

INSIDE: SPORTPACK TRIO

MODERN ITALIAN JOB-STYLE COLLECTION

**PLUS: MINIS
FOR SALE**

restore • modify • enjoy

mini magazine

MONTE CARLO HISTORIC RALLY

Celebrating the
50th anniversary
of Hopkirk's win



**BAKED TO PERFECTION:
REBORN 1275 GT CHALLENGER**

HOTCHIP

JET BLACK RARE 1980s LIMITED EDITION



FRENCH PASSION MARCOS AT LE MANS



CUSTOM 998 PRESTIGE CLASSIC RESTO



Future

DIGITAL ISSUE
APRIL 2014
ISSUE 223

TECH / FIX TIMING COVER LEAKS **TECH** / UNDERSEAL REMOVAL

mini spares .com



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Visit the official Minispares.com website for pictures, downloads, catalogues, current prices & special deals

See web site for up to date prices

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The World's Largest Mini Parts Stockist



Sales Showroom & Mail Order

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Cranbourne Industrial Estate,
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EN6 3JN (Close to A1M & M25)

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Tel: (+44)1707 607702 (Export)
Fax: 01707 656 786
Email: sales@minispares.com

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Telephone: 01423 881800

Minispares - MIDLANDS

991 Wolverhampton Rd. Oldbury.
W. Midlands. B69 4RJ
Telephone: 0121 544 0011

From our Customers...

"Please say hello to everybody at Mini Spares, I think it is a great business that makes dreams come true!"

Adolfo Rangel. Guadalajara. MEXICO

...Saludos from Mexico

Choose Genuine or Quality Alternative Parts

• Want the GENUINE part?

Original UNIPART Swivel Pin Repair Kit part number GSJ166

£19.30

or Want a cheaper alternative?

Mini Spares approved part number GSJ166MS

£7.56

Clearly identified MINI SPARES part number

Cheaper Price - Super Quality

Having spent 50 years in the Mini parts business I am still striving to keep your car on the road or race track with quality parts at the best prices available.

When comparing prices with other vendors, are they selling genuine parts or cheaper copies? Either way, our prices are rarely beaten!!!

Keith Dodd

Gaskets

Every gasket available is stocked - plus specials available



FROM £8.70

Copper head gaskets set 998 £8.70
Copper head gaskets set 1275cc £11.05
Minispares AF460 copper head gasket GEG300 £15.54
Head set & GEG300 gasket AJM1141MS £19.14
Cometic Head Gasket C-AHT189 £96.22
Silicon cover gasket GUG705009EVO £9.60

Cooper S Distributor

12G2140 reproduction of 23D Cooper S distributor but with more advance for economy and acceleration similar to MK3 'S' curves. With Quickfit standard points £44.10

Any 1275 Pre A Plus with Vac 12G4180 £102.00
998 A Plus ADU5789 distributor £91.80

All the best or good quality distributors and parts stocked for road and race

Engines

We stock all standard and performance parts



From £1860

8 Port Head Kit

5 port alloy head - Road C-AHT347 £1002.38
5 port race C-AHT348 £1384.82
8 port head kit from £1860.00
8 port head - larger valve - race £2340.00
Mini Sprs built up 1/2 engines by Bill Richards ENG001 £1380.00
Mega Pistons 20/40/60 and 73.5 £236.69
73.5 EVO pistons 9cc dish C-STR311 £189.60
Camshaft Evolution001 exchange £68.40
Ultimate performance cam follower set C-AEG580 £31.20
Oil pumps from £15.83
to CNC race type C-AEG412 £101.26
Forged 1.5 rocker set C-AHT436 £133.33
Ally 1.5 Hi-Lift rocker set C-AHT446 £181.79
Duplex timing kit C-AJ3323 £27.20
21A1902 Mini Spares Genuine Profile Engine Mount £8.34
21A1902MS Non-Genuine Mounting £3.00
21A1902ST Threaded Mounting £3.78

Gearboxes & Diffs

Gearbox - top grade bearings only - gears, plus all repair parts



For road / rally / race
Evolution Diffs and 5 Speed Gearbox. Reliable Original Market - Leading Evo Crosspin Diff Sold Since 1994. C-AJ3385 £163.39
Evo Heavy Duty Race Helical Kit C-STN48 £700.80
Competition Baulk Ring C-22A1741 £23.99

Clutches & Flywheels

AP Clutch road and race plus flywheel



Flywheel Puller for all types CE1 £21.78
3 piece AP Clutch Assembly Pre Verto GCK100AF £43.81
3 Piece Verto Clutch Pre-Inj 180mm Plate GCK151MS £91.76
3 Piece Verto Clutch Inj 190mm Plate GCK152MS £98.27
3 piece Turbo Kit GCK371AF £108.00
Verto 20% upgrade pressure, fits all C-AEG485 £64.15
Standard Diaphragm GCC103 £25.37
Orange Diaphragm C-AEG481 £34.84
Standard Clutch Plate GCP204 £20.40
Race Clutch Plate C-AHT596 £82.50
Clutch Lever Arm Pre Verto 22A2204MS £12.30
Clutch Lever Arm Verto DAM5355 £18.28
Master Cylinder GMC1008 £45.50

Suspension



Suspension Cone

The only Genuine Cone Springs on the market made from original Rover tooling. Order as FAM3968

Minispares Dampers

Minispares 28 point adjustables - Front or Rear

EACH £46.20

EACH £40.80

GAZ Dampers

Bump & Rebound adjustable - Front or Rear

KYB/Kayaba Dampers

Std Premium Damper each £14.78

Super Gas Damper 25%+ upgrade each £24.01

KYB/Kayaba self-adj. gas shock £29.40

available only from us at a special price for a set of 4 (Part MSSK3015) £108.00

EACH £14.78

EACH £21.59

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Body and Mechanical CATALOGUE

NEW!

Jan 2014. 6th edition to celebrate the Mini's 55th anniversary. This 219 page, fully illustrated catalogue covering all years (except auto gearbox) is designed to be used in conjunction with our website for more information and help inform customers of availability of mechanical and body parts required. and has received rave reviews from all Mini owners so far.

£7.50

CV Joints

We will not sell the cheap, inferior CV joints so readily available elsewhere. We ONLY sell **DEPENDABLE** components

1275 and 1984 on - Stamped GCV1013 £30.60

Early Small 1.125" Nut Type pre 1984 GCV1105 £30.60

Steering & Bearings

New Steering Racks - L/H or R/H drive

FAM7306/7 £59.23

Quick Rack L/H or R/H C-AJJ1570/1 £78.00

Genuine Track Rod End GSJ1106 £10.78

Non Genuine GSJ734MS £4.80

Swivel Pin Kit Genuine GSJ166 £319.30

or our own which we recommend for any use ...

Mini Spares Swivel Pin Kit GSJ166MS £7.56

Non genuine rear bearing GHK1548MS £14.39

Wheel Bearings

Timken Front Wheel Bearings GHK1140 £49.14

Tried and Tested Non Genuine Front Wheel Bearings -

with sales of nearly 5,000 per year and no

breakages - GHK1140MS £13.80

Rear Timken GHK1805 modified - late cars £32.40

Interior Mirrors

As fitted from 1964 on

Grey 24A1750 £29.40

White 24A2110 £30.30

GREY £29.40

WHITE £30.30

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Prices are correct at time of going to press, but are subject to change without notice. E&O.E. e-mail: sales@minispares.com www.minispares.com Export Tel: (+44) 1707 607702

All part numbers used are unique and intellectual property of either Mini Spares Centre Ltd or Rover / X parts licensees.



Prices shown include VAT @ 20%

Please note that prices can change during the period that the magazines are printing - check website for up-to-date prices

mini spares.com
See web site for up to date prices

Why buy from Mini Spares Centre?

Our sole business is selling Mini spare parts and we make it our business to check out the quality and fitment of all items available, including the large influx of cheap untried and untested imports available from our competitors.

You do not know what you are buying from some vendors but when purchasing from us you can be assured the part has been tried and tested—if there are any problems we listen and react immediately—we get professional material analysis and testing done, plus trying the parts on racers and known customer's cars.

If an advertised part looks cheaper than ours—it probably is inferior as the market is being swamped with cheap imports. We take the spurious parts problems away from you and you can be assured our prices are rarely beaten on like for like quality.

Maybe this is why we were voted No1 for best aftermarket supplier—best tuning product retailer and best mini specialist website by mini magazine readers.

However we also know we are No1 for quality of parts, the largest stock holding, which means the best availability for you the customer.

Owners and stockists of RC40 systems.

• Flowbench tested and using proven optimum size 1.75" (1.625") internal tubing for maximum efficiency and performance.

• Even our Mild Steel versions have stainless steel tailpipes and inner baffle box pipes. Most competitors don't even have these stainless internals in their 'stainless steel' silencers!

Rose Petal Alloys



The Rose Petal (John Cooper Design) as per Appendix K Historic Racing design. 4.75x10 in alloy inc. spacers + special sleeve nuts £146.39
We are main dealers for Minilife/Minilite

and Rose Petal wheels and stockists of Yokohama, Falken, Dunlop R7 and Nankang Tyres

Fuel Systems

Fuel system—full stock of SU carb and facet fuel pump parts.

Right Hand Tank 21A2183	£333.24
Genuine Van Tank 21A291	£210.60
Van Tank - S/Steel Version 21A291MS	£162.00
Genuine SU Electric Fuel Pump AUF214	£71.56
Non Gen Electric Fuel Pump AUF214MS	£57.60
Fuel Pump Only SPI - WFX100811	£65.28
Fuel Pump Only MPI - WFX100812	£53.76

Brakes

We keep a full range of road and race brake parts

Visit our website for all your needs.

Cooper S 7.5" Disc and EBC Pads MS35	Pr £53.60
8.4" Disc and Mintex Pads MSSK014	Pr £29.32
8.4" Vented Disc and Pads MS39	Pr £42.35
S Caliper Mini Spares R/H 27H4656MS	£69.00
S Caliper Mini Spares L/H 27H4657MS	£69.00
8.4" Type Mini Spares Caliper R/H 37H8128	£60.84
8.4" Type Mini Spares Caliper L/H 37H8129	£60.84
S Disc Conv. + Mini Spares Caliper C-AJ4028MS	£430.42
S Disc Conv + AP Caliper + Timken Bearings	£540.00
S Brake Disc Shield Set MSSK1400 R/H	£21.90
S Brake Disc Shield Set MSSK1401 L/H	£21.90

Brake Master Cylinders and Servos

MK1/2 Brake Servo Cast Body 21A1293	£216.00
Mk3 Servo and Non Gen Fitting Kit SEN43	£144.00
Servo 1988 on GSM119	£134.40
Single Line Plastic Canister GMC171	£44.40
Single Line Metal Canister GMC171ORIGINAL	£66.96
Single Line Cooper S - just larger metal tank GMC172	£72.00
Diagonal Split GMC167	£102.00
Front to Rear Dual Line - Pre Servo GMC227	£73.20
Front to Rear Dual Line 1988 on GMC90376	£80.40
Rear Brake Pressure Valve 21A1774	£73.20
Brake Limiter Valve PDWA 1978 on FAM7821	£87.60

Exhausts

RC40 Range

RC40 classic twin box system & d/pipe	£68.44
Single box system from cat back	£64.27
Single box system for van/estate	£71.26

RC50 Millennium range

Designed for all classic and injection Minis

A range of exhausts in stainless and mild steel including large bore outlets -

See AKM2 Catalogue or web site for full range

Twin DTM large bore centre exit	£138.78
Original type standard mini exhaust systems made in 2 halves for ease of transportation and fitment.	
Single silencer saloon GEX106	£30.17
Twin silencer saloon GEX177	£39.60
Twin silencer van/ estate GEX155	£51.82

Manifold Exhausts

Most popular types stocked (inc. Van) Others available.

Side exit 1.75" bore twin box C-ARA331	£97.20
Single Box C-ARA331SB	£75.60
Centre exit twin box C-ARA332	£97.20
Single Box C-ARA332SB	£75.60

Manifolds

We stock a whole range of exhaust and inlet manifolds

FROM £71.94	Freeflow Manifold	FROM £71.94
Freeflow Manifold for std RC40 Exhaust C-STR816	£71.94	
LCB std bore for RC40 - C-AEG365	£71.94	
Millennium LCB - C-AEG364	£54.00	
ST Alloy torquemaster inlet C-AHT770	£35.40	

Cooling

We keep a super range of our own

Radiators for all Minis PLUS

Radiator Hoses - Plain Rubber or

Silicone including Real Kevlar

Stranded Hoses unlike others

advertised on the market. Heater

Valves & Matrix + Operating Cables

Radiators

Std Mini 3 Core Radiator ARP2000	£57.54
3 Core Rad. Historic Racers ARP1106	£108.00
Mini Spares Unique 2 Core Radiator C-ARA442	£114.96
As above but with sender unit '91 on C-ARA443	£123.36
Mini Spares Orig. Larger Capacity 4 Core C-ARA444	£117.60
MPI All Metal Radiator GRD974	£82.68
Minispares Electric Fan Kit C-ARA4401	£155.63

Oil Coolers

13 Row Oil Cooler - Union Fitting C-ARH221	£36.24
Mini Oil Cooler Pipe Kit, Pre Engd Starter MOC1015	£25.58
Mini Cooler Pipe Kit, Inertia Starter Type MOC1013	£22.68
Oil Pipe Kit 1992 On 11/16" UNF Threads MOC1014	£36.43

Bumper and Brightwork

All our chrome and bright work finish items are tooled up to produce quality items to the original specification to fit correctly.

£55.20

Our own stainless steel bumper - fits BETTER than Rover original! Part No.DPB10166 (Wrap Around Ends) £55.20

Non-Genuine S/Steel DPB10165MS	£33.60
Non-Genuine Chrome 14A6779MS	£24.00

Brightwork

S/Steel Mk1 Overider/Corner Bar Kit MSSK025	£102.88
Inner/Outer Door Moulding Car Set Mk4 > MSSK2104	£43.91
Minispares S/Steel Headlamp Ring 500929MS	£9.42
Chrome-on-brass Headlamp Ring 17H5143	£15.60
S/Steel Inner Headlamp Ring DHF100010SS	£10.00
Fluted Deluxe Chrome Wheel Arch Trim GZF105A	£15.60
Flat Std. Chrome Wheel Arch Trim GZF107A	£7.80

Subframes and Body Panels

See AKM2 Catalogue or website for our full extensive range. Full range of standard and aftermarket subframe kits stocked

MSSK3010 - All metal real solid mount kit for front subframe	£42.00
MSSK3009 - Front solid and poly mounting kit.	£26.50
Rear Subframes	£380.00

Rear Subframes

Genuine rear subframe FAM6292	£380.00
Genuine KHB10024 1991 on	£380.00
Non Genuine rear subframe MS45D	£193.78
Non genuine powder coated FAM6292MS	£225.00
Non Gen rear subframe MS45LATE 1991 on	£202.00

Body Panels

We keep one of the largest stocks of best fitting body panels from BL Heritage using Rover tooling and every good aftermarket supplier. All parts have been tried and tested by our customers to their satisfaction—See AKM2.

Examples

'A' panel MK3 Upgraded Thickness	£12.85
'A' panel MK3 Budget	£11.02
Mini Wing Genuine	£95.00
Non Gen from	£43.20
Front Panel Genuine	£175.00
Non Genuine	£61.02
Narrow Sill Panel Gen.	£37.50
Non Genuine	£13.42
Bonnet Mk2 Genuine	£165.00
Non Gen	£90.00
Bootlid Mk3 Genuine	£185.00
Non Gen	£65.29
Mk3 door hinge car set 1970 on.	
MSSK017B	£72.00

Engine Electrics

All new - outright sale. Up rated

Alternators with pulleys

NEW!

£43.49

16/17ACR 45 amp to 1980	£43.49
A127 70 amp 1980 - 1996	£60.00
Twin Point Std. Alternator GNU2521	£102.00
Hi Torque Starter, pre-eng. or inertia	£172.80
Pre-engaged Starter Motors	£93.81
Inertia Early Starter Motor	£86.40
Dynamo	£51.04
Original Push Button Starter Solenoid	£16.80
Printed Circuits behind speedo - All types	£61.23
Original Type Gold Sports Performance Coil	
Pre 1982 MSC105	£18.60
Lumenition coil 1982 to 92 DLB111	£30.00

Grilles and Grille Kits

All manufactured by UK craftsmen AS AN ORIGINAL SUPPLIER TO ROVER all our grilles and surrounds are manufactured by craftsmen in the UK to the quality you would expect. Beware of inferior cheap imported grilles offered by some competitors.



Mk 1 Classic Grilles



Grille plus surround and end finishers with all fixings available as kits. All grilles (except Mk1 wavy grille) also available with full top slats for internal bonnet release use.

Austin Mk1 wavy grille slat grille 14A7299	£67.73
Mk2/3 style also available 8B12507	£67.48

Austin Cooper and "S" Mk1 - 11 thin slats 24A198	£68.71
Morris Cooper and "S" Mk1 Wide slats 24A2158	£66.48

Morris Cooper Mk1 6" Stainless steel, with spotlight holes 8B12506	£73.04
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Mk 2/3 Grilles	
Black grille Mk2/3 CZH4015MS	£42.12

Black grille Mk2/3 with 3 surrounds/seatings and fixings Order as GRILLE 03	£69.12
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Brightwork grille Mk2/3 ALA6654MS	£46.26
Brightwork grille with 3 surrounds, seatings and fixings Order as GRILLE02	£72.97

Cooper Grilles	
As original suppliers to Rover, our grilles and surrounds are the original quality you would expect, so please do not confuse these with products offered by others.	

Internal release, full slat, alloy, Genuine, brightwork grille ALA6669	£45.11
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Above grille with 3 surrounds/seatings and fixings Order as GRILLE 05	£64.97
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External release alloy genuine brightwork grille ALA6668	£45.11
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Above grille with 3 surrounds/seatings and fixings Order as GRILLE 04	£64.97
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Also available in GOLD, BLUE or RED anodised finish £48.92	
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Mk2 Stainless Steel Grilles	
Heavier duty 430 automotive quality s/steel grille £59.66 - 8B12504	£76.61

As above, with spotlight holes £76.61 - 8B12502	
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Grille Surround - Mk2	
Grille surround kit - Order as Grille 10 - £37.98	
Also available separately Sides each £9.32	
Centre bonnet £13.38	

Grille Surrounds - Mk1	
Mk1 surround £70.62	
Side Finishers each £8.52	
Each Mk1 Sides	£7.92

Cable Bonnet Lock	
Internal release type, as fitted to all the late Minis FROM 1982/3 on. Includes catch with bolts, correct length cable and bracket.	

Order as GS130273	£18.60
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Includes plastic seatings FULL KIT	£36.34
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Order as GS130273	£18.60
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Internal release type, as fitted to all the late Minis FROM 1982/3 on. Includes catch with bolts, correct length cable and bracket.	
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NEW LOOK WEBSITE! More than a website, this is the most useful resource tool in the business.
Over 12,500 parts fully illustrated and many are available to buy online, visit...

www.somerfordmini.co.uk

We EXPORT
all over the
world!

SHOP OPENING HOURS
MONDAY-FRIDAY: 9am - 6pm
SATURDAY: 9am - 2pm
SUNDAY: Closed

COUNTER SALES OR MAIL ORDER
AMERICAN EXPRESS MasterCard VISA
Phone for postage rates, it's CHEAPER than you think!

Scan me!



RESTORATION

We have unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!



REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to its former glory and give it at least another 15 years of life!



OTHER SERVICES

We have a fully equipped workshop and carry over 9000 new parts. We have over 20 years experience and a very skilled, knowledgeable workforce. We are able to carry out any job here is a list of some of our services, please contact us with your requirement: accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

Somerford Mini also have a FULL workshop facilities. We are experts at restoring Minis and turn out some of the BEST IN THE COUNTRY. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and professional honest service. Why not visit our ever expanding shop and workshops?

ONE OF THE LARGEST STOCKISTS OF MINI PARTS IN THE WORLD, WITH OVER 12,500 PARTS AVAILABLE!

BADGES

MK1 Boot scripts: Mini or Cooper/Seven/Austin	£10.69/£8.06/£9.86
'S' Script - MK1 (Large or Small)	£5.05 each
1275 or B50 Script / 1000	£8.05/£6.60
Austin Cooper / 'S' Bonnet MK1	£8.94
Morris Cooper / 'S' Bonnet MK1	£29.22
Morris Cooper / 'S' Boot MK1	£29.22
Cooper 'S' MK2 Boot insert - Austin / Morris	£10.70
Cooper 'S' MK2 Boot bezel	£25.07
Cooper MK2 Bonnet bezel - Austin	£12.16
Cooper MK2 Bonnet bezel - Austin / Morris	£13.82 each
Mini Minor MK1 - Boot	£18.71
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£13.82 each
Morris MK1 - Bonnet badge	£29.22
Austin MK1 - Bonnet insert	£13.82
Austin MK1 - Bonnet bezel	£13.82
MK3 Cooper 'S' Boot	£16.69
Mini Special boot badge	£16.52
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£16.52 each
1275 GT boot - Silver or Black	£16.69 each
1275 GT grille badge	£12.00
Downhill rocker cover plate	£10.3
MK1 Horn push - Austin	£28.20
B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers etc. all in stock	
1275 GT stripes, 8 colours in stock	£25.54
Clubman Estate stripe sets	£54.00
Winged Mill badge (non genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£18.32

SUSPENSION & STEERING

Spax/Koni gas adjustable (Std, Lowered or Estate)	£58.00/£62.16 each
Standard shocks / Gas-a-jet	£18.30/£33.94 each
Compump stop kit (front/rear) Hydro only	£23.48
Steering rack upright	£72.22
Reconditioned rack arms (ex change)	£70.46
Hydrostatic pipes - Nylon / Copper	£35.75/£33.78
Knuckle joint	£4.08 each
Swivel joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£19.50/£14.96
Steering rack boot kit (pair)	£5.72
Front subframe - front mount / Rear mount	£3.60/£5.70
Displacer dust cover	£7.14
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towling eye	£10.20
Negative camber bottom arms 15 degrees	£9.24 pair
Adjustable tie rods (road use)	£28.60
Adjustable rear camber brackets	£46.90 pair
Adjustable suspension units - Standard / Competition	£26.40/£30.13 pair

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twinn box - Side or Centre exit	£99.18
Single box - Side or Centre exit	£73.08
Maniflow stage 2 L.C.B. - Standard / Injection	£93.96/£113.40
Maniflow L.C.B. Standard / Big bore / Injection	£73.08/£79.22/£89.42
Maniflow freeflow suits 850 / 998 / 1098	£73.08
Van/Estate - Single box / Twin box	£103.54/£127.02
Catalyst back - Single / Twin box	£22.22/£16.58

OTHER EXHAUST SYSTEMS

RC40 - Twin box / Single box	£64.80/£50.03
Works replica alloy system (STR907)	£191.40
Sportex rear box single tailpipe	£19.40
Manifold gasket - Standard / Big bore	£10.10/£3.51

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	£9.10/£49.26/£39.02
Clear indicator lens kit including bulbs - Early / Late	£7.66/£8.69 pair
Clear rear lens kit including bulbs	£41.90
Stainless dipstick A+	£10.20
Chrome wheel bezels (including nut & gaskets)	£4.20 pair
Stainless wheel blanks	£5.10 pair
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Deluxe gear knob (on wood or wood)	£13.00
Steering column dropper bracket	£8.59
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Carb dashpot covers 1275, 15, 175	£7.26 each
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Paddy Hopkirk accelerator pedal	£18.32
Bonnet straps - Leather / Rubber	£10.57/£5.26
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Stainless pins	£8.59
Stainless headlamp peaks	£15.26 pair
Quadruple Halogen headlamp kit - RH/LH	£39.95/£49.85
Wheel spacers - 3/8, 3/4 inch	£18.85/£20.42
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CHROME & BRIGHTWORK

Alloy rocker cover / Chrome cap	£25.54/£5.40
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Mountain steering wheel 13" vinyl	£35.41
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Mountain steering wheel Boss kit	£15.94
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Electronic ignition kit - Aldon/Lumenation	£87.36/£97.87
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CHROME & BRIGHTWORK

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Period 60's locking fuel cap	£22.27
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Van/Pickup quarter bumper - Chrome / Black	£55.02/£38.77 each
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S/S overrider kit x 4 - Undrilled / Drilled (including fixings)	£17.74/£75.73
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Cooper kit - 8 stat	£47.86
Cooper spot lamp grille - Internal or X release	£89.62 each
Spot lights for above	£33.17
MK1 Morris Cooper grille	£73.34
MK1 Austin Cooper grille	£69.88
MK1 & Mayfair chrome grille - 11 stat	£69.40
MK1 Austin grille	£79.51
MK1 Moustache / Moustache whisker	£82.66/£69.90
Clips for above	£3.00
Grille surround kit - 3 piece	£34.94
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Stainless wiper blades (British made)	£7.43
Stainless door mirror (standard filament type inc. plastic pin)	£20.74
Chrome pin for above	£10.03
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Period wing mirrors - full range in stock	Ask
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MK1 & MK2 stainless window channel support	£21.08 each
MK1 & MK2 door bin trim	£12.60
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Dash liners either side of speedo	£12.84 pair
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M. MACHINE PANELS

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We stock the largest range of M. Machine panels in the south. These are superb quality panels made to original specifications - the only panels to use in a restoration. Just about any panel you can think of has been reproduced - please ask. Listed below are **JUST A FEW** examples:

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MK1 saloon rear wing	£34.83
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Cooper 'S' front panel	£14.77
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Cylinder honing tool	£44.64
Piston ring compressor (ratchet type)	£34.89
Compression tester	£46.88
One-man brake bleeder	£10.22
Oil filter remover (super heavy duty)	£20.47
Brake gauge set (imperial 10 blade)	£4.20
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Oil pressure gauge pipe - Nylon / Braided	£7.40	£17.70
Oil Temperature - Gauge only	£29.05	£31.39



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WELCOME

Where would the Mini be without motorsport? So entwined are the two entities, it's impossible to imagine the former without the latter. We'd have no Mini Cooper, no iconic race cars and a distinct lack of Mini superstars. Who knows how the Mini might have fared without its famed giant-killing ability?

