

# Mincomp's Corner

September, 95



If you will remember in last months corner, I had been plagued with an annoying oil leak on my race motors, caused by the belt drive crankshaft pulley cracking along the keyway. Well, after my redesign of the gear and the other related components, I am pleased to say there has been no oil leak from the belt drive assembly. However, I did have an oil leak from the "red seal" and at this time I am in the process of designing a fix for this annoyance that I hope to be able to give a report on in a later issue. The Mincomp/Mini Mania Mini went racing over the hills and turns of Laguna Seca Raceway on July 8-9. The GT5

field was supposed to larger than the two of us that showed, myself and Joe Huffaker driving the Fortech Mini. Both Joe and I had trouble getting our Mini's up to the speeds that we are accustomed to going. Why? I'm not real sure, but in my case I feel that a final drive change would help a lot. With the final drive I have always used, I find myself for whatever reason now, unable to use the gear effectively, if at all.

During the race, Joe and I had a good run through, but the back marker and slower cars were having an influence on us both. Sometimes helping me, and sometimes helping Joe. We spent several laps nose to tail, with me being the tail. With one lap to go I developed a fuel filtering problem caused by an off-roading excursion in Saturdays practice session. I finished the last lap with zero fuel pressure, but made it to the checker for a fun, but very frustrating race with Joe.

At this point I don't believe I will be running any sanctioned races, but will instead spend my resources running testing laps in an effort to prepare for the runoffs that are just a short time away now.

*bio gilmore*