a pedestrian area only). A short walk from the bull ring was the el escudero restaurant where we started with drinks on the lawn outside overlooking the surrounding valley and then inside for a sumptuous meal, followed by the presentation of awards to all the sponsors of the event. Finally, there was group photographs to taken whilst we grouped together on the steps outside.

By now it 6.00pm and so, having checked the water level again, i set off for the journey back to jerez, arriving back at my flat shortly before 8.00pm. What a great weekend! Many thanks to raul and arantxa for all their hard work organising everything so well, and thank you to all the members of the andalucian mini club who made me feel so welcome.

a week later the window channels and radiator cap arrived! Sorting the window didn't take too long and it is now fully functional again. Despite fitting the new radiator cap the car is still losing a small amount of water. There is no evidence of where it is going. No obvious leaks, nothing in the oil, so I can only assume that there is a very tiny leak somewhere. As long as I keep the radiator topped up there is no problem. A proper investigation will have to be carried in due course.

So, that's about it for the moment. Christmas will be here before I know it and I'll be back in uk for a spot of leave over the festive period. And then, in late February, I shall get Geoff back the uk for mot, servicing, etc. That'll be another road trip, then!

Until next time, adios mi amigos!

Pogue report ends.



Only one way to find out



ANDALUCIA MINI CLUB



ASCARI PADDOCK



ASCARI PIT LANE



AUTHI MINI



BLUE JUZCAR - Smurffing



CABRIOLET



END OF THE REGULARITY RUN



FUENGIROLA LUNCH



GT40



MINI LIMO



SATURDAY AM



MINIS FRONT AND REAR



MK 1 MINI COOPER S



NICE MOKE



TRAVELLING TRAVELLER



ON TRACK ASCARI



PARKED IN MONDA



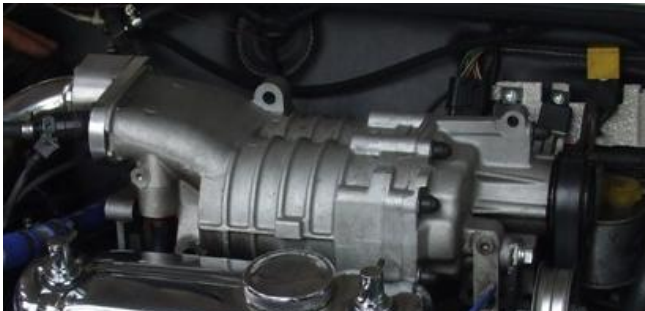
TROPHIES



SUPERCHARGED MINI



MINIS AT THE BULLRING



# 235,000 Minis recalled in fire-risk alert

By **Andy Dolan**

MINI is recalling 235,000 cars due to an electrical fault which can cause vehicles to burst into flames.

Nearly 30,000 cars in the UK are understood to be affected.

The move comes after months of worried drivers telling the car's makers BMW their vehicles have apparently set themselves on fire, often when they are parked or unattended.

Others have complained of seeing smoke and flames under the bonnet as they sat behind the wheel.

Despite this, their complaints were often ignored and BMW insisted for months that there was 'no particular problem'.

Last night in an unexpected statement, BMW confirmed safety officials on both sides of the Atlantic are now investigating the problem. The probe centres on the Cooper S



**Suspected electrical fault: A Mini Cooper S and John Cooper Works models, which were built between March 2006 and January 2011.**

The malfunction starts with a computer circuit board controlling a turbocharger cooling system which can fail. This has resulted in a smouldering water pump and engine fires. There are seven known cases in

the UK but only two are under investigation by motoring watchdog VOSA.

Twelve incidents are under investigation in the U.S.

Owners will be issued with a recall notice in the next few weeks. But a Mini spokesman insisted the vehicles remain safe to drive and there is a 'very low incidence' of the fault.

He said: 'In more extreme cases, it could create a heat build-up in the wiring and some smouldering.'

'Potentially it could cause a fire. We are not aware of any accidents or injuries connected with this.'

'The important thing is that when people receive the letter, they simply go to their dealer and get a new water pump fitted if there is a problem.'

Auditor Karina Collins, 25, was driving on the M4 in August when her Mini Cooper lost power. After bringing the car to a halt on the hard shoulder, she noticed the engine bay was on fire. Mrs Collins, from Pontypridd,

South Wales, said: 'The bonnet had popped open from all of the flames. The front was on fire, and there were flames round the doors.'

'I was struggling to get the seatbelt off and the doors unlocked and felt like I was stuck in there. Eventually I ran out and along the hard shoulder.'

A spokesman for VOSA said: 'I can confirm that VOSA has received two reports of fires to Mini Coopers and we are currently investigating it with the manufacturer.'

A Mini spokesman confirmed the firm was liaising with VOSA and the NHTSA but said it was not aware of 'any particular problem' which could cause its cars to catch fire.

He added: 'We will thoroughly investigate any incidents which we are alerted to by our customers. We cannot comment further because an investigation is underway.'

Figures for November show Mini sold 4,411 cars - up 2.23 per cent on the same month last year. Year on year, the marque's UK sales rose 17.23 per cent over the same period in 2010.



# Membership Form

Please return to.

The LMOC Secretary  
 Dianne Drew  
 35 Durham Avenue  
 Sleaford  
 Lincs  
 NG34 8UD  
 Email — [john.drew52@tesco.net](mailto:john.drew52@tesco.net)  
 Telephone - 01529 305099

Membership No.

Expiry Date.

**All membership renewals are due by the 30<sup>th</sup> January each Year.**

## Personal Details

Name. .... Date of Birth..... optional

Partners Name. ....

Address. ....  
.....  
.....

.....Post Code. ....

Telephone No. .... Mobile No. ....

Email Address. ....

Mini Details	Mini's Name. ....
Model	..... Year. ....
Colour	..... Registration. ....
I need a Club Mini Sticker	<input type="checkbox"/>

PLEASE SEND A RECENT PHOTOGRAPH OF YOUR MIN.....  
 ALL CHEQUES TO BE PAYABLE TO:- LINCOLNSHIRE MINI OWNERS CLUB.  
 MEMBERSHIP FEES:- ~~£10.00~~ Per Year COVERS THE WHOLE OF YOUR FAMILY

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