Fortunately, we don't have to speculate.

Motorsport is still a massive influence on the Mini scene, and the evidence is everywhere. We've got a host of great events coming up this summer including two Mini-specific racing festivals, and who can ignore the fanfare surrounding the golden anniversary of Paddy Hopkirk's legendary 1964 Monte Carlo Rally win? Not the whole host of Mini fans present at Paddy's recent celebratory Gala, and certainly not the bumper Mini entry that took part in this year's Monte Carlo Historic Rally. You can read about both in this very issue.

From page 66 you'll also find the story of Frenchman Jean-Claude Hrubon, whose life-long love affair with Minis of all shapes and sizes was triggered when he entered a Marcos at Le Mans in 1966. And of course, there's our amazing cover car too. Owner Jonathan Lewis has been racing Minis since his teens and has worked with some of the biggest stars in the world, yet it was his brother's bold 1275 GT Challenge racer that really stayed in the memory. Read about his recreation tale from page 46.

But we're not all about motorsport this month. We've also got Andy Varnava's brilliant collection of lightly-tweaked Sportpacks, whilst Jamie Field's immaculate Jet Black will really appeal to the Mini purists. Jamie is only 17-years-old, yet has sidestepped the usual boring first car choices in favour of a Mini, and a matching Metro too. Now that's a victory of a whole different kind!

Enjoy the issue.

Jeff Ruggles
Editor, Mini Magazine



Jonathan Lewis has painstakingly recreated his brother's GT racer.

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Winter Olympics done Mini-style



Paddy Hopkirk's celebratory Gala



Rally Minis at Race Retro



One man's tricolour Sportpacks, each with its own tale



Fresh-fried race replica. Do you want chips with that?

FREE ADS

Find your perfect partner in our classified section. **PAGE 111**



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When the '80s marketing men turned to the dark side...



Pics from the Monte Carlo Historic



Retro-style saloon rebuilt as a show winner



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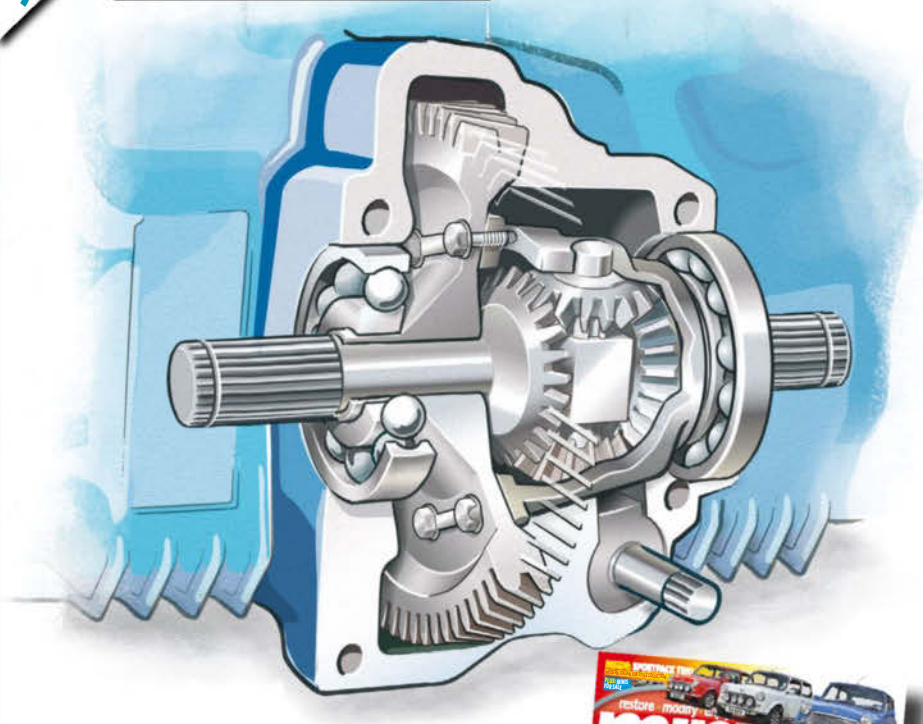
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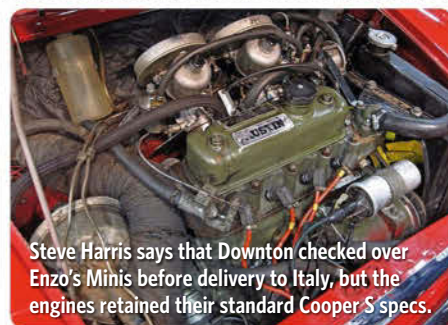
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Mini scene



The archive pictures of Enzo Ferrari's Mini clearly show it was silver. Could this be the same car with a respray?



Steve Harris says that Downton checked over Enzo's Minis before delivery to Italy, but the engines retained their standard Cooper S specs.



Coachbuilt interior hints towards authenticity.



The car was imported to Italy in December 1964.

ENZO FERRARI'S MINI

Is this one of Enzo Ferrari's long-lost Cooper Ss?

One of the world's most high-profile ex-Mini owners has to be the late Enzo Ferrari. He is said to have owned no less than three different Cooper Ss at different times, which, according to the late John Cooper "he used to go up in the hills and tear around with when he got bored." From the few surviving pictures we know at least one of these cars had a modified front with extra driving lights and replaced indicators, a job probably carried out by coachbuilder Pininfarina.

The car is said to have been silver grey in colour. The question is if it survives. Several sources mention that it was scrapped, but last year's Automotoretrò show in Turin certainly gave hope. Here was an Austin Mini Cooper S, Ferrari Red in colour, that clearly looked like one of Enzo's.

According to the current owner, this car was a present to Enzo and originally came in red. However, Ferrari insisted on a respray in metallic silver as he said that the only red car in the world should be a Ferrari. The

owner resprayed it red some years ago, but despite the shine the paint job is poorly executed. Virginio Bolla, who took these pictures, says that Mini fans in Italy are sceptical about the car being a real Enzo Ferrari Mini, as there are details that don't match the archive pictures. Apart from the colour and number plates, the front valance as well as the side indicators seem different and the wipers park the wrong way. The car could have been rebuilt, or perhaps it was one of the two never photographed...

MINI WINS IN MONTE CARLO

Al Vines and Willy Cave take class rally win.

■ This year's Rallye Monte Carlo Historique celebrated the 50th anniversary of Paddy Hopkirk and Henry Liddon's famous victory in 33 EJB. The experienced duo of Alastair Vines and Willy Cave finished first in class on the strenuous rally, as top Mini, top all-British team (car and crew) and 88th overall. See page 72 for the full report.



Alastair Vines and Willy Cave on the Rallye Monte Carlo Historique.
Photo: Gaël Brésolin.

ARE YOU THE BEST MINI FAN?

Italian club championship to take place for 2014

■ Registro Italiano Mini has organised a championship for its affiliated Mini clubs, taking place at important meetings throughout Italy. This smart idea sees participants awarded points for various competitions during the season, with a winner crowned at the end.

The championship is divided into six stages, and every participant enrolled in the championship will get points at every stage. Tests will vary between circuit racing, gymkhanas, regularity races, fun activities, quizzes or drinking games (the latter is only at the overnight stages!). The aim is for the winner to represent a true 'Mini lover' as a whole, not just as the fastest driver.

Sponsors of the championship are

Mini parts specialist Just Minis and Italian Millers Oil vendor Dreaming Classic. They will be giving away prizes at each event to the top-three placed entrants, plus the longest travelled participant. There will also be a prize for the most loyal companion who follows their Mini-loving partner to all the events, with a separate prize for children.

Updates of the classification will be posted via the forum at www.registromini.it and on its Facebook page. The first event is the Raduno M.E.R.C hosted by Mini Emilia Romagna Club, which takes place at the Modena circuit on March 30. This is followed by on April 25-27 by the Raduno Lucca-Pisa, organised by Mini e Moto Maniaci.



Marco Pinzauti from Just Minis will award prizes at each stage of the Italian championship.

Loyal Mini fans from all over Italy will meet up for regular competitions.



AUCTION ROUND-UP

Keeping an eye on the classic Minis going under the hammer



FROM THE FOOTMAN JAMES CLASSIC CAR SHOW

■ Several interesting Minis were up for auction on February 16 at the Royal Bath and West Showground. First up was a 1989 Mini Thirty with 77,000 miles. With its next MoT due in October 2014, the car had an estimate of £2000-2500, yet sold for just £1500.

Lot 55 was a 1960 Austin Seven with a very low claimed mileage of 44,000 and with largely original panels and trim. It sold for £5900 against an estimate of £6500-7500.

Next was a red 1962 Morris Minor 850 DeLuxe, which was also extremely original. The hammer dropped at £6800, making it the most expensive Mini of the day. Later, a black 1980 Mini Clubman Estate realised a final bid of £2900 whilst a rare 35,000-mile 1991 Mini Neon reached £4000.

A particularly attractive car was lot 76, a 1970 Mini 1000 Mk3 in Antelope. The estimate was £4250-4750, but a bid of just £3700 bought the car.

A more heavily modified Mini was lot 80, a 1986 Austin Mini Chelsea set-up as a road-legal track car with a Vauxhall Astra GTE engine. The estimate of £3500-4500 was just above the final bid of £3400.

NEWS SHORTS



Longbridge Art Project

In 2013, Bournville College commissioned EC Arts to produce a public art strategy in support of the regeneration of Longbridge near Birmingham. The area was devastated in 2005 by the closure of MG Rover, the huge car plant that formerly dominated the neighbourhood. With support from developers St. Modwen, artists have begun to convert a retail unit in the new Longbridge town centre into a project space. This includes a new piece of painted artwork influenced by an old image of the Longbridge factory's internal roof structure. More news about the various local activities is at www.b31.org.uk



BMW Graduate Scheme

BMW Group UK has launched a recruitment drive for its new graduate programme, with 13 places available across its MINI UK production network. The programme lasts 24 months from October. Student Ciaran Raymer, 23, is currently working as an intern in MINI Plant Oxford. Ciaran says "I've had the opportunity to work with and learn from experts in their respected fields giving me access to an unparalleled level of knowledge. The launch of the new graduate scheme is really exciting."



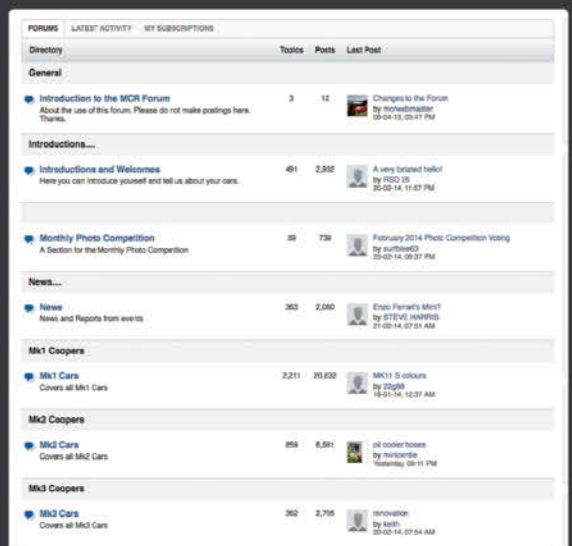
MCR FORUM

The Mini Cooper Register's forum is back online

■ The MCR's popular forum is back online again after suffering a malware infection in November, which meant that it had to be shut down for repair. During this downtime all the forum software has been completely updated. The forum has also been moved to a different server, with stricter controls on forum users' identity, all of which should prevent a recurrence of the problem.

Research has shown that around 40 per cent of all visits to the club's website are made using mobile devices. The new software will greatly improve the service for forum visitors using their smart phones or tablets.

"A lot of technical expertise has gone into the upgrading of the forum," said Mini Cooper Register chairman Robert Young. "We hope members will find all that effort and investment makes it better and easier to use. Our webmaster Robert Clayton has spent much time tackling all the issues and he deserves a big vote of thanks for his hard work."



RUSH MINI SOLD

Mk1-style film star Mini sells for an impressive £11,200 at auction

■ If you've seen the highly-acclaimed Formula One movie, Rush, you would have no doubt spotted a blue Mini made to look like a '60s Cooper S, driven by Chris Hemsworth as James Hunt. Dan Altham from Gloucester Mini Club knows more about this Mini movie star, as early in 2013 he was asked by his mum to help out a friend with some mechanical knowledge. Dan visited the car's owner, Paul Fittock, and ended up helping to change the Mini's engine from a 998cc unit to a 1380. The swap took about a month, but after much tinkering Dan says it was running "as sweet as a nut."

When the film was released in the autumn, Dan was taken to see it as a birthday treat and was amazed to see the very same Mini on screen. The 1985 example has subsequently been sold on eBay for an astonishing £11,200. Dan loved the chance of working on the car, which has since become a small part of Mini movie history.



Retro-style Mini as featured in the Formula One movie, Rush.

MINI IN THE PARK-LIFE

Saturday night party acts announced

■ 'Blurb' has been announced as the headliner of the Mini in the Park Saturday night Pre-Show Party. Blurb is the UK's number one Blur tribute band, performing hits such as Girls And Boys, Country House, Coffee & TV, Song 2 and Parklife. Blurb will be supported on the outdoor Summer Stage by 'The Kaiser Chiefs', playing the Kaiser Chiefs sing-along anthems including Ruby, I Predict A Riot, Oh My God and many more.

MITP takes place on Sunday August 10 at Santa Pod Raceway, although visitors can max their experience by arriving on Saturday for the pre-show party night and camping for an additional £5 each in advance (or £10 each on the gates). Revelers can also brave the mighty Santa Pod funfair!

MITP tickets are only £10 in advance from www.minishow.co.uk or £15 on the gates, and accompanied under-14s go free.



SARDINIA MINI MEETING

Mediterranean Mini tour



■ Club Mini of Sardinia and Tuscany has joined forces with tour operator Mirialvedatour to host the inaugural Sardinia Mini Meeting. Taking place from May 30 to June 2, Mini fans will be welcomed to the beautiful Italian island, located just off the mainland's western coast.

The event begins with ferry departure from the port of Livorno on Friday evening, with dinner, entertainment and an overnight stay in a cabin. The return is scheduled for Sunday evening, with the same conditions on board.

Activities during the event will include a Mini gymkhana, a charity lottery, excursions to picturesque local sights and much more. The event costs between 240-260 Euros per person (120 Euros for children), which includes the ferry crossings, meeting registration, an overnight stay, meals and more.

Information concerning the event can be found at www.sardiniaminimeeting.jimdo.com



NORFOLK MINI OWNERS SHOW

East Anglian Job YouTube video

Norfolk Mini Owners Club is promoting its summer event, The East Anglian Job, by releasing a video of last year's bash on YouTube. This year the weekend event will be held on August 23-24, featuring cruises round the Norfolk countryside, the famous NMOC quiz and camping at Fakenham Racecourse. Funds raised will go to East Anglian Air Ambulance. The video is at www.youtube.com/watch?v=AngmbcqcLCQ

DESTINATION MONTE CARLO



MCR to celebrate Paddy Hopkirk's historic win

40 members of the Mini Cooper Register will be celebrating the 50th anniversary of Paddy Hopkirk's win on the 1964 Monte Carlo Rally by retracing part of his route to victory. The club ran its first Minis to Monte tour in 2004, and since then the event has become an ever-popular feature of its calendar. The limited places sold out within days of this year's route being announced.

"Our goal is to give owners of Minis - both classic and modern - the chance to use their cars on some of these great rally roads," said Robert Clayson, the event organiser. "The route takes in some spectacular Alpine scenery and the sort of roads that you certainly aren't going to encounter too often in your everyday driving."

MANX MINI MEET

In the land of the famous TT race

Back after a break in 2013, the popular Manx Mini Meet is hosted by the Manx Mini Register. A weekend full of activities is planned for the Isle of Man event, taking place on July 19-20.

There's a navigational run, photo competition and a blindfolded autotest in a closed section of Jurby Airfield, with an opportunity of a ride in a Mini rally car. Ferry and accommodation deals are available from The Isle of Man Steam Packet Company. Ferries cross from Liverpool and Heysham, or Dublin and Belfast. More information is at www.manxminiregister.com



DURHAM L.O.V.E. RUN

Lovin' your Mini on Valentine's Day

What better way to show your Mini that you love it, than by taking it on a jolly good drive on Valentine's Day? The mission for the L.O.V.E Run was to go through villages with names starting with the letters L,O,V and E. Durham Mini Club came up with the idea, and after hours of searching on the internet it found some potential locations in the heart of County Durham. The route went through Long Newton, then on to Osmotherley via a couple of fords, followed by the Vale of Pickering, and finishing up at Easby in North Yorkshire.



RETRO FUNDRAISING

South west classic car run

Retro Fundraising will be raising funds again for disabled children in Somerset and the South West. The event is taking place on Sunday July 6 in Martock, Somerset. All makes and models of vehicles built before 1995 are welcome. There was a good turn out of 45 Minis last year, with a total of over £3000 raised. The day will include a 30-mile convoy and then an afternoon of entertaining fun and games in retro fancy dress. www.retrofundraising.co.uk



Classic car owners are invited to Somerset in July for 30-mile scenic convoy.

CLUB SHORTS



MOUTH TO MOUTH

Jurassic Coast Minis is hosting its annual Dorset run on Sunday September 7 in aid of the RNLI. Starting at 10am from Weymouth Pavilion, the cruise follows the coastline along to Exmouth lifeboat station where the Minis will be met with live bands and a barbecue. More details are on www.facebook.com/jurassiccoastminis



MINIS AND CARAVANS

Jeannette Duffield from Weston Mini Muckers discovered that Minis and camping definitely go together, even indoors in the winter. Whilst spending the day at the NEC Motorhome and Caravan show, she found Justin Cooper's freshly-painted Mighty Mini racer proudly on display at the Bailey caravan stand.



THISTLE RUN

On Sunday May 25 The Mini Clan is marking the 100th anniversary of WW1 with cars and drivers in period or military fancy dress. The route is from the National Mining Museum at Newtongrange to Eyemouth Harbour. This year the supported charities are RNLI Eyemouth and Erskine Veterans. More details are at www.miniclan.com



Much more Mini track action is planned in the UK for 2014.



TRACK NEWS



■ SWIFTUNE 1275 GT

Swiftune's quest to build a replica of Richard Longman's famous 1275 GT racer for the Gerry Marshall Trophy Race at Goodwood on March 29-30 is nearing its conclusion. Taking place for the first time as part of the 72nd Members' Meeting, the race will cater for Group 1 cars that raced up until 1982.

Swiftune has embarked on a complete bare-shell build for the car, replicating the 1275 GT that won the British Saloon car title in 1979. Because it can run to Group 1 specifications, the engine is set to have around 10 per cent more power than the firm's superb pre-66 engines. Needless to say, we can't wait to see it finished!



■ NEW SPONSOR FOR SHAUN

Mini Spares is set to sponsor Mini Se7en racer Shaun Tarlton for 2014. Shaun, whose green Mini Turbo appeared in issue 214, will be racing in the ever-growing Mini Se7en S Class.

The much anticipated 2014 season promises to be another exhilarating one, and gets underway at Castle Combe on Bank Holiday Monday April 21. As ever, we'll bring you all the action on these very pages.



■ MIGHTY MED CWP

MED has launched a new standard helical crown wheel and pinion for use in the Mighty Mini Series. It has a final drive ratio of 3.9:1, which is the designated ratio for the class and very hard to find second-hand! They are priced at £210 including VAT. Visit www.med-engineering.co.uk

DOUBLE THE ACTION

Two Mini-only Festivals announced for the new racing season.

One of the great successes of the last two years, the Brands Hatch Mini Festival will take place for the third time on Sunday May 11. But that's not all, as organisers MSV will also be hosting the inaugural Oulton Park Mini Festival on Saturday July 12. The Mini Se7ens and Mini Miglia championships will appear at both, along with the Power Maxed MINI Challenge.

The Mighty and Super Mighty Minis will join the bill at Brands Hatch, and pre-'66 Minis will return for the 40-minute Sanwa Trophy and the SU Carburettors Anglo-French Battle. The Brits have won the previous two cross-channel Mini Festival exchanges, and will be aiming for three in a row.

At Oulton Park, the Scottish Mini Cooper Cup will double the dose of MINIs as they make their annual trip south of the border, while the Kent Cams Cup for historics will ensure there will be over 10 Mini-only races.

Away from the racetrack there will be plenty to keep the whole family entertained. YoungDrive! taster sessions will give 11-17 year-olds the chance to get behind the wheel of a MINI and clubs are invited to stage displays, plus there will be a trade village at the Oulton Park event too.

"After two successful festivals at Brands Hatch, we are delighted to expand our Mini Festivals. We are looking forward to welcoming Minis from across the country and beyond," said MSV's Motorsport Events Manager, David Willey.

Tickets for the Brands Hatch Mini Festival are available for £14 (in advance), with free admission to all drivers arriving in a Mini and children aged 12 and under. Tickets for Oulton, meanwhile, are £18 or free for children aged 12 and under.

For more information call 0843 453 9000 or visit the websites, www.brandshatch.mini-festival.co.uk and www.oultontpark.mini-festival.co.uk

ALDON AUTOMOTIVE MINI AND IMP CUP

New series gets underway at the Red Kite Stages.

The Aldon Automotive Mini and Imp Cup, which runs within the West Wales Rally Spares RAC Rally Championship, got off to a great start on the opening round of the Red Kite Historic Stages on Sunday Feb 2.

Four Minis and one Imp was a most encouraging start for the new series, with the Paddy Hopkirk Trophy up for grabs. Despite pre-event rain, the stages were in excellent condition. However, heavy rain returned as the crews tackled the deciding 15-mile stage in Crychan, making conditions very challenging.

The big winners were Irish crew Ray Cunningham and Gary McElhinney in their Mini Cooper, who took top points in the Mini and Imp Cup and actually won Category 1 (for pre 1968 cars) overall. They ended the rally tied with the Lotus Cortina of Simon Wallis and Graham Wride, but the Mini crew took the category on a tie-break by dint of the faster time on the opening stage.

Ray had to change co-drivers at the last minute, as his intended nav, Ross Forde, is a fireman in Galway and his weekend leave was cancelled.

Fortunately, McElhinney was on hand to deputise. Cunningham set a mighty pace from the start and pulled clear of his Mini rivals on the opening stage. Ray's elder brother Frank, co-driven by Aaron Forde, led the chase and ended the day second of the Minis.

There was no luck for Clive King and Russ Joseph as a failed piston sidelined them on the first run through Crychan, while Paul Kendrick and Anton Bird made the finish, but only after taking a maximum stage time in Crychan after problems with ignition leads.



Ray Cunningham led from the off.



Clive King went out mid-rally.



Paul Kendrick limped to the finish.



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WHEN YOU SPEND £75 OR MORE!

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Mini Sport Cylinder Heads

'Breathing new life into the heart of your Mini'

With over 40 years of developing our own exacting designs and techniques, we have gained an unrivalled wealth of experience, which keeps Mini Sport as a recognised World Leader of Modified Mini Performance Heads. Listed is just a limited selection of the heads we manufacture, we can produce Bespoke heads to your own specification, please call us to discuss your requirements.

Reconditioned



Mini Sport remanufactured heads are produced to original specifications, finished to the highest standards & designed as a simple replacement for the original old cylinder heads.

850cc, 998cc, 1098cc £258
1275cc A+, A series £256

(all prices are exchange)

Mini Road (Stage 2)



Improved efficiency in the gas flow through the cylinder head, resulting in an increase in power and economy. Perfect for town, traffic & open roads.

850cc, 998cc, 1098cc - (29mm/25mm) £656
1275cc ind injection - (35mm/29mm) £636

(all prices are exchange)

Road Sport (Stage 3)



Improved efficiency in gas flow through the cylinder head, along with larger valves it is designed for maximum Power, Torque & Economy. Perfect to release power from bespoke engines.

1275cc A+, A series carburettor models only £751

(all prices are exchange)

Grand Tourer (Stage 4)



Greater gas flow efficiency through the head along with Competition Valves, engineered to deliver Power & Torque to the mid range resulting in better economy. Perfect for overtaking and long journeys.

850cc, 998cc, 1098cc - (32mm/28mm) £842
1275cc ind injection - (35mm/31mm) £842

(all prices are exchange)

7 Port Mini X-Flow



Mini Sport 7 Port heads are manufactured to your exact specification, for maximum performance, torque and reliability - 1275cc engines only.

Casting with valve seats & guides £1441
Stage 3 Road specification £2171
Stage 4 Rally specification £2218

Power gains of +20 BHP on standard engines

Performance Built Engines & Kits



At Mini Sport we have the ability to transform your Mini to the specification of your choice. The dynamic 1293cc, 1400cc and 1430cc engines were originally developed in our own Mini's way back in the 1960's. As you would expect, we have continued to develop and improve these engines making them just as popular for today's exciting breed of Minis.

1293cc from 90 bhp

Engine Kits	Stage 2	Stage 3
1293cc Half Engine Kit	£754	£870
1293cc Short Engine Kit	£831	£947
1293cc Full Kit (carb)	£1421	£1646
Built Engine	Stage 2	Stage 3
Carburettor engine, ready to fit	£1804	£2036
Injection engine, ready to fit	£1866	-

Full engine & gearbox units also available - Please call to discuss your requirements with our experienced staff

1380cc from 104 bhp

Engine Kits	Stage 2	Stage 3
1400cc Half Engine Kit	£872	£952
1400cc Short Engine Kit	£958	£1038
1400cc Road Kit (carb)	£1550	£1718
Built Engine	Stage 2	Stage 3
Carburettor	£1934	£2109
Injection	£2100	-

Recon Engines

For over 40 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering excellence and customer satisfaction.



Engines	Engine	£86/box
998cc - A series, A+ & Cooper	£1488	£2371
1275cc - A series, A+	£1339	£2223
1275cc - Cooper Carb	£1382	£2265
1275cc - SPI and MPI	£1381	£2374
Surcharge from	£360	£675

*E&G - Engine and Gearbox

Crankshafts



Brand New
1275cc £279

Reground by Mini Sport
Full Range, exchange From £166
(Regrinds complete with bearings & thrust washers)
Main or Big End Bearing sets From £25
Thrust Washer Sets From £9

Engine Stabilisers



Competition Engine Stabilisers
1275cc type 850/998/1098/1275cc & Injection £24.85

Roller Rockers



Mini Sport Alloy Roller Tip Rockers - Give the same power characteristics of fitting a performance camshaft without removing the engine. Also reduces valve wear by stopping the side loading on the valve stem created by standard rockers.

1.3 Ratio - standard £189.63
1.5 Ratio - uprated fast road £189.63
1.7 Ratio - competition £189.63

Head Parts



Standard Valves each from £6.77
Competition Valves each from £22.42
Rimflo Valves each from £25.31
Valve Guide Set Mini (set of 8) £11.78
Valve Guide Set - Bronze Alloy £27.60
Valve Spring Set 850/998/1100 singles £14.26
Valve Spring Set 1275cc 200lb doubles £23.92
Rocker Pedestal Spacer (2mm) £2.80
Rocker Shaft Mini £9.79
Rocker Arm - Cooper 'S' £11.82
Rocker Arm - Sintered Type £10.80
Nut - Cylinder Head - each £1.00
Cylinder Head Stud - Short £4.32
Cylinder Head Stud - Long £2.70
ARP Head Stud Kit & Rocker Studs from £164.87

Rocker Cover



Polished Alloy £27.24
Polished Alloy - with cap £29.39
Chrome Plated Steel - with cap £33.80
Metro Style Polished Alloy with cap £45.46
Alloy with Polished Fins - Blue or Red £33.68
Rocker cover gasket £1.32
Oil Filler Cap - Chrome £4.86
Oil Filler Cap - Red original £7.41
Oil Filler Cap - Black Original £3.94
Rocker Cover T. Bars - Chrome (pair) £8.77
Rocker Cover T. Bar Kit - Blue or Red £11.41
T Bar Fitting Kit - Silver, Red or Blue £3.73

Gaskets & Sets



Engine set - 850/998/1098cc £14.69
Engine set - 1275cc £9.89
Gearbox set - all Minis £8.98
Head set - 850/998/1098cc £14.89
Head set - 1275cc £10.32
Head set - 1275 with Copper H/G £12.16
Head set - 1275 with Turbo H/G £31.09
Head set - 1275 with AF460 H/G £50.07
Valve stem oil seals - set 4 £2.83
Copper head gasket - 998cc £10.91
Copper head gasket - 1275cc - AF460 £44.33
Turbo head gasket - 1275cc £23.06
Manifold gasket - Standard £1.06
Manifold gasket - Large Bore £2.58
Catalytic converter gasket £1.37

Full range of individual gaskets available

Stage 1 Tuning Kit

Developed to achieve significant power increase, improved acceleration and top speed with better fuel consumption, whilst still maintaining engine reliability.



£186 over 20% Power Increase

Carburettor type - Half kit no exhaust £109
Injection type - Pipercross filter £302
Injection type - K&N filter £336

Parts & Mountings



Cam Follower (Set of 8) £12.23
Pushrod 1275cc 1.31 each £2.76
1275cc Steel Centre Main Strap £16.40
Chrome Dip Stick - Silver, Red or Blue top £9.60
Engine Steady Bush Kit - Std Rubber £1.44
Engine Steady Bush Kit - Comp Rubber £2.69
Engine Steady Bush Kit - Solid Nylon £13.32
Engine Mounting Standard £3.78
Engine Mounting Easy Fit Standard £6.92
Engine Mounting - Quick Release - Poly £9.90
Engine Mounting - Solid Type - each £18.00
Oil Filter Head - Spin On - A series £13.31
Oil Filter - Spin On type £3.54
Oil Filter - Spin On - 1996 on (PH4952) £4.50
Oil Filter Element - Early pre Spin On £4.80

Millers Oil

Classic Mini 20/50 (5Ltr) £28.80
Sport 20w-50 (5Ltr) £53.04

Castrol Classic Oils

Castrol Half Pint Pouring Jug £10.42
XL20w50 (4.5Ltr) £28.32
XL20w50 (1 Ltr) £9.34

Pistons



Prices include: set (4) pistons, rings and gudgeon pins. All sizes available.

998 Dished - circlip fit from £253.95
998 Flat Top - press fit from £317.96
1275 Slipper Std comp from £156.72
1275 Slipper High comp from £206.55
1380cc Powermax 73.5mm set £286.13

Timing



Simplex set £21.74
Duplex set £27.20
Lightened Duplex set £50.40
Light Vernier Duplex set £89.56
Kent Vernier Timing Std £169.16
Kent Timing disc £11.65
Single row timing chain £4.07
Duplex timing chain £6.94
Cam locating plate £4.80
Timing chain tensioner pad £10.30
Tensioner Pad mounting bracket £7.50
Breather type A+ timing cover £48.00

Oil Pumps



Slot drive 1275cc £16.12
Slot drive 998cc £17.11
Slot drive Turbo £31.50
Spider drive 1275 £17.29
Peg drive 850/1000/1100cc £14.35
Oil pressure release valve & spring £3.48
Oil pressure switch - standard £4.68

Cams & Kits

For four decades Mini Sport cams have been produced using tried and proven profiles available from mild road to full race profiles

£56 from only

All prices are exchange

Camshaft only	From £55.82
Camshaft Kits	From £78.45
Cam surcharge	£60.00

Also available full range of cams & kits from

KENTCAMS PIPER

Mini Special Tools



Windscreen Locking Strip Fitting Tool £9.42
Suspension Cone Tool METRIC or UNF £30.97
Piston Ring Compression Tool 45-75mm £15.43
Valve Spring Compressor Tool £23.73
Flywheel Puller - Heavy Duty £29.04
Socket - Flywheel Bolt & Ball Joint Nut £43.31
Brake Shoe Adjusting Spanner £10.95
Ball Joint Separator Tool Scissor Type £29.02
Ball Joint Separator Tool Puller Type £15.47



Feeler Gauge Set (imperial) £15.18
Brake Hose Clamp Tool £7.21
Engine Mounting Bolt fitting tool £16.90
Clutch Clevis Pin fitting tool £15.53

Gunson Special Tools

Carbalancer - balances twin carbs £20.72
Colourtune kit - test fuel/air mixture £35.89
Eezibled - one man bleed - brake/clutch £28.08

Flywheels



4.354 Kgs 4.432 Kgs 4.028 Kgs

Mini Sport Ultra Light 1 piece steel billet flywheels - available in 3 weights to suit

- Pre-engaged type £144.17
- Inertia type £136.14

Mini Sport Steel Replacement Flywheels

- Pre-engaged type £191.08
- Inertia type £183.14

Ring Gear Inertia (thin) £22.62
Ring Gear Inertia (thick) £25.78
Ring Gear Pre-engaged £28.60

Remanufactured flywheel Lightened/Balanced (old unit must be supplied) £90.09

Clutch Plates



Mini clutch plate (diaphragm type) £28.49
Competition clutch plate £97.55
Verto clutch plate £36.37
Sintered Metallic Full Race £214.72
6 Paddle Cerametallic Clutch Plate £157.95

Rolling Road Tuning



£62 from only

Computer Controlled Tuning - Book a session today and maximise the power and performance output of your engine. At the same time we will monitor oil temperature etc and adjust emissions accordingly.

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Great fun for groups of like minded people. Full details on request with a minimum of 10 cars required.



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£60

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T-shirt '64 Winner

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T-shirt Shield

£15

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4 Pot Calipers

£289

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£365.68

Gearboxes

Completely reconditioned in our own workshops. The casing is chemically cleaned and then fully rebuilt with new bearings, shafts and baulk rings

Reconditioned 4 Speed - by Mini Sport
Rod - 850 to 1275 A-series £574.19
Rod - 998 to 1275 A+ £574.78
Remote 850 to 1275cc £574.25

Straight Cut 4 Speed - by Mini Sport
Straight cut close ratio fully built 4 synchro gearbox complete with differential.
Rod Change Gearbox £1221.42
Remote Change Gearbox £1218.58

(all prices are exchange)

S/C Gear Kits

Superior quality material, incorporating original special tuning gear ratios.

Straight Cut C/R 4 synchro Gear Kit £479.89
Straight Cut Drop Gear Kit £240.54

Gearbox Repair

Bearing Kits - by Mini Sport
Contains all bearings to re-condition a gearbox.
A series rod and remote £108.18
A+ rod change £99.74

Reconditioning Kits - by Mini Sport
Contains all parts required for reconditioning.
A series rod and remote £217.32
A+ rod change £206.40

Gearbox Parts

Baulk Ring Heavy Duty £7.56
Layshaft 4 Synchro A+ £26.40
Bearing - 3rd Motion Shaft - Twin Row £33.60
Bearing - 1st Motion Shaft £13.20
Bearing - Differential £11.95
Bearing - 1st Motion Gear - Roller £13.20
Gear Selector Seal Kit - Rod Change £6.73
Gearbox Sump Plug - Magnetic £8.40

Clutch Parts

Standard diaphragm ('S') £27.10
Competition diaphragm - Orange £61.52
Competition diaphragm - Grey £61.52
Pressure Plate - Recon (exchange) £47.75
Pressure Plate - Lightened Steel £88.25
Flexible rubber hose - standard £6.18
Release bearing - Tail (pre verto) £8.05
Release bearing - Verto £6.00
Slave cylinder - pre verto £15.60
Slave cylinder - verto £31.03
Master cylinder - Late type, plastic £63.67
Master cylinder - Early type, metal £84.38
Clutch Oil Seal - Orange Rubber £4.20
Clutch Housing Breather - '89on £19.20
Verto Clutch Arm £18.28
Clutch Throwout Plunger - Verto £15.00
Clutch Arm - pre Verto £15.77
Clutch Throwout Plunger £11.36

Clutch Kits

Pre Verto Kit - Standard up to '82 £45.90
Cooper Carburettor - Verto Standard £93.12
Cooper Carburettor - Verto Heavy Duty £240.18
Cooper Injection SPI or MPI £103.50
Verto flywheel bolt £4.63
Verto flywheel keyplate £22.80

Oil Pipe & Mag Trap

Protects the engine from any metal particles which may be in the oil.
Magnetic Oil Trap Kit £19.20
Centre Oil Pick-up pipe £29.35
Essential for all fast road & competition Minis

Gearbox Steady Kits

by Mini Sport
Right or Left Side only £18.18

Quickshift

For improved feel and faster, slicker gear changes. Easy to install in approx 30 minutes.
Rod Change type £36.10
Remote Change type £34.54

4 Pinion Diff

The Mini Sport 4 Pinion Differential was designed & developed for the serious fast road and competition driver who requires confidence that the power of their engine is transferred to the wheels without stress related breakages. CNC manufactured in our own 'state of the art' machining centre.

Pot Joint type £167.87
Rubber Coupling type £167.87
Differential Parts
Diff Pin £14.40
Diff Pinion £9.70
Washer, Diff Pinion, A+ Type £2.56
Diff Output Shaft Fibre Thrust Washer £2.61
Diff Output Flange Cover Oil Seal £4.75
Final Drives - all ratios available from £152.26
LSD Type - all ratios available from £201.14

Drive Train

C.V. Joints & Boot Kits
Outer CV Joint - Drum type £28.80
Outer CV Joint - Disc type £30.60
Outer CV boot kit £2.34
Inner pot joint £33.60
Inner joint boot kit £6.00

Competition Drive Shafts

Steel pot joint type, pair £182.29
Hardy Spicer type, pair £204.58

Drive Flanges

7.5" S/GT (suit 10" wheels), each £19.85
7.5" S/GT - EN24 Hardened, each £28.19
7.5" S/GT - Alloy Lightweight, each £86.78
8.4" Disc type, each £28.04
8.4" Disc type - EN24 Hardened, each £39.16
8.4" Disc type - Alloy Lightweight, each £86.78
Drum type (suit 10"), each £30.00
Drive flange collar, disc type, each £4.10
Drive flange nut, drum type, each £3.23
Drive flange nut, disc type, each £5.40

Wheel Bearings

Front, drum brakes type £12.65
Front, taper roller disc brake type £13.80
Rear, taper roller type £14.39

Brake Parts

Calipers - each (RH/LH)
Cooper 'S' - O.E Specification £84.00
Mini '84on' (12" wheels) O.E Spec £62.40
Caliper piston, Cooper S, stainless steel £8.27
Caliper piston, '84 on, stainless steel £11.27
Caliper Seal Kit - Cooper S £5.28
Caliper Seal Kit - Mini '84 on £4.62

Master Cylinders
Master Cylinder S/GT Plastic reservoir £48.22
Master Cylinder S/GT Tin reservoir £87.00
Master Cylinder Yellow Tag '85on £76.37
Master Cylinder Green Tag '89on servo £113.92

Brake Hoses, front or rear from £6.94
Handbrake cable, front or rear, from £3.30
Handbrake Quadrants
Standard type, each £12.37
Alloy, pair Red, Blue, Black, Gold, Orange £28.94

Pads & Shoes
Pads - '84 on (12" wheels) - standard £12.30
Pads - '84 on (12" wheels) - Mintex £10.52
Pads - '84 on (12" wheels) - EBC Green £30.66
Pads - 7.5" Cooper S/GT - Mintex £12.61
Pads - 7.5" Cooper S/GT - EBC Green £37.19
Pads - 7.5" Cooper S/GT - EBC Red £47.73
Pads - 7.5" Cooper S/GT - EBC Yellow £46.36
Pads Mini Sport 4 pot caliper - Mintex £12.85
Pads Mini Sport 4 pot caliper type - EBC £43.85
Front Brake Shoes - standard £13.50
Front Brake Shoes - Mintex £15.04
Rear Brake Shoes - standard £11.40
Rear Brake Shoes - Mintex £14.58

HUGE RANGE AVAILABLE, PLEASE CALL

Aeroquip Hoses
Brake hose kit (set 4) £39.29
Metro 4 Pot caliper conversion £48.83
Coloured Hose kits - red, black or blue £46.40
Front Brake Hose, pair £23.66
Rear Brake Hose, pair £23.66
Clutch Hose £11.52
Clutch Hose verto type £14.22

Remote Servo Kit
Fits Mk3 single line non servo brake systems, to improve braking power & efficiency.
Mk1/2 Cooper 'S' Servo only £421.80

Swivel Hubs
Drum type - RH or LH, each £53.94
Disc type - RH or LH, each £53.11
Fully Built Disc type - RH or LH, each £94.50
Alloy Disc Type - kit £550.98
Alloy Rear Hub - '84on, pair £176.72
Standard Rear Hub, each £25.33

Sure Stop Kits
Kit includes: pair performance discs, set fast road EBC brake pads. Direct replacement.
Cooper 'S' 10" wheels - x-drilled discs £107.06
Mini '84 on, 12" wheels - x-drilled & grooved discs £72.83

Brake Drums
Standard - front or rear - pre '84, each £11.75
Spacer type - rear only - '84on, each £16.07

Brake Discs
Standard specification
Cooper S - 7.5" Discs, each £26.40
Mini '84 on - 8.4" Disc, each £14.10
8.4" vented - each £17.46
Cooper 997/998 - each £54.88
Performance Discs
Cooper S 10" wheels - X/drilled, pair £76.24
Mini '84 on - X/drilled & grooved, pair £46.80
8.4" vented - grooved, pair £74.95
7.9" vented - grooved, pair £81.56

Steering
Steering rack, RHD/LHD £59.23
Sportsrack rack, RHD/LHD £113.65
Quickrack, 2.2 turns, RH/LH £92.89
Steering rack boots (pair) £5.40
Cooper S steering arm, each £19.20
Track Rod End - Standard £7.88
Track Rod End - Group A £18.47

Subframes
Front £189
Rear dry suspension type from £420.01
Rear dry - Powder Coated £211.61
Rear hydrostatic from £221.58
Subframe fittings & bushes, full range in stock

Cooling
Radiators
Alloy 2 Core £140.93
4 Core updated £152.86
2 Core injection updated £151.59
2 Core updated £126.66
Cooper 'S' / GT £72.82
Mini SPI £135.15
Mini MPI £76.80
Expansion Tank - MPI £58.94
Expansion Tank Cap - MPI £5.92
Cooper's top rad bracket £9.12
Thermostats, from £3.11
Thermo blanking sleeve £7.31
Radiator Caps (7-15lbs) £3.70
Hoses, from £3.00

Fans/Belts
11 Blade plastic fan £13.72
6 Blade steel fan, yellow £33.80
Fan belts from £2.77

Water Pumps
High Capacity £16.69
MPI water pump £18.00

Oil Coolers
13 row element only £73.90
Mini/Cooper S kit £98.10
Mini Clubman kit £105.13
Mini MPI kit £133.96
S/S cooler pipes, pair £32.03
Rubber pipes, pair £22.68
Oil cooler thermostat £33.16

Achieve the ultimate stopping power with these Mini Sport lightweight alloy 4 pot calipers. CNC machined 'in house' from high grade anticorrosive alloy billets.

Calipers - 7.9" vented £288.79
Calipers - 7.9" non vented £288.79
Calipers - 7.5" (10" wheels) £288.79
Calipers - 8.4" vented £319.51
Gold, Green, Gunmetal, Titanium, Silver, Black, Red, Blue or Purple

Alloy Brake Kits
Specially designed and developed using precision matched parts producing the Ultimate Mini Brakes. Confident braking every time with consistent pedal feel and stopping power. Kit includes: Mini Sport 4 pot alloy calipers, performance discs, performance brake pads and fitting kit.
7.5" Discs (10" wheels) kit £365.68
7.9" Discs non vented kit £353.48
7.9" Discs vented kit £375.32
8.4" Discs vented kit £404.70

Disc Drive Assy
Fully built disc drive assemblies using new and genuine quality components.
Standard specification
Cooper S 10" wheels £567.02
12" to 10" wheel Brake Conversion kit £232.81
Upgraded with 4 pot alloy calipers
Vented with Grooved discs £775.33
Non-Vented with Grooved discs £752.45
Cooper S with Grooved discs £753.11
8.4" with vented & Grooved discs £804.18

Alloy Superfins
The Mini Sport Superfin superior light weight alloy brake drum has 25% extra fins for better cooling, a built in spacer for extra strength and rigidity, weighing 50% less than the original drum.

Drum Brakes
Fully assembled, consisting of back plate, wheel cylinder, handbrake lever including rubber boot, brake shoes and springs.
Standard Assembly Front, pair £116.13
Standard Assembly Rear, pair £113.17
Mintex Assembly Rear, pair £115.32
Rear Wheel Cylinder from £9.00
Front Wheel Cylinder from £10.80
Rear Brake Back Plate - RH or LH £26.40
Front backplate & adjuster - RH or LH £33.93
Rear Brake Adjuster kit (per side) £7.26
Brake Return Spring Kit - Rear £6.04
Front Brake Shoe Return Spring - Single £2.40
Brake Lever Set (handbrake) £14.40

Fitting & Service Center
We offer a professional while-u-wait fitting service on almost all the parts we supply. Book your Mini in & we will take care of it for you, while you wait in the comfort of our fully stocked showroom.



FREE UK DELIVERY*
WHEN YOU SPEND £75 OR MORE!

The Mini Specialists - Since 1967

Quality, Reliability, Customer Service & NOW even better value for Money!!



**Restorations
Repairs
Servicing
Styling
Performance**



SPORTS Ride



Fully adjustable sports suspension kit to allow fine tuning for maximum road holding.
Kit:- Adjusta Ride full kit, 4 sports shock absorbers, negative camber bottom arms, adjustable tie rods, poly bushes & rear brackets.
Sports Ride - Gmax Shockers - Kit £266.48
Sports Ride - GAZ Shockers - Kit £346.76
Sports Ride - KYB Gas Shockers - Kit £281.59
Sports Ride - Spax Shockers - Kit £433.02

ADJUSTA Ride

Variable Height Suspension Kit



The unique design enables quick and easy fitment and suspension height adjustment. Designed as a direct replacement to the original alloy trumpet and knuckle joint, without modification.
Front set £45.18
Rear set £63.20
Full Kit, includes front and rear sets £98.31

SMOOTH Ride



Designed with Dr. Alex Moulton (the original Mini suspension designer) to transform the Minis original suspension, making the great car more comfortable and easier to drive.
Kit:- Adjusta Ride full kit, 4 shock absorbers, 4 new rubber cones & adjustable rear brackets.

Negative Camber Kit



Kit:- 1.5° negative camber bottom arms, Group A adjustable tie rods and rear brackets

Rear Brackets

Negative camber & tracking rear brackets. Allows alignment of rear wheels.

from only £57

Bottom Arms



1.5° negative arms, pair £42.60
2.0° negative arms, pair £57.35
Adjustable, heavy duty, pair £66.35
Adjustable rose jointed, pair £83.95
Adjustable rose jointed, heavy duty pair £127.32
Standard bottom arm bush, each £1.50
Up-rated bush set, nylon £15.67
Bottom arm shaft, each £9.00

Adjustable Tie Rods



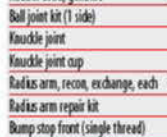
Adjustable heavy duty pair £34.14
Group 'A' adjustable pair £66.56
Group 'A' rose jointed, pair £148.86
Standard tie rod, each £12.96
Tie rod bush, standard £0.66
Tie rod bush set, up-rated £4.20

Shock Absorbers



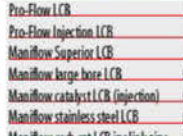
Spax RED Front/Rear std or lowered, each £70.26
Spax Yellow Front/Rear std or lowered, each £70.26
Paddy Hopkirk Edition Spax - set 4 £254.16
Spax Full Coilover KIT, standard or lowered £611.98
GAZ Front/Rear standard or lowered, each £40.80
KONI Front/Rear standard or lowered, from £68.40
Bilstein B4 Gas - Front or Rear, each £22.50
Bilstein B6 Sport Gas - Front or Rear, each £73.80
KYB Front/Rear Oil, each £14.28
KYB Front/Rear Super Gas, from £24.01
KYB Front/Rear Gas-a-Just, from £35.32
GMAX Front or Rear, each £21.80
BOGE Front or Rear, each £14.88

Suspension Parts



Rubber cone, genuine £40.69
Ball joint kit (1 side) £7.56
Knuckle joint £3.24
Knuckle joint cup £1.50
Radius arm, recon, exchange, each £60.25
Radius arm repair kit £9.00
Bump stop front (single thread) £5.40
Bump stop front (twin thread) £5.51
Rebound buffer, front £3.36
Top shocker mount RH £12.00
Top shocker mount LH £12.00
Top Suspension Arm - LH or RH £45.60
Top arm repair kit £14.77
Lower suspension arm shaft £9.00
Top suspension arm shaft £9.28
Competition Suspension
Front comp bump stops, pair £21.55
Rear comp bump stops, pair £24.36
Rose joints 1/2" (male) £19.76
Rose joints 1/2" (female) £22.97
Top shocker mounting (RH/LH) ea £21.59
Lower shocker mounts pin, each £6.89
KAD Alloy hi/brake quadrants, pair £38.48
Competition track rod end £18.47

LCB Manifolds



Pro-Flow LCB £61.1
Pro-Flow Injection LCB £75
Manifold Superior LCB £79
Manifold large bore LCB £201
Manifold catalyst LCB (injection) £107
Manifold stainless steel LCB £188
Manifold carb cat LCB inc link pipe £172
Manifold injection LCB inc link pipe £147
Manifold large bore 3into1 £258

Exhausts



Mini Sport Superflow exhaust systems designed for Ultimate gas flow, increase in power yet retain a low noise level. A twin silencer system with stainless steel tail pipe.
Full range of quality exhaust systems and silencers.
2" Centre Exit £79
2" Side Exit £91
2" Twin Centre £75
2" Twin DTM £84
2" Twin Round £84

Standard Exhaust



Catalytic Converter £81.70
Catalyst Removal Link Pipe £29.75
Cooper Carb Downpipe £56.16
Injection Downpipe £54.00
Magic Pipe (instead of LCB) £33.30
998/1098/1275 Twin silencer system £60.78
Estate/Van/Pick-up Twin silencer system £100.55
Large Port Manifold Gasket £2.58
Standard Port Manifold Gasket £1.06
Injection Downpipe Gasket £1.91
Catalyst Gasket £1.37

Polyurethane Bushes



Front Bump stop kit, pair £8.20
Engine steady £7.12
Engine steady, ultimate, pair £6.23
Gearbox steady kits £7.12
Front subframe upper kit £10.68
Front subframe, front mount £4.45
Front subframe, rear mount £11.47
Rear subframe kit (early type) £8.40
Rear subframe kit (late type) £10.82
Rear shocker bush kit £5.39
Full car kit (early type) £31.98
Full car kit (late type) £36.49
Lower arm bush kit £8.18
Tie Rod bush kit £6.23
Rebound buffer, pair £4.52
Polyurethane bushes available in Black or Red

QuickSilver

25 year guaranteed Stainless Steel Original Spec Exhausts
Mini Saloon 1967-92 System £301.73
Mini Cooper & S 1961-63, 1 Box System £301.73
Mini Cooper & S 1963-71, 2 Box System £347.64
Austin Mini 1275 GT 1969-80 System £366.00
Mini 1.3 SPI & MPI 1992-00 Cat-Back System £347.64

MANIFLOW

Full Range available, please call
LCB Single Box System Side exit £92.06
LCB Twin Box System Centre Exit £100.80
CAT Twin Box System Side Exit £117.60
CAT Twin Box System Centre Exit £135.91
CAT Twin Box Twin DTM System Centre Exit £184.38

Carburettors

Twin SU Carburettor Kits:- Includes carbs, inlet manifold, linkages & filters
1.1/4" HS2 £743.62
1.1/2" HS4 £744.79
1.3/4" HS6 £786.12
Single SU Carburettors from £235

Air Filters

1.1/4" HS2 £36
1.1/2" HS4 cone £37
HIF 44 cone £37
Carb element - £34
Injection element - £39
SPI Induction kit - £80
MPI Induction Kit £80

Throttle Body

10% POWER INCREASE
Replacement Throttle body for MPI Minis. A quick & low cost performance boost.
Mpi 48mm £153.81

WEBER

40 - 45 DCOE Weber carburettor £392
40 - 45 DCOE Weber kit £630

FACET Fuelling

Solid State Electric Fuel Pumps
Road kit £46.75
Fast Road kit £48.24
Competition kit £52.50
Interupter Electric Fuel Pumps
Silver top Road kit £82.15
Silver top Comp. kit £84.44
Road top Comp. kit £90.02
Filter King & Petrol King
Glass bowl 67mm £46.98
Alloy bowl 67mm £48.53
Glass bowl 85mm £50.89
Petrol King Pressure reg. £46.48

Wipers

Full Kit: arms, blades, washer jets twin, bezel kit & blanking plugs only £37.84
Stainless Steel
Wiper arm, each £5.16
Wiper blade, each £5.69
Wiper plug, each £3.84
Wiper bezel kit £7.45
Washer jets
Twin, pair £7.55
Single, pair £5.83
Wiper Motor £39
Wiper Wheel Box £14
Wiper Rack £9
Wiper Tube Kit £33
Wiper Motor Strap £6
Motor Crank Wheel £24

Aldon Ignition



Full range of Aldon parts stocked, please call for details
Fast Road Yellow, from £144.90
Fast Road Yellow Side Entry £182.04
Fast Road Yellow Vacuum Adv, from £182.04
Competition Red, from £144.90
Flame Thrower Coil - Black £55
Flame Thrower Coil - Chrome £59
Flame Thrower Coil - Epoxy Race £63
Ignitor - Electronic Ignition from £109

Electronic Ignition System

Distributors - Standard
6SD Electronic Type £101
50 D.A. + 80 on £86
Vacuum Unit from £18
Vacuum Plug from £3
Plug Tail Wire £25

Ignition Parts



Lucas Sports Coil £18.60
Ignition Switch Mk4 on £42.00
Plug Lead set from £13.90
Silicone Plug Lead set - black, red, blue, green or yellow - up to 36" from £18.18
MPI set from £18.18
NGK Spark Plugs set (4) from £10.56
OE Spark Plugs set (4) £5.95
Distributor Caps, from £4.76
Rotor Arms, from £1.63
Contact sets, from £2.28
Condenser, from £2.07
Starter Solenoid, from £8.37

PowerLite Electrical



Dynalite Alternator that looks like a C40 Dynalite
- Negative Earth £419.26
- Positive Earth £489.14
PowerLite
Lucas Type Lightweight Alternator £229.00
Hi Torque Inertia Starter Motor 1Kw £153.75
Hi Torque Pre-engaged Starter Motor 1Kw £162.00
Slimline Inertia Starter Motor 1.6Kw £229.00
Adaptor Alternator to Lucas Plug £19.96
Dummy Control Box for Dynalite Alternator £54.00

Alternators & Dynamo - by Mini Sport

16/17ACR pre '80 NEW £65.46
45 Amp '80-'85 exchange £74.74
55 Amp '85-'96 exchange £60.00
70 Amp '85-'96 inc SPI NEW £71.88
MPI '97-'01 exchange £111.60
Dynamo - NEW £70.38

Starter Motors - by Mini Sport

Pre Engaged Type NEW £89.14
Inertia Type - exchange (surcharge £40) £60.83
Inertia Type - NEW from £86.40

Wiring Looms

Mk1/2 Mini, Cooper & 'S' from £167.13
Van/Traveller/Pick-up from £203.52
Mk3 Mini, Cooper & 'S' from £203.52
Mk4 2 or 3 clock from £249.94
Dash Clock Conversions
Centre to Side or Side to Centre clocks from £32.72
Full range available, please call for details



Sales: 01282 778731



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Sat 8:30-1:00
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Helpful Advice**

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**Special Edition
Merchandise**

Monte Mug winner £9
Col Du Turini Mug £9
Legend Pen £2
Parker Pen £9
Bottle Opener Keyring £3
Coaster Set 4 £6
Golf Umbrella £25

Wheels
Cooper S
3.5J x 10
4.5J x 10
Reproduced by Mini Sport - 3.5J & 4.5J x 10" to original specifications. These wheels are NOT cheap copies, but exact replicas of the original design, perfect for any restoration project.

Old English White, each £62.47
Silver, each £62.47

Light Systems

Quadoptic Headlamps
Quadoptic H4 Halogen Conversion
£46 £38

Headlamps
H4 Headlamp Assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD Pre '97 Mini from £43.71
MPI Headlamp Mini - with motor £58.16
Headlamp Leveling Motor - '97 on £46.64
Valeo/Cibie Halogen unit, each £36.65
Halogen Crystal Headlamp - standard £37.22
Halogen Crystal Headlamp - Angel Eye £46.15
Headlamp Bowl from £8.29
Rubber Seal - Headlamp Bowl £2.85
Inner Chrome Bezel, from £5.40
Chrome Headlamp Ring from £9.42

Genuine Rover Cooper Lamp Kit
Kit includes 4 lamps, 4 brackets
£222

Full Kit: 2 Drive Lamps & 2 Fog Lamps £222.27
Full Kit: 4 Drive Lamps £220.67
Genuine Lamps, Fog or Drive each from £39.95
Lamp Brackets, outer or inner, each from £9.85
Wiring per lamp £11.92

Works Lamp Bar Kit
Kit: Stainless Lamp Bar, wiring loom, 2 Drive and 2 Fog lamps
£165 £59

Spot Lamps
Stainless Steel
£38

Angel Eye Spot Lamps, red, blue or white £46.15
Rally Giant Spot Lamp Kit £39.12
Road Runner H3 Spot Lamp Kit £20.27

Side Repeaters
Clear Type £2.46
Amber Type £3.30

Indicators
Mk1/2 - push fit amber plastic lamp unit £7.20
Mk1/2 - amber glass lamp unit, each £12.00
Mk1/2 - push fit clear plastic lamp unit £6.78
Mk1/2 - clear glass lamp unit, each £11.96
Mk1/2 - metal bulb holder £6.72
Mk1/2 - chrome outer locking ring £2.76
Mk1/2 - rubber boot rear of lamp £3.35
Mk3/4 - amber lamp unit (screw type) £7.19
Mk3/4 - amber lens, each £3.89
Mk3/4 - clear lamp unit (screw type) £7.27
Mk3/4/5 - clear lens, each £2.68
Mk5 - clear lamp '97-01 £11.12

Rear Lights & Lenses
Mk1 Rear Lamp RH or LH, each £37.98
Mk1 Rear Indicator Lens RH or LH, each £8.16
Mk1 Rear Stop Lens RH or LH, each £6.54
Mk1 Lens screw kit, per side £1.70
Mk2/3 Rear Lamp RH or LH, each £47.94
Mk2/3 Rear Lens RH or LH, each £16.75
Mk2/3 Rubber Seal RH or LH, each £7.24
Mk4 Rear Lamp RH or LH, each £42.84
Mk4 Rear Indicator Lens RH or LH, each £6.82
Mk4 Rear Reverse Lens RH or LH, each £9.00
Mk4 Rubber Seal RH or LH, each £6.30

Clear Lenses
Supplied as pairs complete with orange and red bulbs, upper lenses only
£15

Wheel Arches

Special Chrome Sports Pk Group 2 Race 5 Race
Special Arches, black £19.20
Chrome Covers inc Side Strips £71.81
Monte Carlo style £63.42
Sports Pack - Genuine inc all fittings £342.16
Sports Pack - Non Genuine inc all fittings £50.16
Group 2 Race Glassfibre arches £54.85
Group 2 Race Glassfibre arches £55.77
Group 5 Race £61.54

Mud Flaps
Genuine Rear - pair £29.38
Mini Logo £29.38
Cooper Logo £30.60

Body Panels
Full range of Heritage, Aftermarket & Restoration panels available at the best prices, please call.

Replacement Panels

	Non Gen	Genuine
A panel Mk3 - RH/LH	£10.93	£10.99
A post hinge panel - RH/LH	£10.44	na
Rear valance all models	£11.52	£49.00
Rear valance closing plate	£6.48	£34.07
Front floor well - RH/LH	£18.36	£51.64
Rear floor well - RH/LH	£25.02	£59.53
Sill Outer 4.5" Mk3 on - RH/LH	£14.02	£37.52
Sill Outer 9" Mk3 on - RH/LH	£15.44	na
Sill Inner repair - RH/LH	£8.82	na
Door Step, shaped - RH/LH	£8.82	£75.00
Boot floor rear repair	£18.40	na
Scuttle complete	£50.72	£124.99
Door Skin Mk3 on - RH/LH	£27.36	£80.00
Bonnet Mk2 on	£117.45	£165.00
Front wing - early	£51.30	£94.99
Front wing - late	£51.30	£94.99
Front panel to '76	£61.02	£175.00
Front panel '76 on	£56.88	£175.00
Screen corner repair	£9.54	na

Fibre Panels
Full range of carbon fibre & glass fibre panels available, please call for details

Screens & Seals
Windcreens
Clear, front £48.00
Clear Heated, front £255.85
Tinted, front £56.32
Tinted Heated, front £254.96
Top Tinted, front £56.40
Top Tinted Heated, front £276.28
CAN BE SHIPPED WORLDWIDE

Rubber Seals and Strips
Screen seal front from £9.33
Screen seal rear £12.14
Chrome locking strip £3.78
Quarter light seals opening type £8.04
flap type £10.97
Mk3 Door seal £16.56
Mk3 door chrome strip £15.60
Mk3 door lid seal £9.60
Sill trim black £9.56
Sill trim chrome deluxe £14.20
Rear quarter trim black £10.62

Roll cages
Front Cage - RHD only £151.30
Rear Cage - RHD only £151.30
Front £109.12
Rear £109.12
Roll cage inc. Diagonal £264.46
Roll cage point weld in cage £65.25
Multi point bolt in cage £99.89
Roll cage pads £111.33
Roll cage padding, 80cm £11.48 * Red, Blue or Black available

Sump Guards
BAC dual £96.00
Monte Carlo £86.96
Steel £68.56
Extension £51.60

Moto-Lita

Handcrafted wood or leather steering perfection

Boss Kits to suit Mk1, to '76 or '76 on - Black with cap or horn control £54.32
- Polished with cap or horn control £83.83
Steering Wheels - flat or dish spokes
13" Woodrim - Polished Spoke £150.11
12" Leather - Polished or Black Spoke £150.49
13" Leather - Polished or Black Spoke £146.15

Other Steering Wheels - wheel only KIT
12", 13" Black Vinyl 3 spoke £39.13 £52.25
12", 13" Black Leather 3 spoke £56.04 £67.10
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MINI WINTER RALLY 2014

This challenging Mini weekender celebrated its 10th anniversary as Belgian Mini fans, Anja and Wesley, returned to compete in their modified Moke.

Words **Anja Declerk** Photography **Wesley Berloo**

The clue to the fun to be had is in the name – The Mni Winter Rally!

For the 10th anniversary event, organisers Guy and Daniël decided to make the Mini Winter Rally a three-day tour this year, and 32 Mini teams booked in. Wesley had spent a whole month to prepare his Portuguese Moke for the challenging winter conditions. He fitted big spotlights at the front, stickers at the side and back, and a winter outfit in the form of a hard top! Surprisingly it turned out to be colder than a leather hood, as it doesn't heat up with the sun as effectively, and made things a bit noisier on the move too, but visibility was improved. It's a valuable thing to

have, but we prefer the summer top – it's more of a Moke feeling.

So Wednesday in the late afternoon we headed to Luxembourg for a one-night stay ahead of the rally. After a very good breakfast the next morning, our adventure to Switzerland began. We had a relaxing drive until Nancy, France, when the Moke began to stutter. Wesley recognised the sound straight away and thought the head gasket could be on the way out. Stopping at the side of the motorway, Wesley took a good look under the bonnet.

He played with the fuelling and thawed out one of the frozen carburettors, but we'd

just have to soldier on and hope for the best. We were back on the road, it was nerve-racking but the Moke was running OK and we reached Switzerland at around 2pm in the afternoon. Luckily Guy's son Glenn invited Wesley to the workshop of their Mini club and helped to replace the Moke's head gasket.

After several hours fixing the Moke, we met up with Wouter and Sarah from the other Belgian team and also our Dutch and English friends in Crissier (Lausanne). The drama was soon forgotten about, as we enjoyed a tasty dinner in an Italian restaurant recommended by the Swiss organisation.

FRIDAY JAN 24

Soon after breakfast the next morning, the Swiss organisers and a few old friends came to meet us for a nice traditional, touristic day of driving. There was a touristic road book planned out with some beautiful photo opportunities en route.

At midday we arrived in Mollendruz to go for a fun walk in the snow with snow-rackets on. We followed the longest walking route in our road book and after a lovely trek under the warm winter sun, ended up in a typical Swiss chalet further up the hill. There we were able to enjoy a delicious cheese fondue.





A hardtop on the Moke was meant to help comfort. It didn't!



Now it's a proper rally car!



SHOW REPORT

Not the obvious Winter Rally weapon.



We soon headed back to the Minis, and drove on our own tourist route, stopping off a few times for photos. We love to drive in the Swiss countryside, and even though it was slightly greener than previous years, it was still very beautiful.

SATURDAY

We were up early to drive to the startline of the Mini Winter Rally, half an hour from the hotel. The organisers handed out rally plaques and road books, and each Mini received a start number according to the age of their Mini, with the oldest starting first.

The 32 different teams came from seven different countries – Switzerland, France, Germany, the Netherlands, Italy, England and Belgium. There were some cool Mini derivatives too; an Estate, several Riley Elfs, a Woody, some Cooper Ss and many more besides.

After a short briefing, we were allowed to leave with start

number 20 and the cars were let out at one minute intervals. The road book consisted of several stages with Tulip directions and map exercises, with the aim of the rally to maintain an average speed and arrive within the time indicated.

The afternoon stop was at a local wine farm where we were all spoiled with a delicious plate of local meat, cheese and breads. And like in every Winter Rally, there were homemade sweet cakes and cookies too.

Part two brought us to our hotel very close to the famous Saint Bernard Tunnel, where we soon realised what was in store for the evening. Soon after checking in, and dressed up like Eskimos, we were led to the exciting ice racing circuit next to the St Bernard Tunnel.

After a quick briefing and a tour of the track, the real work began. The Minis had to race against each other on the slippery ice circuit. It was far from easy, but a really unique driving experience beside the

A very rare sight on the road... a man stopping to ask directions.



SHOW REPORT



The Moke soldiered on defiantly.



Anja goes for a trek across the snow.



mountains as day turned to night. Three races later, we returned to the hotel for a shower and to wait for a very nice local dinner. The company was fantastic and we had a great night, with the friendly national rivalry continuing to the table football!

SUNDAY

After a short night of sleep, making us feel much older than we are, Wesley prepared the Moke after its own cold, snowy night of sleep. He removed the warm blanket under the bonnet, checked the oil and coolant levels and started the engine.

Soon everyone was there to warm up their Minis. The Moke still wasn't running perfectly, so the fuel economy wasn't ideal, but we were happy it was getting us where we needed to be. Just three timed stages ahead, and the Mini Winter Rally was over for another year.

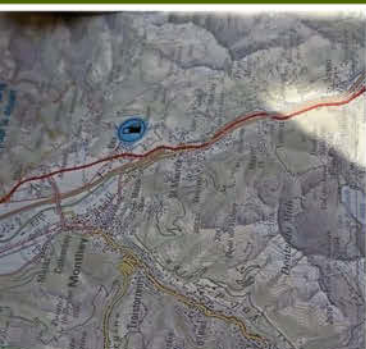
We drove better on the second day – we had been a few minutes too late on Saturday so the average speed was out. But we were pleased to finish sixth overall. Jean-Charles Loeb and Olivier Fillietaz from France finished a well-deserved first. They have finished second for several years, so congratulations to them this time. But everyone took something home even if not the win, with beautiful metal rally plaques handed out to all participants at the end.

We had a wonderful weekend. It was our eighth time on the rally and definitely one of the most fun.

Thanks go to the Guy and his MWR team for the super organisation and hospitality. We should also say thanks to our friends Sara, Wouter, Fokko, Maud, Christian, Esther, Ken, Helen, Jason, Richard, Phil, Tracy, Keith and Chris, for the fantastic company and a weekend to remember.



Ice track racing was included in the packed itinerary – not easy, but plenty enjoyable.



Rally plaques for all. A great weekend and good company.





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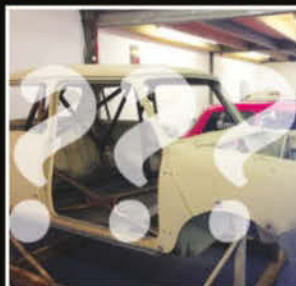


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The city of Belfast was brought to a halt on Saturday morning by a 200-car cavalcade comprising mostly of Minis.

PADDY HOPKIRK GALA

Words and Photography **Carlton Boyce**

Paddy Hopkirk's 200-car cavalcade brought the city of Belfast to a halt on Saturday February 22. The legendary rally driver was in his home city to mark the 50th anniversary of his 1964 Monte Carlo win with a three-day party. Leading the classic car procession in a replica of his Mini Cooper S 33 EJB, he said: "The car's amazing, really good – just like the one I drove."

Paddy is revered in a country that has always warmly embraced motorsport, and the five-time winner of the Circuit of Ireland Rally was made an Ambassador of the City by Máirtín Ó Muilleoir, the Lord Mayor of Belfast.

Paddy accepted with trademark modesty: "I'm very flattered and honoured, and the generosity of everybody here is simply wonderful."

The afternoon's Gala Event Autotest drew a world-class line-up including father-and-son duo John and Robin Lyons. Paddy handed out prizes and spent more than two hours signing autographs for fans before moving to the Titanic Quarter in the evening for a gala ball in his honour.

On hand to celebrate with him were sporting figures including Jimmy McRae, Ari Vatanen, John Watson, Rosemary Smith, Kris Meeke, and Beatty Crawford, the man responsible for organising the action-packed weekend.

A three-day party in Belfast to honour Paddy Hopkirk.



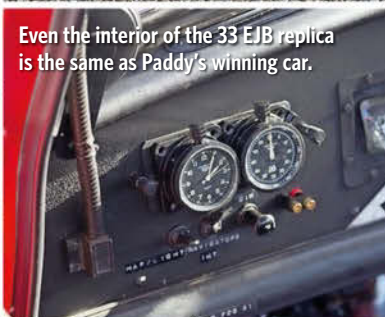
Paddy poses with a replica of 33 EJB outside Glenarm Castle, County Antrim.



Willie McVicker's 1962 Mini Cooper was one of a number of local cars used to ferry journalists around Belfast.



Father-and-son John and Robin Lyons competed in Saturday's autotest.



Even the interior of the 33 EJB replica is the same as Paddy's winning car.



With Jimmy McRae and John Lyons.



Arriving at the City Hall, Belfast.



Busily signing autographs for fans.



Paddy stops at Dunluce Castle, County Antrim to admire the view.



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Photography **Gerard Hughes**

RACE RETRO


Stoneleigh Park was the home to a two-day historic motorsport spectacular on February 21-23.

Each year Race Retro takes over an inauspicious looking showground just outside Coventry, packing the buildings with old school race and rally cars and drawing in the drivers that peddled them to victory all those years ago. The show autojumble area alone makes the event worth visiting, but the real attraction is the live rally stage.

It's far easier to appreciate historic machinery in action rather than in a static display, and so outside, thunderous rally legends of past could be seen kicking up the gravel and blatting round the course in anger. From Metro 6R4s and Lancia Delta S4s to rally-prepped Escorts and Minis, it's a classic rally fan's heaven.

Silverstone Auctions also held a sale

during the event, and this year there were four Minis up for grabs within the 100-car line-up. A red 1960 Austin sold for £7820, a 1966 Cooper went for £15,870 and a Farina Grey 1960 made an impressive £12,420, but a rally-prepped 1964 Cooper S didn't sell.

If you have even the slightest interest in historic racing and rallying, there's no excuse to not visit this event next year. 



Bill Richards' KAD 16-valve racer on the Millers Oils stand.



Beefed-up Abarth was stunning.



Patrick Walker gives his eight-port Cooper S the full beans.



Farina Grey 1960 Austin sold for £12,420.



Austin A35 represents the A-Series racers.



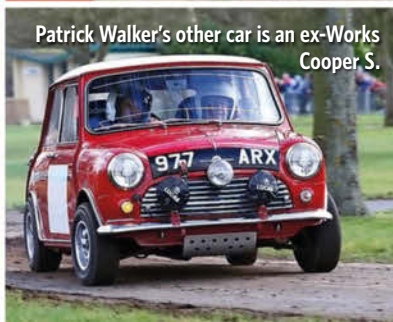
This rally-prepped Cooper S didn't meet its reserve.



This year's even celebrated the Metro 6R4's 30th birthday.



Patrick Walker's other car is an ex-Works Cooper S.





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- * Better Driveability
- * Uses one head gasket not two
- * Two year Warranty (*exc.belt & track racing use)

Prices are correct at time of going to print and may be subject to change, some exclusions may apply.





Heritage body panels

MK3 Door	£425
MK1 Door	£549
Windscreen Repair Panel / Scuttle Panel	£125
MK3 Bonnet	£165
Rear Panel Lower Half MK3	£200
MK3 Body Side	£315
MK1 A Pnl Inner/Outer	£62/£32.50
Mini Wing	£95
Rear Wheel Arch Inner	£81
MK1 and MK3 on Door Skin	£80
MK3 Boot Lid	£185
MK1 Genuine Bootlid - new!	£300
Rear Valance	£49
MK3 Dr Step & A-Post Repair	£75
Clubman Wing	£105
Clubman Front Panel	£218
MK3 Quarter Panel	£105
Genuine fr subframes	from £405
Genuine rr subframes	from £380
Outer van estate	
pickup sills	£30 each
Scuttle closing panel	£12 each
Rear Valance Clos panel	£34 each
Rear Heelboard Complete	£67
MK3 Door Skin	£80
Genuine Sill	£37.50
MK3 A Panel	£19.99

Clutches

£77	Bonded Rally/Race Clutch Plate
£123	Minispeed Paddle Clutch Plate
£163	AP Racing Paddle Race Plate
From £34.50	Pre Verto Grey/ Orange Double Grey AP Racing Cover

Double grey cover	£62
Grey/Orange clutch cover	£37
Standard/Blue clutch cover	£25
Turbo Verto clutch kit	£138
AP Racing Paddle race plate	£163
Bonded rally plate	£77
Turbo clutch plate genuine AP	£23.50
Verto clutch kit 1275	£114
Injection clutch kit	£114
Paddle clutch plate	£123
Alloy backplate	£109

Flywheels

Supalite Alloy Back plate 730g	£119
Supalite Flywheel 2.4Kg	£199
Lightened (exchange)	£41
Billet ultralight steel & Backplate	£219
As above, pre-engaged	£219

Mk4 Body Shell 1976 - 97, doors, bonnet & boot lid.

£6340	Mk4 Body Shell
£105	Clubman Wing
£165	MK3 Bonnet
£185	MK3 Bootlid
£175	Front Panel not clubman
£405	Gen. Fr Subframe
£183	Inner Wing 1976-89
£125	Scuttle Panel

Camshafts

	KENT CAMS	X-drilled Billet
256 Mild Road	£165	£201
266 Fast Road	£165	£201
274 Fast Road inj	£165	£201
276 Road Rally	£165	£201
286 Sports rally	£165	£201
296 Race	£165	£201
286 Scatter	£198	£234
296 Scatter	£198	£234
310 Full Race	£165	£201
315 Full race	£165	£201

PIPER CAMS

	Re-grind	Billet	X-drilled Billet
BP255 Mild road	£94	£190	£227
BP270 Fast road	£94	£190	£227
BP285 Rally	£94	£190	£227
BP300 Rally/Race	£94	£190	£227
BP320 Full race	£94	£190	£227

Minispeed Camshafts

MS 266, MS 276, MS 286, MS SWS	£60
Turbo £61 MPI fast road	£82
Rally camshaft	£82

Rebuilt Gearboxes

1. Fully rebuilt & warranted gearbox fitted with new bearings, baulk rings, re-built diff, central oil pick up pipe & competition diff pin.	£435
2. As per (1) with straight cut gears	£795
3. As per (2) with 4-pin diff	£949
4. 4Speed straight cut box, straight cut drop gears (any ratio) & 4-pin diff.	£1189
5. 4Speed straight cut box, straight cut drop gears plate type LSD or Quaife, output shafts, new gear selectors & semi-helical final drive ratio of your choice.	£1999

Upated Brake kits

£307	8.4" Upated Brake Kits.
£687	Stage 1 - Drilled and Grooved discs and EBC Green stuff pads
£506	Stage 2 - Standard vented discs and Metro 4 Pot callipers
	Stage 3 - As above with vented & grooved discs and G pads
	Stage 4 - 4 Pot aluminium callipers, drilled and grooved vented discs and Green stuff pads
	KAD 8.4" 4-pot alloy vented brake conversion kit - includes alloy callipers, x-drilled, grooved & vented discs, Greenstuff pads & all fittings
	KAD rear brake disc conversion kit
	7.5" Upated Brake Kits.
	Stage 1 - Grooved discs & Green stuff pads
	Stage 2 - 4 Pot aluminium callipers, vented discs & G pads
	Stage 3 - 4 Pot aluminium callipers, x-drilled v discs & pads
	CooperS front drum to disc brake conversion kit
	CooperS 12" to 10" disc conversion kit

Brake Discs

£77	Cooper 'S'
	Cooper 'S' Hi-Grade
	Cooper 'S' Grooved pair
	8.4" grooved solid discs (pr)
	EBC (pair)
	8.4" solid discs
	Vented & x-drilled discs

Calipers & Drums, etc

£475	KAD 8.4 kit
£33	Calipers: (each)
£112	Cooper S 12" std
	4 pot vented 12"
	4 pot 10" alloy
	4 pot 12" alloy
	4 pot 10" alloy vented
	4 pot 12" alloy vented
	KAD 10" 4-pot alloy callipers
	KAD 12" 4-pot alloy callipers

Brake Pads

From £15.50	EBC PADS:
	Kevlar Black Stuff Road Pads:
	Cooper
	Cooper S
	1275GT/late Minis
	Vented
	Green Stuff Fast Road/Rally
	Cooper
	Cooper S
	1275GT/late Minis
	Vented
	Standard Pads 8.4"
	Standard Rear Brake Shoes
	Mintex Rear Shoes

* after £20 refundable surcharge

	Standard Drum
	Spacer Drum
	The original
	Alloy Superfins
	Copy Superfins - top quality
	Braided Hose Kits:
	4 pot conversion kit
	4 line kit
	Rear Hose kit
	Verto clutch
	Pre-vert clutch
	1 piece clutch
	KAD Rear handbrake
	quadrants (pair)
	Master cylinders & Servos:
	MK3 servo with fittings
	Adjustable brake bias valve
	Tin reservoir brake master
	Tin reservoir clutch master
	Tin original style 'S' brake master cylinder

Upated suspension kits

£12.50	Solid Tower mounts set of 4
£58	Adj. Ride Height car set
£146	Kayaba gas adj. car & adj. ride height set
	Stage 1 - Adjustable shocks (Gaz), solid tower and tear drop mounts. To upgrade all kits to include KONI shocks please increase prices by £25; to upgrade to AVO shocks, increase kit prices by £60
	Stage 2 - As stage 1 plus ride height adjusters and Superflex tie-bar and bottom arm bushes.
	Stage 3 - As stage 2 plus negative camber kit
	Stage 4 - As stage 3 plus coil springs & rear subframe bush kit
	Stage 5 - As stage 4 plus rear anti-roll bar
	Negative Camber Kit: complete with superflex bushes, adjustable rear camber track brackets, 1.5deg bottom arms & adj. tie-bars.
	Above kit without superflex bushes
	Kayaba gas adjustable car set with adjustable ride height set



Gift vouchers available in £5, £10, £20, £25 & £50
The perfect present.

Price match promise, Minispeed promises to match or beat any supplier selling the same product.

Events



Book your Mini activities with our comprehensive Mini show and events guide!



Let's hope for more sunshine and less snow at Brooklands on March 22.

■ **March 22**

Brooklands Mini Day

Great annual outdoor Mini show at the Brooklands Museum in Surrey. Expect traders, show and shine, clubs and a special display of Mini Mokes in the Paddock. Includes entry to the historic museum. Note that the show takes place on Saturday this year rather than Sunday.

www.brooklandsmuseum.com

■ **April 12**

Pride of Longbridge

Annual celebration of vehicles built at Longbridge or with connections to the Birmingham-based plant. It's free to enter, and takes place at Cofton Park, close to the Longbridge site.

www.austinlongbridgefederation.co.uk

■ **April 13**

Malvern Spring Mini Show

Indoor Mini show at the Three Counties Showground, Malvern, Worcs, taking place for the 15th time.

www.classicshows.org

■ **April 19-21**

Silly Mini Weekend

Taking place over the Easter weekend, this

annual Devon-based event raises money for Children's Hospice South West and features visits to Crealy Adventure Park, Powderham Castle and Dawlish Warren. Expect plenty of fun and family friendly activities, including a charity auction and raffle. Overnight accommodation is available at Hazelwood Holiday Park.

www.sillyminis.com

■ **April 20**

Minis vs Beetles

Annual grudge drag racing event taking place at York Raceway. Who will take honours in the battle between Minis and Beetles?

www.yorkraceway.org.uk

■ **April 21**

East Coast Run

Easter Monday run beginning in Bury St Edmunds and heading to the coastal town of Southwold in Suffolk. Proceeds from the event and a charity auction will go to EACH (East Anglian Children's Hospices).

www.eastcoastminiclub.co.uk

■ **April 21**

Surrey Hills Mini Run

Surrey Hills Mini Group's popular annual Mini run around Surrey Hill, starting at 10am at the

Royal Oak public house on Aldershot Road in Pirbright. Entry is £5 per car.

www.shmg.co.uk

■ **April 26-27**

Moles Moonraker Run

Beginning on Saturday afternoon with a run from the Hope Nature Centre near Trowbridge to Marlborough, followed by fish and chips, then games at the Bustard Club. Sunday includes breakfast at The Greyhound in Bromham and Mini run to the Atwell Wilson Motor Museum in Calne. All profits go to the Hope Nature Centre.

molesminiclub@hotmail.co.uk

■ **April 27**

H2H Run

Mini run from Huntington to Hunstanton on the Norfolk coast, organised by HAMOC. Entry is £5 per Mini. All profits go to Sue Ryder Cancer Care at Thorpe Hall.

www.hamoc.co.uk

■ **April 27**

Spring into Minis

New show for 2014 taking place at Ferndown Leisure Centre, Dorset, with club stands, trade stands, fancy dress, prizes, competitions and various other attractions.

www.springintominis.co.uk

■ **April 27**

Suffolk Run

Bury Mini Club's ever-popular run from Bury St Edmunds in Suffolk to Aldeburgh on the coast. This is the 10th annual run of its kind, and will cost £15 with proceeds going to charity. See the website for entry forms.

www.buryminiclub.co.uk

■ **April 29**

Japan Mini Day

The first of the J-MSA's two annual events, taking place at the Tsukuba Circuit, Japan. Expect plenty of attractions including racing and trade stands.

www.j-msa.com

■ **May 3**

Back to Downton

Taking place for the fifth time, this event includes an excellent array of rare Minis, plus the chance to meet ex-Downton staff and various Mini personalities. It takes place at The Brian Whitehead Sports Ground in Downton, Wiltshire, and begins at 10am.

www.dewsc.org.uk

■ **May 4**

Mk1 Performance Action Day

An all-new Mini-only trackday taking place at Blyton Park Motorsport Centre. Includes an open pit track time all day, plus display cars in the paddock, a 'show and shine' and a host of big-name special guests. Camping is also offered on the Saturday and Sunday night. Track spaces are now sold out, but spectators are still welcome to attend.

www.mk1-forum.net

■ **May 5**

East Midlands Mini Show

Mini event taking place at Thoresby Park, Ollerton, Notts. Expect the usual attractions.

www.classicshows.org

■ **May 10**

Malin to Mizen

An epic one-day jaunt from the northern tip of Ireland to the most southern - a distance of 450 miles! Proceeds go to charity.

www.irishminis.ie

■ **May 11**

Brands Hatch Mini Festival

Expect plenty of thrilling Mini race action at this popular annual motorsport festival, including Mini Se7ens, Miglias, Mighty Minis and historics. Additional attractions include Mini-only parade laps, club stands, a large trade area and more. www.mini-festival.co.uk

■ **May 11**

British Mini Day

The British Mini Club's first outdoor show of the season, held at Himley Hall near Dudley. Expect

all the usual BMC attractions, including concours, show 'n' shine, traders, club stands and the ever-popular Mini raffle.
www.britishminiclub.co.uk

■ **May 16-18**

Minis on the Bay

Fun-packed camping weekend organised by Morecambe Bay Mini Club. Activities include Mini runs, treasure hunts, quizzes, competitions and children's activities, plus a raffle and charity auction in aid of Help for Heroes. Takes place at Gibraltar Farm in Silverdale near Lancaster.

01524 855561

audrey.hine@yahoo.com

■ **May 18**

London to Brighton Run

The daddy of Mini runs returns to its usual May weekend slot, beginning at Crystal Palace Park and heading to Brighton's Madeira Drive. Camping is available at Crystal Palace on the Saturday night, with traders, Show 'n' Shine, autotest, club stands and more at Brighton.
www.london-to-brighton.co.uk

■ **May 25**

Thistle Run

The Scottish answer to the London to Brighton Run, the Mini Clan's annual run will begin at the National Mining Museum in Newtongrange and conclude at Eyemouth Harbour. To mark the 100th anniversary of the First World War, the theme will be Military or period, so dress your car, yourself or both! This year's charities are RLNI Eyemouth and Erskine Veterans. Registration will open early March.
www.miniclub.com

■ **May 26**

Knebworth Mini & VW Show

Joint Mini and VW bash taking place at Knebworth Park, close to Stevenage, Herts.
www.classicshows.org

■ **June 8**

National Mini Cooper Day

The Mini Cooper Register's flagship event, bringing together rare Mini Coopers and Minis of every age and derivative at the Beaulieu National Motor Museum in the New Forest. Attractions include traders, autojumble, concours, Mini celebs and much more.
www.minicooper.org

■ **June 15**

Gainsborough Mini Day

The Trent Valley MOC hosts its brand new free to attend event, taking place in the Market Place, Gainsborough. Places are offered on a first come first served basis, and everyone needs to be in position by 10am.
www.trenvalleymoc.co.uk

■ **June 22**

Mega Mini Meet

Lytham Hall in Lancashire is the quintessentially English backdrop for this Mini day out, with competitions, club stands, trade stands and entertainment.
www.facebook.com/megamini.meet

■ **June 26-29**

Balkanska Minijada

Mini Club Serbia's annual flagship event gets an extra day and a different, 'rally-style' emphasis this year, beginning in Belgrade and heading to the Zlatibor mountain region in the Dinaric Alps.
www.miniclubserbia.rs

■ **June 29**

Colchester Mini Show

Classic Minis and MINIS are welcome to this Essex-based event, featuring a concours, loudest exhaust contest, sound off, Mini push and more.

www.colchesterminiclub.co.uk

■ **July 2-6**

Mini Meet East Meets West

Gathering based in Milwaukee, USA. Attractions include great US Minis, an autocross, funkana, workshops, runs and a scavenger hunt.

www.minimeet2014.com

■ **July 6**

Retro Fundraising

Somerset-based fun run and entertainment in retro fancy dress, in aid of disabled children's charities. All pre-1995 cars are welcome.

www.retrofundraising.co.uk

■ **July 18-20**

Skeg Mini Fest

Fundraising weekend featuring Minis and music, taking place at the Welcome Inn in Skegness, Lincolnshire. Camping is available from Friday to Monday. Proceeds go to Macmillan Cancer Support.

www.skegminifest.co.uk

■ **July 19-20**

Manx Mini Meet

Fun navigational driving weekend taking place on the Isle of Man, including a closed road section at Jurby Airfield and rides for charity with local Mini rally car drivers.

www.manxminiregister.com

■ **July 20**

Breakfast and Big Toys

Event for cars and bikes raising money for Cystic Fibrosis and Cancer Research, held at Autobahn Tuning in Northallerton. Search for 'Breakfast and Big Toys' on Facebook.

■ **July 20**

Minis on the 'Rec

Brighton Mini Club's popular annual event, taking at Adur Recreation Ground, Shoreham by Sea. Includes traders, raffle, car displays, show and shine and 'Weirdest Object in a Boot competition'. Proceeds go to the Chesnut Tree House Hospice.

www.brightonminiclub.co.uk

■ **July 25-27**

Cambridge Mini Chill

Relaxed camping weekend based at Marley Eternit Social Club in Meldreth, Herts. Activities include barbecues and local bands. Entry is £5 per person, with proceeds going to charity.
knowles.madhouse@virgin.net

■ **July 27**

Cotswold Classic Mini Tour

A tour around the beautiful Cotswolds lanes as organised by the Mini Fixers in aid of local charities. The route is new every year, and will start at Fairford before finishing at The Trout Inn in Lechlade on Thames. Camping is available, and you can book online.

www.minifixers.co.uk

■ **August 1-3**

IMM 2014/Mini 55

The International Mini Meeting takes place at the Kent Event Centre in 2014, and is hosted by the Southern Mini Owners Club. The event will celebrate 55 years of the Mini, too. Don't miss

out, it's sure to be a cracker! Keep on eye on our news pages for regular event updates.

www.imm2014.co.uk

■ **August 10**

Mini in the Park

Mini in the Park returns to Santa Pod Raceway in Northamptonshire. Combining drag racing with static attractions, the event will include a Saturday night party and camping, traders, club stands, special live action displays, concours, the Fireforce Jet Car and much more. It's one of our favourite shows on the calendar.

www.minishow.co.uk

■ **August 23-24**

NMOC East Anglian Job

The Norfolk Mini Owners Club's annual camping weekend, featuring Mini runs, barbecues, a quiz night and more. The £25 entry fee per car includes camping, run plaque, notes, quiz entry for one person and a burger! A £15 run ticket is also available for entry to both runs, plus the run plaque and notes.

www.eastanglianjob.co.uk

■ **August 25**

Blenheim Festival of Transport

General show with Minis welcomed, taking place at Blenheim Palace, Woodstock, Oxon.

www.classicshows.org

■ **August 25**

East Midlands Mini Show

Mini event taking place at Thoresby Park, Ollerton, Nottinghamshire.

www.classicshows.org

■ **August 31**

British MiniFest

The British Mini Club's final outdoor event of the year, taking place at Uttoxeter Racecourse. Highlights include club stands with prizes for the best efforts, traders, concours and the chance to win a Mini for £1.

www.britishminiclub.co.uk

■ **September 2-10**

The Italian Job Tour

Drive your Mini to Italy and visit the locations from the iconic Italian Job film, with like-minded enthusiasts. Cost is £600 per person, based on two people sharing.

www.italianjobtours.co.uk

■ **September 7**

Minis by the Sea

Great free event organised by the West Sussex Mini Owners Club, taking place at Stenye Gardens close to Worthing seafront. Various attractions include a charity raffle and auction in aid of local hospices.

www.wsmoc.co.uk

■ **September 7**

Mouth 2 Mouth

Jurassic Coast Minis hosts this annual run along the Dorset coast, this year from Weymouth to Exmouth in aid of the RNLI.

www.facebook.com/jurassiccoast.minis

■ **September 14**

National Mini Show

Long-running annual event taking place at the picturesque Stanford Hall near Lutterworth in Leicestershire. Includes a busy trade area, autojumble, club displays, concours and more.

01543 257956

www.miniownersclub.co.uk

■ **September 21**

King's Lynn to Great Yarmouth

A cruise across Norfolk to the seafront at Great Yarmouth in aid of charity, hosted by King's Lynn Mini Owners Club.

www.klmoc.co.uk

■ **September 21**

Polderoute 7

Traditional one-day navigational rally in Belgium with two skill classes, Touristic or Sport. Organised by Belgian Minis on Tour.

www.belgianminisontour.be

■ **September 29**

Mini Action Day

Annual Mini track action at Castle Combe in Wiltshire. Includes track time, charity rides, traders, autojumble, club stands and more.

www.castlecombecircuit.co.uk

■ **October 12**

Malvern Autumn Mini Show

The 16th Malvern Autumn Mini Show, taking place at the Three Counties Showground near Malvern, Worcestershire. Expect traders, clubs and more.

www.classicshows.org

■ **October 19**

MiniFair 2

The second of the British Mini Club's big indoor events. Features clubs, traders, autojumble and the Premier Concours Finals, plus the chance to win a Mini!

www.britishminiclub.co.uk

■ **October 23 - November 1**

Italian Job

The Italian Job celebrates its 25th anniversary with another pilgrimage to Italy, open to vehicles and their derivatives from the famous 1969 film, following route books and raising money for children's charity Variety. Budget on around £1000-1100 each based on two sharing.

www.italianjob.com

■ **MAY 21-25 2015**

IMM 2015

The International Mini Meeting moves to the north east of Lithuania for 2015, held on the Greater Island of Lake Zarasas.

www.imm2015lithuania.com

REGULAR MINI EVENTS

Ace Café Mod 'n' Mini Night

Visit the iconic Ace Café on London's North Circular on the first Thursday of every month.
www.ace-cafe-london.com

West Midlands Mini Nights

Taking place on the second Friday of every month at the Sketchley Bar in Weir Lane, Lower Wick, Worcester.
www.westmidlandminishow.co.uk

Trent Valley Mini Nights

The Caenby Corner meets on the first Friday of each month from May to September have now been moved to The Red Lion, Redbourne, DN21 4QR.
www.trentvalleymoc.co.uk

H Cafe Mini Meets

Taking place on the second Thursday of each month from March until early autumn at the H Cafe, Oxford Road, Dorchester-on-Thames.
www.h-cafe.co.uk

STAR LETTER A HELPING HAND

We have a few youngsters here in the Gloucestershire Mini Owners Club who are always keen to learn. I have helped a few over the last year, but one lad, 17-year-old Will Thorp, has really impressed me. Last year, I started helping him learn to weld so he could repair his Mini. After some bad advice from the forums, I told him to get round my house, set him up outside with a welder and some off-cuts of metal, and away he went.

Later he developed a leak on his 998cc head, a beyond-repair crack. I advised him to find another and come round for a few evenings. It was stripped, degreased, washed, wire brushed, the valves reshaped/polished/lapped in, ported to match the manifolds and given three coats of red paint. Will plans to fit the head in the next week or so with help from fellow member, Dan. We wait with baited breath for the result!

Ian

This is why the Mini scene is so great! Thanks for sharing, Ian.



Will getting hands-on with his engine rebuild.

SEND US A LETTER

Email us at minimag@futurenet.com or send the team a letter:

Letters, Mini Magazine, 30
Monmouth St, Bath, BA1 2BW.
Or visit our website and forum at www.minimag.co.uk

Letters/posts may be edited for length and legal reasons.

MiniMag Facefeed

Our lunchtime question continues to generate plenty of discussion. Here's a selection...

Where's the most awkward place you've broken down?

- In the middle toll both at the Dartford crossing on a bank holiday. It closed the whole M25 whilst it got recovered to the side of the road! *Craig Scott*
- When the fuel pump cut out in the wolf enclosure of a wildlife park. The bonus was being towed out by the ranger's Land Rover. *Michael Horsler*
- In the middle of a Ford a foot deep! If I opened the doors water would just gush in! *Ben Crooks*

Stickered up or plain and simple, how do you prefer your Mini's paintwork?

- Plain and simple for me. With the odd sticker on the windows. *Chris Bennett*
- Just simple and understated stickers to cover up the rust. *Jan Judge*
- Stickered up, of course. It's much easier to make it unique. *Denes Varga*

What's the most ambitious modification you've tried at home?

- I'm currently converting a 1962 shell into a Minisprint - all in the back garden when free time and fine weather coincides! *Darrin Butcher*
- An engine rebuild and swap in a week whilst on holiday at the mother-in-law's. It had to work or we'd have been stuck 200 miles from home! *Claire Newell*
- My Mini was restored in a 15 square metre room! *Michele Taccardi*
- A rear beam axle conversion. It was a pig but I got it done. *Rodney Humphrey*
- Replacing front wings, A-panels, both outer sills and battery box. I'm a self-taught welder and not the best, but at least I can say I have done it myself. *Stuart Holt*

If you saw somebody hit their door on your Mini, how would you react?

- Close the same door on their head. Repeat... *Will Manghan*
- I park as far away from everyone for that very reason. *James Calderaro*
- Full-on rage. And insurance details. *Andrew Forbes*

To get involved, visit www.facebook.com/future.minimagazine



Gardar found his Mini again after 34 years and is now restoring it.



Sitting comfy

I thought I would show you the latest edition to my mate's games room, as made by local guys here in Northern Ireland. What do you think?

Jim Ayre

We'll clear a space in the Mini Magazine workshop for a few!

First Mini

I'm 15 and I bought a Mini shell with £180 that I saved up. It was just the shell, and I've since been to many Mini shows to buy a lot of things for it. The last show I went to I spent £300 on some alloys, wheel arches and then some stainless steel bolts. I hope to get this Mini finished by the time I pass my test and can't wait to drive it.

Sean Mann

That looks like a good starting point Sean, we look forward to seeing the car finished and on the road.



Sean bought his shell for just £180.

2013 (40 years later) and is now ready for paint and reassembly.

Gardar Larusson

What are the chances of that?!

Fantastic story, Gardar - please send us some more pics when the car's back to its former glory.



Alex and Helen with their Minis.

Wedding cars

Here we are with our two Minis that transported six bridesmaids to the church and reception for our brother's wedding. One is an 1982 City, the other a 1996 Equinox. Although the weather was wet and cold, the Minis added an extra special touch to an amazing day.

Alex and Helen High

Icelandic resto

In 1973 there was finally a working dealership for Minis here in Iceland. Having been an avid fan of Minis since 1968 I went to order a new Cooper S, but was told that they were not produced anymore, and the 1275 GT had come instead. After some thinking and digging, I went back and bought a new Mini 1000, and wrote to Mini Sport of Padiham and ordered an unused engine/gearbox for a 1275 Cooper S. The brakes came from a 1967 Cooper S, the only one in Iceland, which was being scrapped at the time. By April the car was ready, actually on April 29 - the day I got my licence at 17.

I sold the car in 1977 and regretted it ever since, and started looking for it again in 1999 to no avail. But in 2011 I got a call from a person who had the car in his garage, where it had sat dismantled since 1981. The person decided that the car should go home again, and in December 2012 I got it back. I have since been rebuilding my Mini to its former glory. It was officially re-registered on August 16



The Mini Se7en Racing Club are proud to announce the launch of the

Mini Miglia Invitation Class

Following the success of the Invitation class in 2013, the Mini Se7en Racing Club would like to invite a variety of racing Minis to join the Mini Miglia grid in 2014, for what looks set to be another fantastic season. With strong grids and wheel to wheel action throughout the field...
Is there a better place to race your Mini?

Key Technical Regulations

Cars must be powered by A Series 5 Port Engines (although cars/drivers will be reviewed on an individual basis)

Cars must carry the Mini Miglia Championship Decals (Door Squares, Windscreen Header and Sponsors Decals)

Cars must look like a Rover/BMC Mini

Cars must comply to MSA safety regulations

Drivers will have the flexibility to pay race membership per race weekend (£40)
or a one off annual race membership (£195)

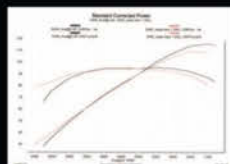
We look forward to seeing you on the grid in 2014!

Please register your interest with Mike Jackson
Mike.Jackson@mini7.co.uk

Swiftune
Engineering Ltd.

A cut above the rest

The New Swiftune SW8 - Out Now
See Website For Details



swiftune.com

Your Minis

Send 'Your Minis' pictures to
minimag@futurenet.co.uk

WINNER

Each month's Star Mini winner
receives a £50 voucher to
spend with Minispeed!

MINISPEED

LONG-TERM 1275 GT

Name: Daniel Reis

Car: 1974 1275 GT

Location: Portugal

■ I'm a big fan of your magazine, and feel very proud that you liked my Mini on Facebook! It's a Mini 1275 GT, from 1974, and I've owned it for at least 18 years. The engine is a 1293cc with twin HS4 carburettors, 1.5:1 high-lift forged rockers, large valves, 266 Kent cam, new pumps, original reconditioned gearbox and Manifold exhaust. The suspension is equipped with Gaz dampers and Hi-Los all round. For the exterior, I chose the 6x10-inch GT rims with Falken tyres and just some simple wheel arch extensions. The interior was built with a race look, with two bucket seats and a quickshift gear lever.



Stylish exterior features Paddy Hopkirk
GT wheels and funky door mirrors.



Daniel has owned his
GT for over 18 years!



DUTCH VAN

Name: Maarten van Ham

Car: 1978 Minivan

Location: Oosterhout

■ Hello Mini Magazine, here's my 1978 Minivan. I worked on the restoration for two years to get it looking how it does now. First off it had a 998cc engine but I've swapped it for a better 1275 engine with an HIF44 carburettor. The shell was totally stripped, welded up and repainted, and the dashboard was all painted up too. I also bought new seats, new carpet, new... well, almost everything! I love my Weller wheels especially. Once it was complete I even drove down to Italy for the 2013 IMM.



The bodyshell was
completely stripped.



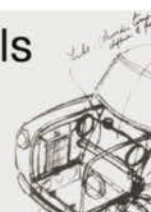
Maarten finished his van in time for the Italian IMM.



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Rob and Craig have been rebuilding a Clubman Estate to visit the shows in 2014.

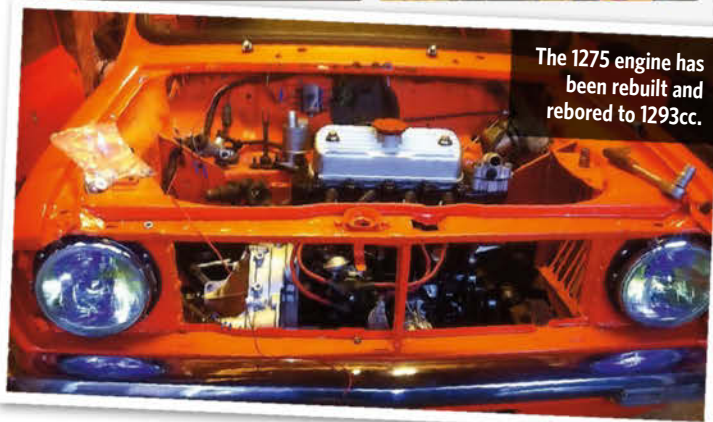
REAL ESTATE

Name: Rob and Craig Willows

Car: Clubman Estate

Location: Plymouth

■ This is my son Craig's project car that we originally bought as a bare shell with no front end. It needed a little bit of welding on the floor pans and then we resprayed it in a very bright shade of orange. I then managed to get hold of a Metro Turbo block, which we had bored out to a 1293cc by a friend, John Crocker. Although it was a Metro Turbo engine originally, we're going to run it normally aspirated. We hope to have it on the road as soon as possible, and the first major outing should be the Riviera Run in May.



The 1275 engine has been rebuilt and rebored to 1293cc.

HOTTED UP

Name: Ian Clements

Car: Mini Red Hot

I've been involved with Minis for the past 15 years, but have always wanted a Red Hot as I have fond childhood memories of my parents owning one. So in September 2012, I decided to restore my Red Hot that had been off the road for four years. I cleaned the points up, put a spare battery in and fired her up. It put a big smile on my face and geared me up to turn this rotten Mini into an A1 restored example.

It turned out that most of the bodysell needed repairing or the panels replacing. Any normal person would have decided on scrapping the car or to reshell it, but with my dad's expertise in welding and spraying classic cars, we went all out to get this car done. Despite the amount of welding involved, we managed to achieve very good gaps on the panels and once the colour had

been applied, I couldn't believe how bright the Red Hot (CNL paint code) was! I wanted to keep the car as original as possible with a few minor details changed for personal preference, but so it can easily be changed back to a completely stock Red Hot if need be. Being one of only 1000 UK examples produced, I've yet to see another Red Hot LE in this condition in the magazine or at a Mini show.

Looking great with some minor modifications.



RESTO PROJECT

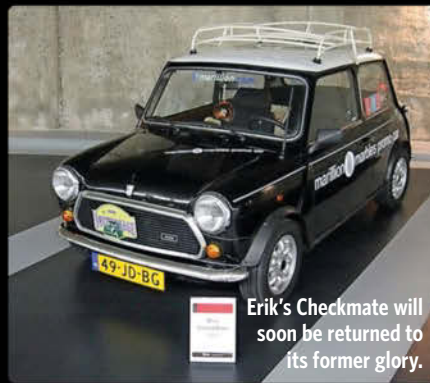
Name: Erik Mels

Car: Mini Checkmate

Location: The Netherlands

■ My 1990 Mini Checkmate is currently awaiting a friend and I to find time to do some repairs on it. At least it's dry stored for now! It's a pretty much standard 998 with just a Stage 1 kit and an HIF38 carb, which makes it very drivable! I have fitted some Vauxhall Corsa GSi seats for comfort though. As for the repairs - it needs welding on the sills and boot floor, as well as a new roof panel since a load of frozen

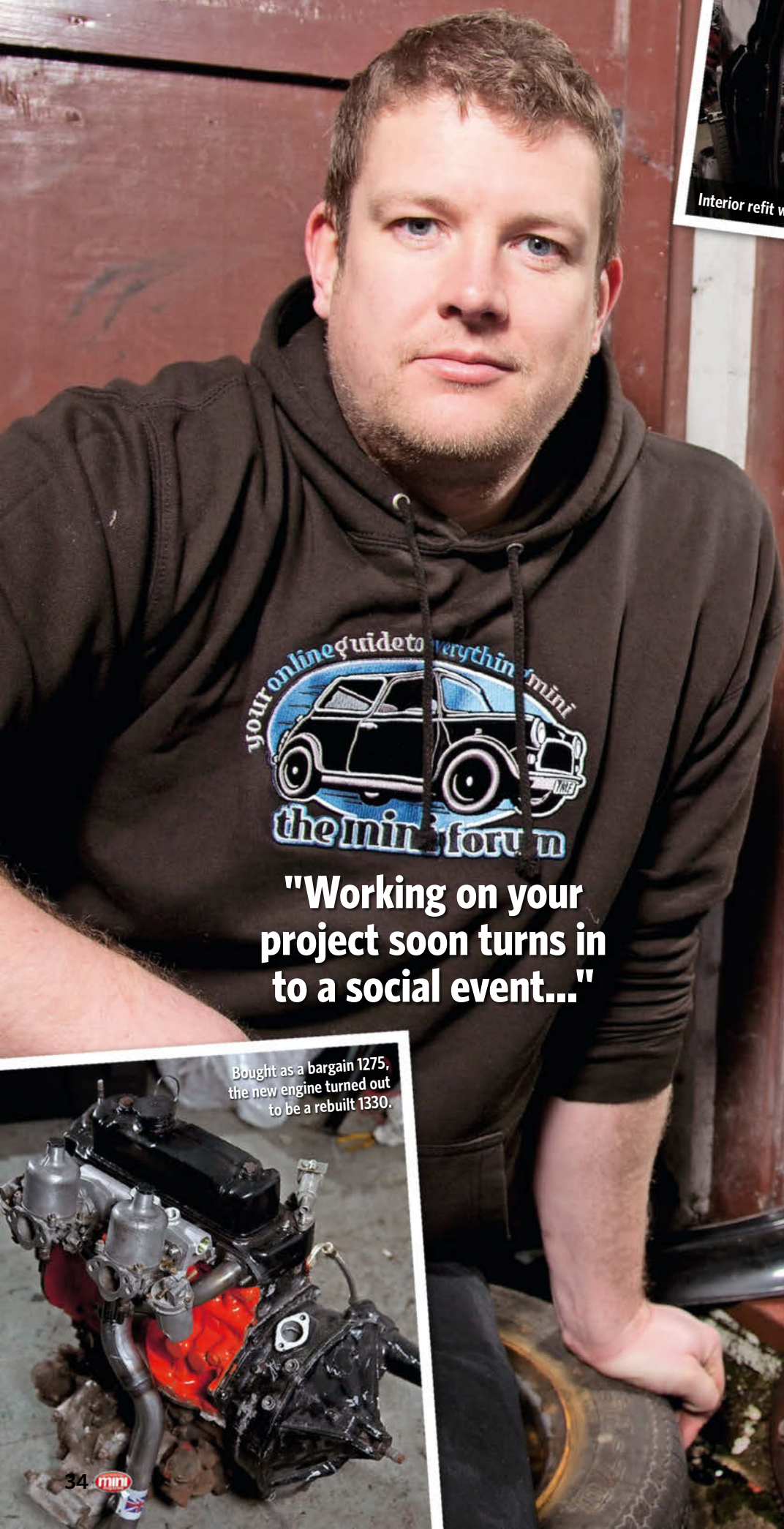
snow fell on its roof while stored outside a friend's house a few years ago. The roof was dented so badly from the pile of snow that it was actually resting on the headrests! It was used as a daily drive for the last few years and has been to IMMs in 2007, 2009 and 2011.



Erik's Checkmate will soon be returned to its former glory.

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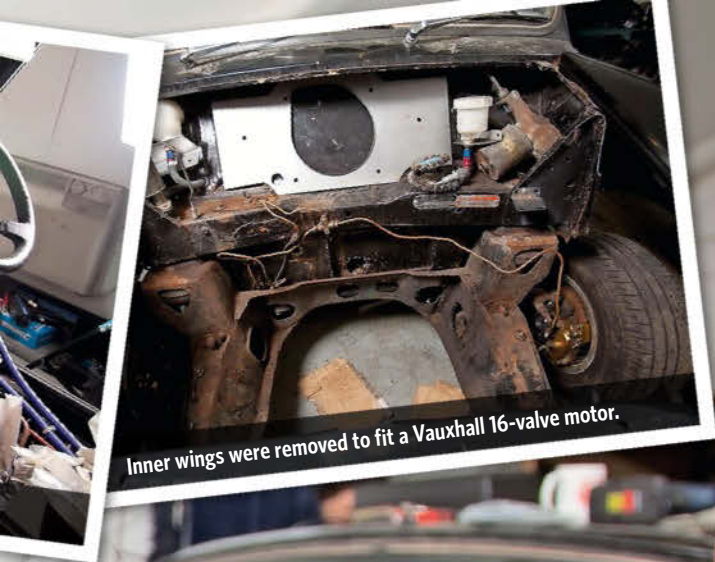


Interior refit will be '70s-style, with the centre speedo retained.

"Working on your project soon turns in to a social event..."



Bought as a bargain 1275, the new engine turned out to be a rebuilt 1330.



Inner wings were removed to fit a Vauxhall 16-valve motor.



ON THE JOB

Helping hands

Retro-fitting an A-Series in to a 16-valve Mini is going better with some friends for company.

Words **Jon Betts** Photography **Alisdair Cusick**

Working alone in a cramped garage can be very demoralising, and finding the enthusiasm to carry on, especially on those cold winter days, can be extremely hard. We've all been there when the calling of a warm living room and a hot cup of tea pulls you away from your project, so what's the answer?

Seeing some real progress is always a good way to keep motivated, as is buying a heap of shiny new parts. But how about taking things to the extreme by renting a big workshop space and getting a few like-minded mates to share the costs? Working on your project soon turns into a social event, the only possible downside being that you could spend too much time chin wagging! But a little friendly banter centred around who can get finished first will often encourage everyone to get stuck in.

Matt Howard found himself in a similar situation, working in a garage that would only just fit his car inside, and when work was done it had to be rolled in and out. The wonders of social media helped resolve the problem when a post on Facebook about the possibility of getting a unit resulted in more than enough interest.

Sadly the move into the new unit on a small industrial estate was tinged with sadness, as one of Matt's mates who would be sharing the space, George Allsopp, sadly died in a car accident. We're sure that George would be pleased his friends carried on with the unit, as he was a serious Mini fanatic. As a fitting tribute to him, Matt will be organising a memorial run on June 21 in his honour, with proceeds going to the Midlands Air Ambulance charity – something that George was a big supporter of.

Work can now continue in earnest with everyone moved into the workshop. Being surrounded by like-minded folk can only be a good thing for morale. ➡

PROJECT PROFILE

THE OWNER

NAME: Matt Howard

AGE: 36 and a bit!

OCCUPATION: Aerospace Design Engineer

LOCATION: North Wales

THE CAR:

CAR: 1971 Mini 1000

START CONDITION: £800 eBay gamble

CONDITION NOW: Rollcage and 16-valve engine out, and body ready for restoration work

TIME TAKEN SO FAR: Unknown, but I stripped the last engine in December 2013

ESTIMATED TIME OF COMPLETION: May/June hopefully



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Even with twin SUs, it'll have less power than the C16XE, but the Mini should be worth more.

How did it first come to own your Mini?

I found it on eBay several years ago and it was a bit of a gamble. It didn't make its reserve but the seller gave me a second chance offer and I got it for £800! It was really badly listed and came with loads of spares including a 1330 engine. I managed to sell off lots of the bits I didn't need for £650 – so not a bad deal.

What sort of condition was it in?

Body-wise it was really good and just needed the doors sorting. The underside was coated in some real thick rubberised stuff; it weighed a ton when I removed it all, but it definitely saved the floors.

What made you go for a Mini?

My dad had about 15 of them when I was growing up. He had a business in Manchester and used to buy a new one every six months or so. I got my first one when I was 13 and I've not been without one since!

What spec did you run the car in?

The original A-Series was soon removed and a 16-valve Vauxhall C16XE engine mounted in a new Allspeed subframe. The engine was fitted with Jenvey throttle bodies and a mappable ECU.

Having fitted the Vauxhall engine, why have you now decided to go back to an A-Series?

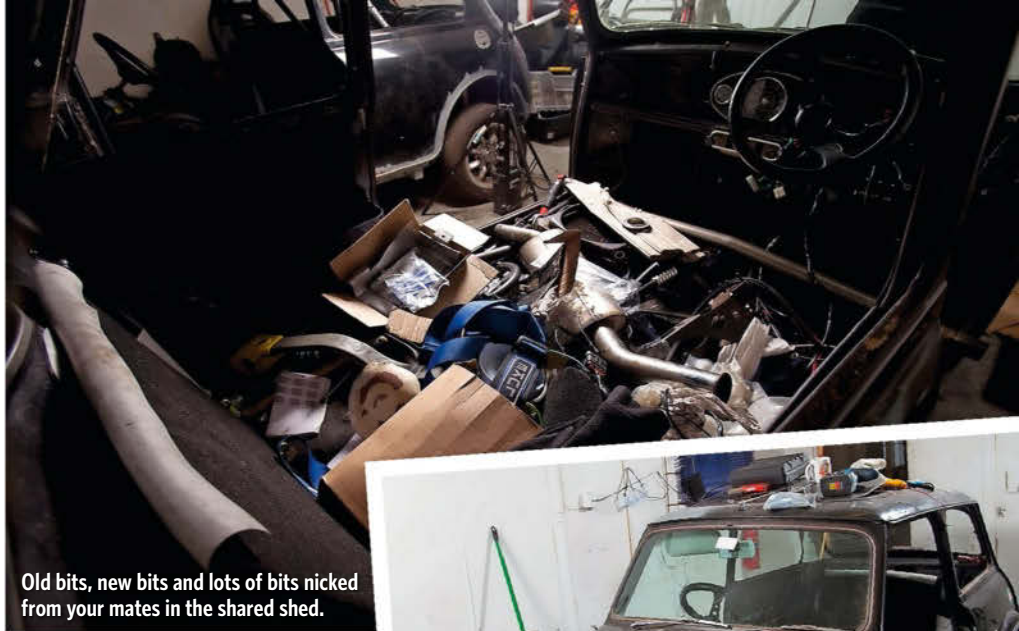
I just got bored of the 16-valve engine. It was making about 165bhp, but you could never really use the power, and after looking around it was obvious that Minis with engine conversions really don't fetch that much money. So I've decided to return it to near-standard spec.

Are you putting the Mini's original A-Series engine back in then?

No, that's long gone but I got another bargain on eBay. I paid £200 for a supposed 1275 engine but have since checked it and it's had a rebore with new pistons, new cam and loads of other bits – it's actually another 1330.

Has it been a fairly straightforward job to return the Mini to A-Series power?

The biggest problem has been finding all of the small parts, things like the long bolts that fix the radiator



Old bits, new bits and lots of bits nicked from your mates in the shared shed.

bracket in place. Over the years I've thrown so much stuff away, so it's been handy sharing a unit with three others that are doing engine conversions as they are getting rid of all their old A-Series stuff!

What changes have you had to make to the car to get the A-Series back in?

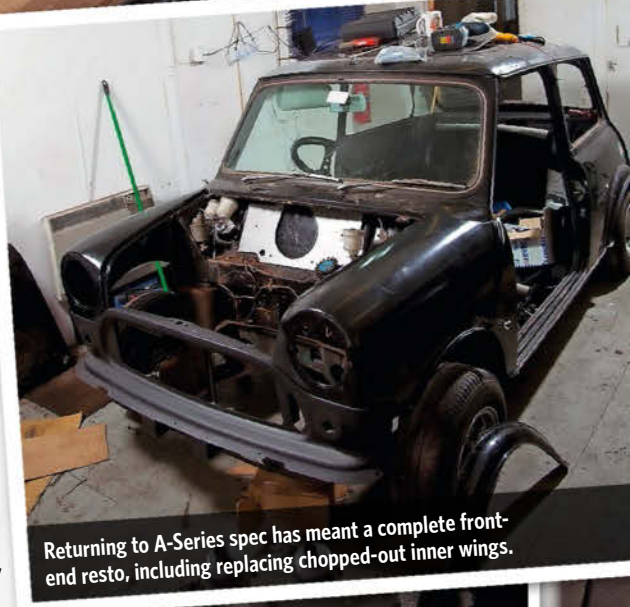
The biggest change has obviously been at the front end, as the inner wings were chopped out when I fitted the 16-valve engine, so I am having to replace them. I've also got to rebuild a gearbox, which I've not done for a long time. I'm actually looking forward to that.

Are there any other major changes planned to the Mini during this project?

I've never liked the sunroof, so I would really like to replace the roof skin, but there are hundreds of spot welds there so I'm a little unsure about doing it myself. As well as replacing the inner wings, the car will also be receiving new front wings, front panel and rear valance, plus a standard bonnet and bootlid instead of carbon-fibre ones previously used.

How has moving into a proper workshop helped with the project?

I've got a garage at home but you can only just fit the car in there, so to work on it you have to roll it out then push it back in when it starts raining or goes dark. I mentioned on Facebook about looking for a unit to share about a year ago and then this one came up. I think the best thing is being able to share knowledge



Returning to A-Series spec has meant a complete front-end resto, including replacing chopped-out inner wings.



Specialist tools are shared between fellow pals.

and help each other out. Having someone to give you a hand when you are struggling with a roll cage is invaluable. And as we all live within a few miles of the workshop, it's easy to pop down.

What sort of look are you going for with the car?

I want it to look as original as possible but with a '70s feel to it. The hardest part though is that no-one really seems to know what the actual specification of the car was; it seems to have some early and some later parts, so it was probably one of those Friday afternoon cars.

Will you be doing all the work yourself?

Yes, or at least as much as possible. I'm really keen to learn more about bodywork and paint, and luckily part of the new unit used to be a spray booth, so we are going to reinstate that and then we can do our own spray work.

Are the 10-inch wheels staying?

The car did have Sportpack arches and 7x13-inch wheels when I originally got it, but it was just horrible to drive, so they were removed straight away. The Mini was designed on 10-inch wheels so that's how it's staying.

Who would you like to thank?

I would like to thank The Mini Forum, without which I wouldn't have made so many great friends. 

FINISHED SPEC

COLOUR: Black

ENGINE: 1330 A-Series, twin HS4s, Manifold phase 2 LCB, Powerspark dizzy, stage 3 head, 276 cam, vernier timing set-up

GEARBOX: Fully rebuilt close-ratio remote box, 3.44:1 FD ratio, cross-pin differential, KAD quickshift, pot-joint output shafts

SUSPENSION: AVO adjustable lowered dampers, Mini Spares red dot cones, Hi-Los, adjustable front and rear camber, adjustable HD tie-rods, poly-bushed all round

BRAKES: Mini Sport 7.9-inch vented four-pot discs, Superfin rear drums

INTERIOR: Microcell front seats, Cooper rear bench, original style central binnacle

WHEELS: 6x10-inch GB alloys with Yokohama tyres



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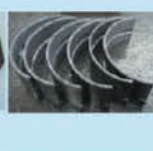
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MINI 1000



Grey matter

Prestige sports car restorer Steven Brannan turned his 1980 Mini 1000 around in just six weeks, creating a box-fresh show car with his favourite Mini styling cues.

Classic car values are a vexing thing. Whilst most of us are scrimping and saving for a Mini project, those more fortunate seem to think nothing of commissioning a £150,000 restoration on a classic Aston Martin. They're willing to pay big money for the status of these beautiful classics, the 007 appeal perhaps, but can a car ever be that much better than another? No matter how desirable they are, for us it's difficult to comprehend how a DB5 could ever be 50 times more rewarding to restore, own and drive than a humble Mini. Not that we're biased or anything...

But as it happens, Steven Brannan from Stoke has experience at both ends of the classic car scale, having spent 15 years restoring Astons for the wealthy, whilst retaining his personal affection for the Mini. When you're spending sums of money that are, for the majority, life changing, you'd expect absolute restoration perfection. So when the time came for Steven to go it alone with his own restoration company, SJB Classics, he decided to continue that level of attention to detail on his own car, a 1980 Mini 1000.

"If you're spending £100,000 or £150,000 on a restoration, you don't want to see rusty bits within a few months, or badly trimmed interiors with cheap materials," says Steven. "So I built this Mini with that in mind, even though many said I was mad to go so far with the details."

Words: Stephen Colbran Photography: Alisdair Lusick



THE BUILD

The Mini 1000 was pretty solid, having been rust-proofed from new, so it was the perfect base for Steven to build his retro-style show car. Most of the panels are original, but that didn't stop the project from becoming a bare-shell restoration. It's the ultimate way to rebuild a project Mini if you can.



TIME FOR CHANGE

Steven has restored a number of Minis before, usually opting for bright 1980s shades like Cinnabar Red, but this time he wanted to go more classic, transforming his Pageant Blue Mini 1000 into an Abarth Campavolo Grey retro looker on Rose Petals. "I've had the car for about eight years now," he says. "I used to have friends down south and went to Mini shows all over the country, so I've got fond memories of heading down the motorway, foot to the floor and going off the speedo – I would go everywhere in it. I used it every day for two years, come rain or shine, but then the gearbox went and I took it off the road."

Other projects came and went over the next six years, not to mention buying a house to rebuild with the all-important double garage, so the Mini 1000 was sidelined. Originally a 998 auto, a previous owner had converted it to a 998 manual, hastily chomped away at the rear seat base and installed a rear rollcage. There was also a white roof, alloys and a Mk1 grille, but it wasn't overly modified.

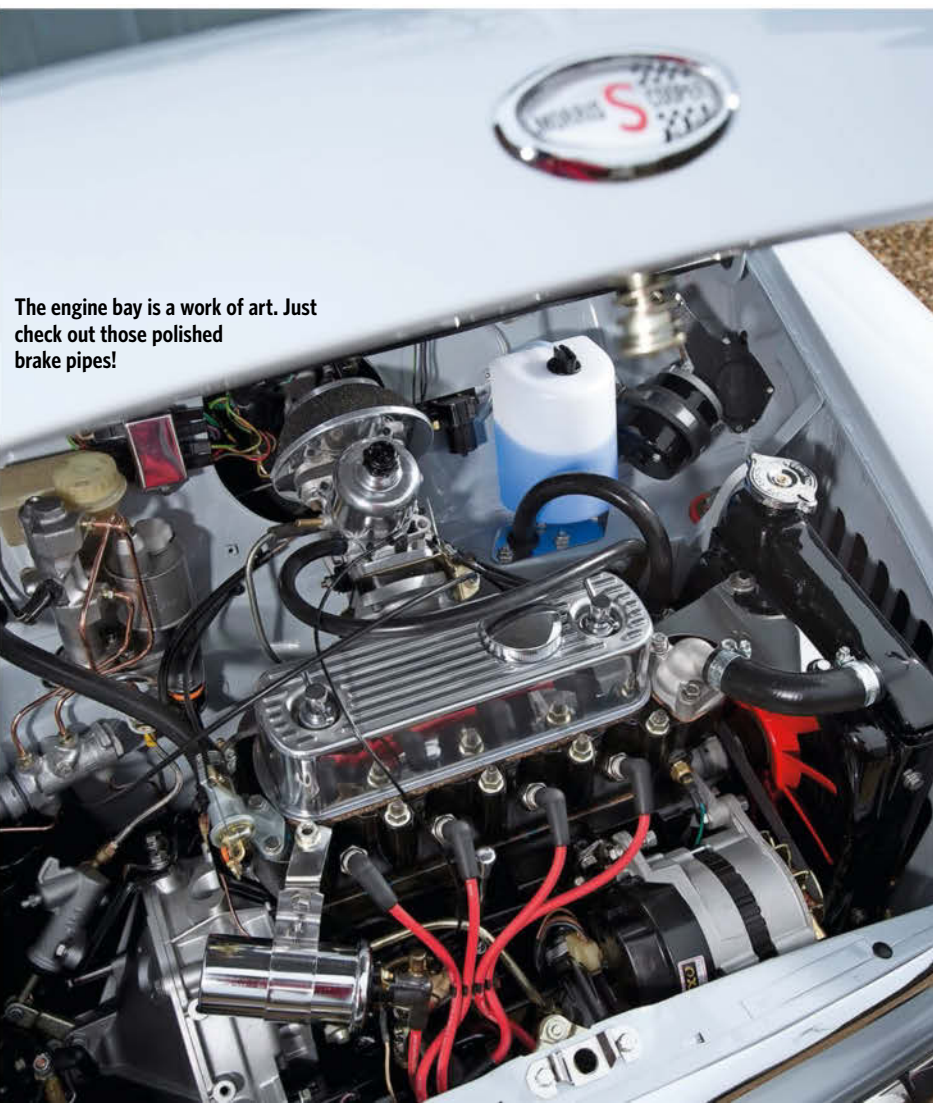
"It waited until October last year," continues Steven, "then I thought I'd get the Mini out of the way, as I'd just started up on my own, and decided to send it off to the bodyshop while the ramps were installed." Steven has no issues with sorting the bodywork himself, but at the time it made

more sense to send the car to his friends, Ian and Kev at L&L Bodyworks, so he could concentrate on the new workshop.

"At first I was always going to do it up and use it myself," he says, "but then I didn't always have my own business. Once I started, I wouldn't have the space to store it and time to use it, but it still had to be done." With that in mind, he came up with a plan to turn the car around in super-fast fashion to sell on, but with absolutely no compromises on the quality: "I saw that Bingley Hall was coming up in January, so I knew it was the push I needed to get it done. I just devoted my time to it for the next six weeks – it nearly killed me!"

PERSONAL PROFESSION

Building a car to sell surely changes the restoration process and specs, as you need to keep an eye on costs and, perhaps most importantly, tailor the overall style to ensure it's universally appealing. But with a Mini, that's easier said than done; everyone has their own view and there's countless aftermarket bolt-ons, so how can you build the perfect blank canvas, an automotive equivalent of the magnolia wall? Steven didn't worry about that. In fact, he made things very personal: "It was always going to go old style – it didn't change things that I was going to sell it. People said 'you have to



The engine bay is a work of art. Just check out those polished brake pipes!

Steven cherry-picked his favourite Mini styling cues and combined them to good effect.

"I just devoted my time to it for the next six weeks – it nearly killed me!"



Tuned HIF44 SU feeds the mildly-modified 998.



put a MkI rear on it with the front', but I wanted it how I like a Mini. I like MkII rear lights and badges, not MkI, and I like the MkI front end and bootlid. I've always wanted Rose Petals and those seats too."

It would have a modern flair but with the classic look, electronic ignition, stainless steel fixings throughout and all-new parts to iron out the usual gremlins. "I think it's quite nice as a business to take a project on as a personal thing," Steven adds. "To me it means there's been more attention to detail than from someone who's more detached from it."

When it came to the bodywork, things weren't bad at all – it needed A-panels and both door skins, plus a new rear panel, valance and closing panels. The whole rear panel was only replaced due to a speck of rust under the fuel filler aperture and Steven's relentless quest for a rust-free shell. To that extent, the outer sills were

removed, media blasted internally and new Heritage items refitted again. The door frames were even reprofiled by the bodyshop to suit the car, hence the millimetre-perfect door shuts. And just check out the MkI bonnet and boot fit – we think even wealthy Aston owners would approve of that.

BODY CONSCIOUS

When the car came back from paint in its modern yet classic-look Abarth shade, Steven was concerned. "I was really worried about the colour – it was just a big block of grey," he says. "But it started coming alive when the 'cage went in. I had a purple Clubman before that I'd set off with orange details, so the plan was orange detailing for this one, with an orange Alcantara headlining. But the material was extortionate, so I stuck with the red, like an Abarth 500, and fitted a



"The best thing is to do it quickly, to keep everything fresh in your mind..."



Colour-coded 'cage sits below a black perforated headlining, which Steven says was a difficult fit.



OMP Silverstone seats are an unusual choice.

black perforated headlining instead."

In the search for neat colour coding, you'll see that the fuel tank and dummy right-hand neck are red, as is the plastic cooling fan, Cooper S-type callipers and towing eye. Even the poly bushes were chosen for their colour. "Most places do orange bushes," says Steven, "but I found that Mini Sport sells red ones."

A Mini Sport spending spree ensued, as it dawned on Steven that any old parts would easily detract from the rest of the build. And he was probably right – if you've spent hours grinding down each stainless steel bolt head and polishing them all back up, and then hand-polished the brake lines to perfection, everything else has to step up a gear.

"The planning was the tricky bit of the project with such a short deadline," Steven explains. "Getting in from work at 2am and knowing that parts were all arriving the next day to get the next bits done – it was hard work."

"But the best thing is to do it quickly, to keep everything fresh in your mind," he continues. "Also, take lots of photographs as you strip a car down. I said to the paintshop that the subframes had to be back by a certain day. Luckily we're good friends and it all came back on time, no problem. They know what I'm like and the standards I ask for."

998 POWER

Under the bonnet you may expect to find a tuned 1275 engine to accompany the period racer look, but Steven decided to stick with the car's known-good 20,000-mile 998, albeit with a worked head and Stage 1 kit. "I've had numerous 1275 Minis over the years and I just don't like the engines – they never seemed to last long," he reasons. "And as the car is stunning underneath, you're never going to drive it fast anyway; why spend five or six thousand on an engine that's never going to be driven hard? If you get a nicely tuned 998, it's plenty good enough for what this car needs." It's a good point, and besides, it wouldn't take much effort to fit a more powerful engine if the new owner felt the need for speed.

With the car bolted back together just in time for Bingley Hall, there were a couple of last minute finishing touches. As the rear bins had been removed, no carpet sets would fit properly. So Steven got in touch with a friend who trims Bentleys for living, and asked for a high quality bespoke carpet set with leather-trimmed edges and a cross-stitched heel pad. He also sorted a custom boot mat to 'tidy' the immaculate boot area, and a carpet cover for the rear shelf.

The final details, only sorted on the day before the show, were the harness mount covers on the rear shelf. By Steven's standards, they looked untidy, so he visited



The boot is incredibly tidy. Steven opted to fit a later 7.5-gallon fuel tank.




Essential chrome detailing on the scuttle.



Race mirrors add a modern touch to the classic exterior.

Minimine, grabbed a couple of spare plastic covers as found on the B-pillar seat belt mounts, and clipped them over the top. Job done.

"The attention it had at the show was great," says Steven. "I thought I might get shot down about the S badges, but it had such a lot of attention and no one said anything. The only thing is, it's a bit of a shame that it's never going to be the car I used to drive, flat out down the motorway and going anywhere at the weekend, but it's going to fill someone's trophy cabinet when they show it!"

Next on the cards for a ground-up rebuild is one of Steven's bread-and-butter Aston Martins, but after that he may do another Mini, perhaps a MkII S if he right one comes along. And if the guys at the paintshop get their way, Steven may even be called on to complete a '59 they have in. If that's finished to anywhere near the standard of this one, it's surely in very safe hands. We'll take two please, and one of those budget DB5s whilst we're at it. 

THANKS TO:

Steven would like to thank: "Ian and Kev from L&L Bodyworks for the bodyshell repairs and paint, Leigh Stanway at Minimine and Tony from Calvus Coach Trimming of Crewe for the bespoke carpet."



Steven says he's keen to restore another Mini, perhaps a MkII Cooper S to standard spec.



TECH SPEC

BODY 1980 Mini 1000, drilled and wax injected from new, shell media blasted, Bonda primed. Replacement rear panel, rear valance, closing panels, MkI boot lid, outer sills, A-panels, MkI bonnet, door skins and various other small repairs. Door frames modified, rear seat and bins removed, DeLuxe chrome arch trim, halogen headlamps, Aston Martin DB4-style twin-filament sidelight/indicator units, MkII rear lamps, MkI numberplate light, later 7.5-gallon tank, Motamec Racing Formula 1 mirrors painted gloss black, Mini Sport stainless steel overriders and bar ends, genuine Sportpack stainless steel bumpers, Mini Sport MkI Cooper grille, polished stainless steel fixings throughout. Paint: Abarth Campavolo Grey.

ENGINE 998cc A-Series, ported and polished cylinder head, rejettied HIF44 carburettor, alloy inlet manifold, K&N air filter, high-output water pump, colour-coded fan, uprated radiator, standard fuel system, electronic ignition, high-output chrome coil, red HT leads, Denso iridium spark plugs, Manifold Stage 2 exhaust manifold, full Play Mini stainless steel exhaust, three-inch side-exit tail pipe, high-output alternator.

TRANSMISSION Standard-spec gearbox and clutch.

SUSPENSION Mini Sport poly bushes all round, stainless steel fittings and washers, uprated tie-rods, Adjusta Rides, Spax adjustable dampers, Cooper S steering arms.

BRAKES 7.5-inch Cooper S-type front discs, rebuilt with stainless steel pistons, Mintex performance pads, Minifin rear drums, billet alloy rear hub caps, Goodridge stainless flexi hoses, copper brake pipes, brass ends to factory shapes.

WHEELS AND TYRES 4.75x10-inch Rose Petal alloys with Yokohama 165/70x10 A032R tyres, stainless wheel nuts and stainless bolt-in valves.

INTERIOR OMP Silverstone classic bucket seats, Willans four-point harnesses, Newton Commercial Monte Carlo trim set and dashboard panels, three-clock centre binnacle, rebuilt gauges with mileage reset to zero, black perforated roof lining, polished alloy door furniture, full six-point Safety Devices rollcage, bespoke carpet set made to fit car with leather edge and leather cross-stitched heel pads, leather gear gaiter, leather-edged parcel shelf and boot carpet, alloy gear knob and leather-rim polished alloy steering wheel.

1275 GT RACER

FROZEN

Chris Lewis' 1275 GT Challenge racer really stood out on the grid with its bold colour scheme. Fast forward 34 years, and his brother Jonathan has recreated the car for a new generation to enjoy.

Words Jeff Ruggles Photography Matt Woods

No matter how good life gets, there's always one seemingly perfect match that gets away from you. For current Mighty Mini champion Jonathan Lewis, the past 35 years have seen him build up an incredible motorsport CV that includes title wins as a driver, a long stint as boss of the all-conquering Van Diemen Formula Ford team and even more success while head of Comtec Racing. The Yorkshireman has also dabbled in Formula Three, had ex-Formula One drivers among his staff and even made an appearance on *Top Gear* teaching Richard Hammond how to drive a single-seater Formula Renault. Yet there's one particular race car that stands out amongst all these amazing experiences, and what makes it all the more remarkable is that it wasn't even his.

For the full story, we need to rewind back to the late '70s. Jonathan was an aspiring Mini Se7en driver, doing odd jobs at Richard Longman's Christchurch premises. "Longman would supply me with engines, and I'd have to work the payments off," says Jonathan. "I was living outside in my coach, sleeping on the floor. For a 17-18-year-old, it was a great way to grow up."

Success on the track didn't take Jonathan very long to achieve. One particularly memorable experience was a victory in the 1979 Graham Hill Memorial Meeting, which was only his third race and saw him rub shoulders with Betty Hill and a young Damon Hill afterwards. The race wins would keep on coming, and in 1980 Jonathan won the Mini Se7en Challenge title. ➡



1275 GT RACER

IN TIME



1275 GT RACER

THE BUILD

Jonathan started his recreation with a solid but incomplete 1275 GT purchased from eBay. Without any need for remedial bodywork, it was duly 'caged' and repainted in Volkswagen Rally Yellow. The classic McCain livery is a mixture of old-school signwriting and vinyl graphics - it looks great!



"I begged Chris to let me have a go in the car, but he wouldn't..."

SIBLING RIVALRY

Jonathan wasn't the only member of the Lewis family to race Minis, however. "In 1979 my brother Chris decided he'd like to do the Leyland 1275 GT championship," Jonathan says. "He bought a brand new white 1275 GT from Appleyards of Harrogate and a kit of parts from Special Tuning, and we built it up together." Run by the Mini 7 Racing Club alongside the Se7en and Miglia championships, the entry list for the 1275 GT Challenge was a real who's who of Mini motorsport, as Jonathan recalls: "You had Patrick Watts, Jerry Hampshire, Peter Baldwin, Paul Taft and Steve Harris - all great drivers who are synonymous with the Mini, and Steve Soper who was to become a racing legend. At least 10 went on to be stars - it was a stepping-stone to the British Saloon Car Championship. You also got prize money, which everyone seems to have forgotten."

Chris' car was the one that really stood out on the grid though, thanks to its bright yellow colour scheme. "Through his work in the frozen food industry, Chris had managed to get sponsorship from McCain," says Jonathan. "At the time it had just invented the Oven Chip, which seems funny now but back then it was a brand new concept. Anyway the McCain art department designed the car, and I remember thinking, 'f**k that looks good!'"

With the Se7en and GT championships taking place on separate weekends, Jonathan

was able to act as a pit boy for his brother.

However, despite finishing third in the championship in 1979 and fifth in 1980, a victory eluded Chris. "I knew the car was good and fast, and that coupled with the fact that Chris could not seem to win in it always nagged at me," says Jonathan. "I begged him to let me have a go in the car but he wouldn't."

There would be no chance to put that right either, as in 1981 the Metro Challenge superseded the GT series. Chris would stick with Minis though, and went on to win the Mini Miglia Challenge an impressive five times before emigrating to New Zealand. Jonathan, meanwhile, didn't have enough money for a Metro drive and decided to take a different route that would see him mix with names like Aryton Senna and Eddie Irvine. "My prep skills outweighed those as a driver," he says. "I ended up at Van Diemen, which were the best years of my life. I loved going to work."

A spell heading up Comtec Racing followed, where he masterminded an unprecedented championship victory in the World Series by Renault in his first season. Jonathan then went into caravans, but his passion for motorsport couldn't be quashed, and he recently established the Snetterton Speed Shop. Based just outside the famous Norfolk circuit, it's been officially open for around a year now and is responsible for preparing the leading cars in the Mighty



Save for a bucket seat and rollcage, the interior of the car remains stock as per the original GT racers.



Standard 1275 GT three-clock binnacle with additional gauges.



A Safety Devices bolt-in 'cage mimics the original.



Modern race seat will pass scrutineering if Jonathan decides to compete in the car.

Mini series. "I was buying loads of Minis and had a nice Mk1 Cooper, but once I got past 40 I started thinking back to the GT – in my mind it was the one car that got away from me. Then in the early days of Facebook someone posted pictures of a race, and the McCain car was in it. I saw it and I thought 'I want that car again'."

STARTING AFRESH

And so began to hunt to get the car back. "I tried to find it but it was impossible," says Jonathan. "It was long-gone. At the Mini Festival last year I met a guy who told me that it got converted back to a road car and was destroyed." Instead Jonathan would have to start again from scratch, but he set the bar high. "I thought if I was going to do it, I wanted to do it exactly as I remember, which was stupid because it cost me a load more money.

I decided it had to be a white donor car in good nick, and started looking. One night after a few too many whiskeys I found the car I wanted, so I did the usual and bought the car over the 'net without even viewing. I arrived at a disused factory right at the back of Birmingham Airport, and waited for the lady to arrive. She opened the door of the lock-up, and covered in furniture and crap there was this 1275. It had no subframes on it but the shell was really good, so it was dragged out and I bought it. The lady said I had only bought the shell and none of the



Custom aluminium fuel cell boasts a large capacity.



It even has the stock gearknob and brown carpet!

Chris at the wheel of the GT during the 1979 season.



1275 GT RACER



rest of the car, but after a few stern Yorkshire words she realised she was not going to hoodwink me out of any more money, and I loaded the car up. I towed it back and over about two years - a long time for me as I normally do them in about two weeks - I started sourcing the parts."

Jonathan had managed to source a copy of the original 1275 GT Challenge regulations, and was keen to build the car to the correct spec. "I managed to get hold of an original 1275 GT block and gearbox, and then I started ringing round everyone that had something to do with it in the past," Jonathan recalls. "Everyone gave a little something towards it. Brian Slark had an old inclined valve head that the cars used to have, and he donated that to the cause via his son Neil. Originally I had it on a 45 Weber too, as you were allowed to use either twin SUs or a 45, and Nick Swift provided an old inlet for it. However I didn't like it on the road so I've actually gone back to

a little set of 1.25-inch SUs, and it's much better. It even has slightly more power!"

When it came to putting all the parts together, Jonathan went for someone he knew well. "Steve Harris built the original engine and I spoke to him, but as I use Paul Inch Engineering in Plymouth for my Mighty Mini engines, and with the fact that Paul's Dad Chris raced in the 1275 GT Challenge, it seemed appropriate that Paul should do the engine for me." It's subsequently been bored to 1293cc, with Omega pistons, polished and lightened crankshaft and rods, a 649 cam and steel 1.5 ratio rockers (altered to suit the inclined valves). "It's also got straight-cut gears and drops, the ultra-light flywheel - all the bits it could've had built to the rules. I've

tried to keep it as original as they were when they raced, because I remember Chris telling the Miglia guys that the good thing about the 1275 GTs was that you bolted the engine in and hardly ever took it out. Most people when they're pushing the envelope of the A-Series make it unreliable, and Minis are not exactly the easiest to work on!

DETAILS MATTER

The shell didn't require any panels, so Jonathan dispatched it to nearby firm Premier Paint for a respray in the correct Volkswagen Rally Yellow. When it came to recreating the McCain livery though, Jonathan was working from memory. "An ex-wife decided to burn all my belongings in the late '80s and that

"I started ringing round everyone that had something to do with it in the past..."

Rare GKN Silverstone wheels were found in Norway!



Jonathan at the wheel of his dream car - 34 years on!

Leyland helmet logos were awarded for race wins.



The GT badge is now more sought-after than ever.

included all my photos," he says. "I remembered most of it, but I couldn't recall how the stripes went on the boot, so I appealed on the forums for as many people as people to send me pictures."

The graphics are probably the best example of where Jonathan went the extra mile to stay true to the original car. "I didn't want to do them in vinyl, so I got my old mate Brian Evans, who is one of the best airbrush sign writers in the UK, to come down from Manchester. He did the stripes and the Paul Inch Engines logo on the bonnet, then my mate Ray Sturman of RGS Signs, who does all my cars and vans, did the rest." The car is pretty much exactly as its 1980 counterpart, aside from the Leyland Helmet logos on the roof. "You used to get those for a race win," explains Jonathan, "and as I won four races in 1980 I didn't feel too bad about putting them on."

"I could really see the build coming

For the 1980 season, the GT sported black wheels - Jonathan's preferred look.



together now," Jonathan continues. The hardest thing was finding the GKN Silverstone wheels – they rarely come up for sale, and when they do it's usually for silly money. My old mate Longman had two sets, but although he offered me loads of advice on the car, he wouldn't sell me any wheels." Jonathan appealed online again in the hope of finding the elusive rims, and eventually ended up with what could very well be the wheels from the original car. "I got them from a guy called Vegard in Norway," he says. "He told me that it was right that I should have them, as he bought them from my brother! They were in good condition so I had them crack-tested and powder-coated satin black, as in 1980 we had black wheels and that's what I thought looked best."

Inside, the car is a mixture of period 1275 GT and modern safety gear. "The interior is out of the GT Nick Swift is converting for Goodwood, as it was mint," says Jonathan. ➡

TECH SPEC

BODY 1275 GT bodysell rebuilt by previous owner, repainted Volkswagen Rally Yellow with McCain livery including hand painted stripes and 'Paul Inch Engines' logo, other graphics replicated in vinyl, additional helmet logos on roof, Group 2 arches, black grille and bumpers, chrome mirrors.

ENGINE 1275 GT A-Series rebored to 1293cc, Omega pistons, lightened and polished crankshaft and rods, 649 camshaft, inclined valve cylinder head, 1.5:1 ratio steel rockers, standard distributor with Lumenition module, Duplex timing chain, twin 1.25-inch SU carbs, Facet fuel pump, Owens Fabrication long-distance aluminium fuel tank to custom design, Manifold LCB, Manifold exhaust system with 3.5-inch tailpipe, DSN RetroSport engine steadies, alloy oil catch tank, Mini Spares two-core radiator. Power 112bhp at the wheels.

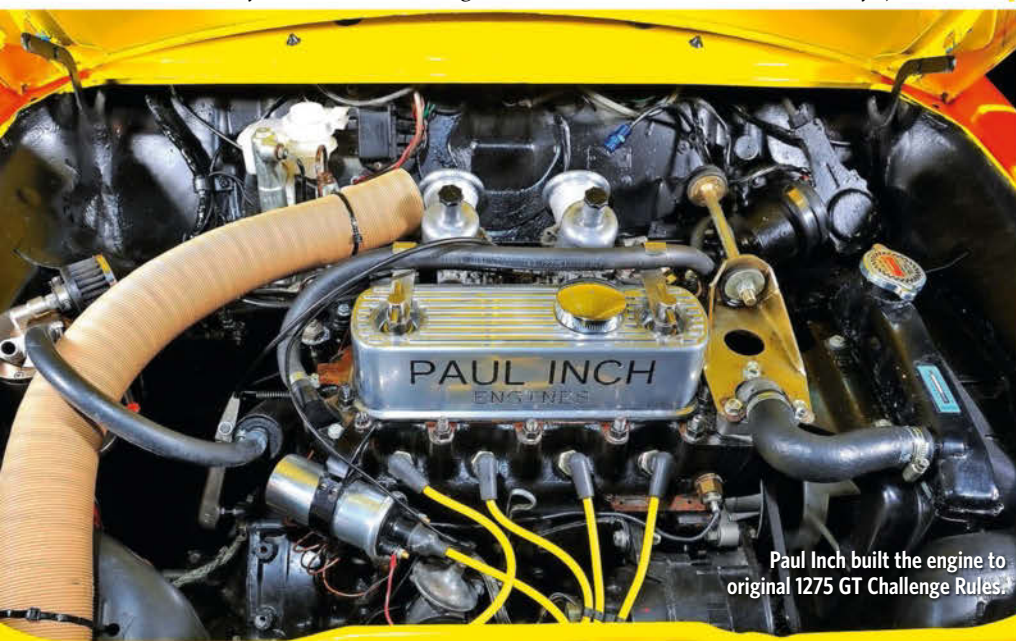
TRANSMISSION A-plus four-speed rod-change gearbox with straight cut gearset and drop gears, cross-pin differential, 3.44:1 final drive, ultra light Paul Inch race flywheel with sintered bronze clutch.

SUSPENSION Dry set-up with Innocenti front cone springs, Hi Los, Rose-jointed bottom arms and tie-rods, adjustable rear camber and toe brackets, Spax adjustable dampers as per 1980 series rules.

BRAKES KAD 8.4-inch disc brake assemblies with Mintex 1144 pads (front), Super Minifin alloy spacer drums (rear)

WHEELS AND TYRES 5x12 GKN Silverstone wheels powder-coated black, Dunlop CR65 track tyres.

INTERIOR Late 1275 GT striped interior, standard 1275 GT dash, Mk1 GT Steering wheel, Safety Devices bolt-in rollcage, modern Corbeau bucket seat, Sabelt harnesses.



Paul Inch built the engine to original 1275 GT Challenge Rules.

Paul Inch
Engine Services Ltd
01752 255563

SAVETTERTON
SPEEDSHOP
EST. 1970





Rewind to 1979: Chris Lewis hot on the heels of John Hopwood, Chris Inch and Peter Baldwin.

"As soon as I saw it I told him I was having it, so I nicked it from him and chucked it all in the back of my truck! I wanted it to have the interior for when I take my girls to school. Obviously I put a modern rollcage in it – it's a bolt in like it originally had, but the latest type Safety Devices one. I also got offered a genuine Corbeau GT8 that I wanted to use, but I wouldn't get an old tubular-frame seat through scrutineering now. So in the end I put modern belts and a modern Corbeau seat in it, plus a modern fire extinguisher. I could've made it totally period, but then I would never be able to race it. I had to draw a line."

One notable feature of the interior is a standard steering wheel. "I remember Taft (Paul Taft) removing the smaller wheel in favour of the standard one while qualifying at Mallory Park," says Jonathan. "And the reason it's got that stupid big exhaust is down to Soper. You had to run the challenge silencer – I think it was called an STR something or other – which had to be fitted between X and Y, and have a tailpipe that extended to the rear bumper. But as it never gave a dimension, Soper had the silencer as far up as he could up the car, and put a whacking great three and a half-inch pipe on that he sawed off at the end. So I rang Manifold and had one made like they were



Black trim works well with the yellow paintwork.



A proud Jonathan with the fruits of his labour.

"I could've made it totally period, but then I would never be able to race it..."

at the time. I know it looks like it's from a Subaru, but it gives it that unique, deep note."

FULL CIRCLE

Apart from some teething problems that saw the car initially run with a 998cc engine, it's now in rude health. The Inch engine is good for 112bhp at the wheels, and there's no denying the whole thing looks fantastic. "It is a pretty car," he says. "I've driven all sorts of cars, Lambos, Ferraris – you name it, but when I pull up in this it ends up with a crowd around it. I only want to take it out on nice days now though; the other day it took me

hours to clean it. It's too thoroughbred for dodgy road conditions anyway – get a bit of damp or ice and it tries to kill you."

Nonetheless, it's clear that Jonathan has achieved his aim, and then some. "It's the car I wanted to drive so much as a 17-18-year-old boy with no money," he says. "So once I could afford it and had time, I built it. It's only 34 years too late!"

So what does he plan to do with his dream car? "There's now a class in The Masters Series which it's eligible for, so I might be tempted to have a battle with the Jags and some other stuff," he says. Could that elusive first win for a McCain-liveried 1275 GT be just around the corner? With a man of Jonathan's credentials behind the wheel, who'd bet against it?



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MINI JET BLACK



The limited edition is a strange footnote in the history of BMC/BLMC. They varied from cars celebrating a genuinely auspicious anniversary - like the Morris Minor Million of 1961 or the Mini Special of 1979 - to vehicles that must've made dealers want to run for cover. As the '80s unfolded, special editions arrived with almost desperate regularity, and the Mini was one of the worst victims.

It would be unfair to place the popular Mini Jet Black of 1988 in this category, however. By the late '80s the Mini was undergoing resurgence as a fashion icon after a dark spell, and the coachline on the svelte coachwork of this new LE alerted the cognoscenti to the fact that it was more than a Mini City with lots of extra equipment. For a mere £4282, you too could enter the world of the jet set when you drove a Mini with black velour trim, tinted glass, a push button radio and, best of all, red seat belts that matched your braces.

And, as an added incentive, the Rover Group would reward you simply for taking a test drive by sending you a cassette of 'eight great soul and chart hits', while placing an order would gain you a personal Sony

WM 33 Walkman. Clearly here was a Mini to cruise through the City, listening to The Pet Shop Boys as you eagerly anticipated the impending sale of the Rover Group to British Aerospace. The plan worked. Some 3000 Jet Blacks were made, 1000 for the home market and 2000 for export. Japanese versions were fitted with alloy wheels, and it also achieved stylistic kudos in France.

YOUNG UPSTART

The Jet Black was partnered by the Red Hot - 'Hot Stuff For Cold Nights!' - and to some industry observers the mere fact that these self-confident special edition Minis could be launched in 1988 was an irony, given that the car that was widely assumed to be its intended replacement, the Metro, was now looking past its best. Of all British cars of the 20th century, the Austin Mini Metro is perhaps the one that suffered the most from a sheer weight of expectations that could never be fulfilled. For all of the press hyperbole of 1980, the Metro was never a new Mini. It was simply not as ground breaking and nor could it ever hope to be.

Still, it is often forgotten just how eagerly the new car's launch was greeted in October 1980 - 'Metro: a British car to beat the



Rover's relentless churn of limited editions saw both the Mini and Metro Jet Black launched in 1988. Teenager Jamie Field is lucky enough to own both.

Acceptable

MINI JET BLACK



Words **Andrew Roberts**
Photography **Eric Richardson**

e in the '80s

MINI JET BLACK



The marketing-men went to town on the Jet Blacks with free gifts for prospective owners.

world', trumpeted British Leyland. However, there was an ominous subtext to the publicity concerning the £300 million development costs, in that the government would withdraw funding if it failed.

However, this did not seem likely, firstly because the Metro really was a well-sorted small family car - it offered better road manners and more road space than the Ford Fiesta Mk1 - and also because there really was a brief period when the Mini Metro was genuinely fashionable transport. The reason owed plenty to a humble L-spec model, registration number MPB 900W, which from autumn 1980 to July 1981 was the property of one Lady Diana Spencer.

Towards the end of 1982 BL initiated Project AR6, a vastly ambitious small car project intended to replace both the Metro and the Mini, but by the mid-1980s the government funding needed for it to enter full-time production was not forthcoming. In 1987 the Rover Group, as BL was renamed the previous year, cancelled the AR6. Instead, the management decided to re-engineer the Metro to fit the K-Series engine, which was still under development.

This incarnation of the Metro was to be launched in 1990, but Rover also decided to keep the Mini in production - something of a reversal given previous BL ideas. Amidst all of the publicity surrounding the launch

"Metro registration number MPB 900W was the property of Lady Diana Spencer..."



Luckily the black with red trimmed seats were in good nick in the Mini - try finding replacements.



Even the Mini's famed interior dimensions are challenged by Jamie's six-foot-six-inch frame.

The red detailing went as far as red-painted wheels, giving a pinstripe effect under the trims.



of the Maestro of 1983, plus the Montego and Rover 200 in the following year, the Mini was a somewhat neglected car. Some senior parties within the group regarded it as difficult to build due to the age of its design, and rumour had it that Harold Musgrove intended for production to finally end in 1986-87.

However, around the middle of the decade, Austin-Rover's marketing department had discovered that not only was the Issigonis masterpiece held in vast affection, but also that far too many motorists were under the belief that it had ceased production some years ago. So, when Graham Day became the CEO of the Rover Group in 1986, he instigated a revival for the Mini. That year had seen the five millionth example leave the production lines, and 1986 saw a range of new press advertisements for the Mini appear for the first time since 1980.



Three decades in to production and many thought the Mini was gone, but Rover had 'special' plans.



One owner from new and the condition shows it.



Jamie doesn't care that it has no iPod dock...



Having all the original accessories - priceless.

SHIFT IN EMPHASIS

In order to create a more upmarket image for Rover's family cars, the Austin marque ceased existence in 1987, and it was during this period that the Mini's image definitively shifted from mass-market transport to 'fashion icon'. The van had already ceased production in 1984 and panda cars, AA patrol vehicles and similar fleet-use Minis slowly began to disappear from British roads.

By the late 1980s even the Mini City, once the entry-level model, gained a vaguely 'yuppie image' thanks to some clever trim modifications. This redevelopment was boosted by the spate of special editions, commencing in 1985 with the Ritz, which would reintroduce the Mini to a generation of motorists who were too young to really remember the swinging sixties.

Rebranding the Metro would be somewhat more of a challenge for the Rover

Group, however. Its commercial success had peaked in 1984, when it was Britain's best-selling car, but during the first half of the decade, British Leyland maintained its hard-won reputation for wrestling defeat from the jaws of victory. The Metro was plagued by high warranty claims, carburettor problems and other build quality issues that should never have occurred in a car with mechanicals that essentially dated back to the 1950s.

A facelift went some way to revitalise the Metro's image, but Rover still could not afford to offer a fifth gear or real technical improvements. The Mini was timeless, but by 1988 the Metro's styling, which seemed genuinely elegant in 1980, now appeared

"Enough space in the boot for an industrial-sized vat of hair gel..."

unfashionably cuboid when compared with the Peugeot 205, Fiat Uno or even second-generation Ford Fiesta.

Thus, Rover hoped to maintain interest in the range before the debut of the K-Series cars with its tried and tested use of limited editions – like the Jet Black. Buyers who were young, hip and, judging by the brochure, looked like an off-duty estate agent, would be attracted to it because, apparently; 'nothing else will do. Because you have a love affair with black. It's part of your style. As natural as clothes you wear. So you want to drive a car as black as the ace of spades. With a red insignia like fire in the night.' And, presumably with enough space in the boot for an industrial sized vat of hair gel.

MINI JET BLACK

Luxuries such as head restraints and black velvet upholstery were included, and all 'at a price which, like your car, is so special that it may remain among your darkest secrets.' For those of a slightly more flamboyant hue there was also a Metro version of the Red Hot - "It's not a car for the faint hearted," warned Rover. It was apparently 'Not a car that everyone would dare to drive. But second nature to someone like you, used to turning heads and raising eyebrows.' It was an unusual, risky marketing style to say the least!

FRIENDS REUNITED

Of course to the owner of both of these Jet Blacks, the late '80s is period of prehistory, for he has only just turned 17 years old. But Jamie Field is one proto-motorist who appreciates the Metro and Mini's appeal, both in terms of historical importance and the design's mastery of space efficiency. The latter attribute is of particular relevance to Jamie as he stands six foot six in height. According to his mother Tanya, "the sight of Jamie unfolding himself out of the passenger seat always manages to cause something of a stir!"

The family acquired the Mini some three years ago, when it was "already in pretty good condition as a one-owner-from-new car with low mileage." It's part of a Field family fleet that now includes a 1960 Austin Seven, two RSP Coopers, a Mk3 Cooper S and Tanya's lovely 1970 Bronze Yellow 1275 GT, which has just been immortalised in miniature by Corgi.

The Fields' Jet Black was joined by its Metro stablemate at the beginning of this year. "Like the Mini, it was in a very nice state of repair," says Jamie. It's the 998cc version rather than the 1275, but in the Metro it does get an HIF38 carburettor as opposed to the Mini's HS4. They are both very good examples, remaining true to their original specifications.

Unloved for many years, the Metro is gaining cult status with younger drivers who want retro-chic.



The registration prefixes and A-Series engines are the same, despite the age gap in the cars' designs.

Thankfully the one-off trim is in excellent order.



Much more boot room in the Metro's hatchback.



TEST OF TIME

Of our two test cars, it's the Mini that inevitably draws more public attention - in the 1980s everyone's mum apparently drove one. My first impression is just how the introduction of 12-inch wheels and the flared arches in 1984 subtly altered the Mini's image - they certainly give the Issigonis design a more commanding stance. Of course the great man would probably have disapproved of the City E's twin sun visors so his reaction to the Jet Black's sheer decadence can only be imagined, but the interior is welcoming, incredibly spacious and, in Mini terms, very comfortable. 25 years ago, a Mini Jet Black effortlessly conveyed a sense of style that was lacking in other runabouts of that period.

But the Metro is equally fascinating precisely because it is not, to use an over-worked phrase, the automotive 'icon' that the Mini is, and therefore it inevitably appears to be the far more dated of the two cars. To enter our test car is to be charmingly reminded how remote 1988 now seems, a time when owning a CD player was still seen as vaguely cutting edge. The 998cc engine in this particular model, when combined with styling that is now verging on the retro-chic, makes the Metro's attraction immediately apparent - late Thatcher era chic with impressive levels of economy.


Meanwhile Jamie, amidst studying for his GCSEs, has scoured the nation's auto jumbles





for the period advertising and PR materials, and he truly looks “Smooth on the Streets” in his Terminator shades at the wheel of each Jet Black. “The Mini is the older design of the two by over 20 years, but the Metro is a far rarer sight to someone of my generation,” he says, highlighting the irony of the situation.

The once familiar Metro shape ceased production in 1997 and now it “turns heads”

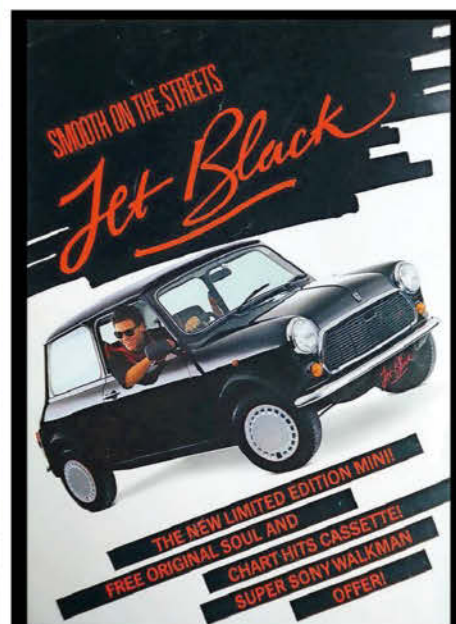
according to its proud owner, but it can’t match the Mini’s enduring popularity that continues to attract new enthusiasts even after 55 years. While The Metro Jet Black now holds a certain charm as an interesting curiosity, the Mini Jet Black is a limited edition with unlimited, timeless appeal. Fortunately for Jamie, he’s in the enviable position of being able to enjoy both. 

“The Mini is the older design, but the Metro is a far rarer sight...”

Jamie makes sure he keeps up the retro theme with Terminator shades on the photoshoot.



MINI JET BLACK



MINI JET BLACK AND RED HOT

The Mini may have started the decade in the Metro’s shadow, but by 1988 it was fast emerging as a must-have style accessory. The Red Hot and Jet Black limited editions are real examples of this turnaround, with their ‘60s-inspired bold red and black colour schemes a nod to the power fashions of the late ‘80s yuppie era.

Both models were simultaneously launched at the Brussels Motor Show in February 1988. The Red Hot featured a red exterior, with decals on its rear quarters and bootlid, a single black coachline and a matching grille badge. In contrast, the Jet Black was the exact opposite, with red decals applied on black paintwork. Both featured opening rear quarterlights and full-width silver wheeltrims on red painted 12-inch wheels – the first and last time this would happen on a production model.

Sporty black velour seats took centre stage inside, complete with red piping and a Red Hot or Jet Black insignia to remind you which model you’d bought. A three-dial dash was also added, along with a three-spoke steering wheel, red seatbelts and a push-button radio.

A total of 2000 were built for the UK and 4000 for export. The Jet Black was the quicker seller, but the success of both models convinced Austin Rover that they’d got the fashion-inspired marketing spot on. Barely six months later they were at it again with the Mary Quant-branded Designer edition.



SPORTPACK TRIO

THE SPORT

You could dismiss Andy Varnava's red, white and blue Minis as just another *Italian Job* replica set; but there is more to these three late Sportpack cars than meets the eye.

Words Martyn Collins Photography Matt Woods



SPORTPACK JOB

When we ask Andy Varnava if the iconic '60s film had anything to do with him buying these three Minis, he responds by saying: "I already had the white and blue Minis and just fancied making a set. Although I love the *Italian Job* film and even went to many of the locations when I was on holiday in Italy, I already had the cars by then." Instead, a love for the fat-tyred Sportpack Mini and the special, bespoke cars built by John Cooper Garages has more to do with these three beautifully finished examples.

Sportpack has become a household name in the Mini scene, but what exactly is it? Well, it was a 'sporty' option pack introduced as part of the most significant changes in the Issigonis-designed cars' history, back in 1996. For £795 extra, you got pretty 13-inch Minilite-style alloys, wide arch extensions, Koni dampers, an extra set of driving lights on the front and a sports exhaust finisher, plus oil

temperature and voltmeter gauges on the full-width dash. In standard form it was actually slower than the smaller 12-inch wheeled car, but that didn't dampen its showroom appeal.

KEEN COLLECTOR

Andy has driven Minis for 22 years, the first being a standard 998cc model. In total though, he has owned eight, four of which are still with him. His wife, Pam, also has a rather nice British Racing Green SPi Cooper, which was one of the earliest fuel-injected S conversions and features some nice modifications made by John Cooper Garages.

The first of this special trio of Minis to be bought was the Diamond White model, S5 AVV. Owned from new, it was bought from Rover dealer Palmville in North London and delivered on August 1 1998. It became a TV star for a short time too, as part of an ITN report on the new registration letter celebrations. "Because they'd sold a lot of cars, mine was in front of all the others that were

due to be collected, so ITN picked me and it went out on TV the next day," Andy says.

Bored with white roofs and bonnet stripes, this car was bought to be different. "At the time when I ordered it, no-one had an all-white Sportpack. Remember this was a long time before the Mini 40 LE had come out," recalls Andy. So whilst it was rare to see a Sportpack Mini in this colour, he also wanted a unique combination for the interior too, with optional Porcelain Green leather.

"I said to the saleswoman that I wanted the green leather interior and she said, 'are you sure you want that with a white car - will it go?' But I remembered years ago a client of mine having a Porsche 928 with a similar paint-trim combination, and that looked spot on," he says.

After a five month wait - yes you read that right, there was a five month waiting list for new classic Minis in the late '90s - Andy's colour choices for the exterior and interior were vindicated, and he was very happy →



SPORTPACK TRIO

with how his car looked in the metal. "Both the colours worked really well together, and to this day, I haven't seen another in this combination," he adds.

Since then, a set of chromed Sportpack wheels, a wavy grille, dummy right-hand fuel tank neck and Cooper S badging have been added to the exterior. "I got the idea for the chromed wheels from Mike Cooper's second H15 FUN car," says Andy. "I saw it the first time when it was on display at Mini 40 at Silverstone and fell in love with them. I thought they really suited that car."

There are no mechanical changes, but this car is fitted with the same upswept DTM-style Janspeed stainless cat-back exhaust system that was fitted as part of the Cooper S conversion. "A friend of mine, Jeff Surrey from The Mini Centre in Stoke, who looks after all my cars, had a batch of 10 made up and put three aside for me. I love the gargling noise it makes and they are super rare."

However, the real focus for modification was the interior, the most obvious change being the fitment of Cooper 35 seats. "I was at Mini in the Park 10 years ago and I saw this interior for sale, which looked brand new. I

thought these seats looked more supportive than the classic leather standard ones, and the white piping would look great with the exterior colour," Andy explains.

In addition to this, there are bespoke door cards, bottom dash rail and a custom roof lining from John Cooper Garages. Plus, the extra Rover leather kit for the top rail, back shelf, steering wheel, gearknob and handbrake. Combined with the walnut door cappings and dashboard, it makes for one of the classiest interiors seen in a late MPi Mini. "Everything you touch in the car is covered in leather, to give that luxury feel," adds Andy.

Since the interior mods were installed, the white car has also been used as Andy and Pam's wedding car, three years ago. And because of the amount of history he has with it, plus the unique spec, Andy and Pam are understandably very fond of this irreplaceable car.

However, whilst it is exceptionally clean, 16 years of use has taken its toll on the white paintwork, with rust sadly bubbling in all the usual places. Worry not however, as Andy has already got it booked in for a full body restoration in the near future.

TECH SPEC (S5 AVV)

BODY 1998 Rover Mini Sportpack, factory-fit Sportpack arches, standard spot and fog lamps, dummy right-hand fuel tank neck, Aston-style chrome fuel caps, chrome bezels around the indicators and repeaters, chrome boot-mounted GB badge. Paint: Diamond White.

ENGINE Standard-spec 1275cc MPi, cat-back Janspeed stainless steel DTM-style exhaust.

TRANSMISSION Standard four-speed manual 'box.

SUSPENSION KYB dampers, Hi-Los.

BRAKES Standard 8.4-inch front discs and

callipers, standard drums at rear.

WHEELS AND TYRES 6x13-inch Chrome-plated Minilite-style alloys with Yokohama tyres.

INTERIOR Mini Cooper 35 Porcelain Green leather seats, John Cooper Garages Porcelain Green leather door cards with black door pockets, John Cooper Garages bespoke black headlining, Porcelain Green leather steering wheel, gearknob, handbrake grip and parcel shelf, alloy door furniture, Burr walnut dashboard and door cappings, Pioneer CD/Stereo system and speakers, '80s Pioneer graphic equaliser.



A rare-find upgrade to Cooper 35 Sport seats.



Leather and walnut accessories add to the luxury.



Standard spec-1275 except for exhaust upgrades.

Early Sportpack in white - not a common choice.





"I don't believe in keeping Minis locked up in the garage - you've got to use them regularly..."



The 40LE in blue was restricted to just 50 cars.



S Works-spec conversion was carried out when new.



Mods include colour-coding and Moto-Lita wheel.

TECH SPEC (T7 AVV)

BODY 1999 Rover Mini 40, Sportpack arches, standard spot and fog lamps removed, bumper overrides, dummy right-hand fuel tank neck, Aston-style chrome fuel caps, chrome bezels around the indicators and repeaters, John Cooper and Cooper S badging. Paint: Island Blue.

ENGINE 1275cc MPi modified to S Works spec, Stage 3 cylinder head, modified MEMS ECU, roller hi-lift rockers, modified airbox with K&N element, cat-back Janspeed stainless steel DTM-style exhaust system.

TRANSMISSION Standard four-speed manual 'box.

SUSPENSION KYB dampers, Hi-Los.

BRAKES KAD Standard 8.4-inch front discs and callipers, standard drums at rear.

WHEELS AND TYRES 6x13-inch Chrome-plated Minilite-style alloys with Nankang tyres.

INTERIOR Standard Prussian Blue leather seats, leather top dashboard rail, bespoke black headlining, back shelf retrimmed in navy leather, brushed metal door cappings and dashboard binnacle colour-coded in Island Blue, turned alloy dashboard and Moto-Lita John Cooper black leather steering wheel.

BLUEPRINT

The next member of the Varnava fleet of Sportpacks is the Island Blue Mini 40 (T7 AVV), which was bought six years after the white Mini. "I got it into my head that I really wanted a Mini 40, a blue one, and this one eventually came up on the internet," said Andy. There were just 50 made in this colour, hence the difficulty in finding one.

"Before this one, I went and had a look at a couple of others, but they were way overpriced and I was very disappointed as they were in bad shape too," he adds.

This car was four years old when Andy bought it, with just over 12,000 miles, but it had already had four owners. "Being an S Works made it more special. I found out from Chris Dawson at John Cooper Garages, who I was friends with, that this was the only 40 they had converted from new. I knew I just had to have it," he says.

On top of the Cooper S conversion, Andy lucked out with this Mini, as the previous owner had had it for just 18 months and used it solely as a weekend car before trading it in against a Porsche Boxster of all things.

Only ever used as a summer car since Andy has had it, the mileage is still under

30,000. "I do want to keep the mileage low, although like the rest of them, I like driving it and am not afraid to use it. I don't believe in keeping them locked up in the garage; if you've got Minis you've got to use them regularly, as you could have more problems if you don't."

The 40 might be a rare Mini limited edition, but Andy hasn't been afraid to make his mark on it. Like the white car, first came a set of the same chromed Sportpack wheels. However, this year he's gone further and had the paintwork refreshed with a full respray. "A very good friend of mine, Angie, who actually used to work for Wood & Pickett in the '70s, works in a garage called Vale Cottage Motors in Hornsey, North London. He did it and he's going to be painting the white one too, so I know it will be done properly."

When the bodywork was being done on the 40, Andy had the spot and driving lights removed from the front and classic overrides added. On the inside, the door cappings and dash binnacle have been colour-coded, the roof lining is now a bespoke black one and the air-bagged steering wheel was replaced by a far classier Moto-Lita jobby with the John Cooper signature on it.

SPORTPACK TRIO



The 1275 has to work for up to 400 miles a week.



The daily hack has been improved for comfort.



Classic Moto-Lita vs modern turned-alloy combo.

SOLAR SO GOOD

The final member of this Sportpack trio is the Solar Red Mini (G6 AVV), which was bought blind in 2009. "I saw it on Pistonheads and I thought I'd better go for it, as I needed a Mini for work to replace my MG ZR," Andy explains.

Andy is a car valet by trade and if you're wondering what the AVV personal plates are all about, they're Andy's initials, plus the initial of his company name. The red Mini is his everyday car, and what's more impressive is that his hoover, jet wash, hoses and all the chemicals needed fit in this Mini's tiny boot. "When people watch me take things out, they are amazed it all came out of that boot," he jokes.

Good for business, Andy finds his Mini attracts more attention than some of the prestige supercars he cleans, and it is well-known in the Herts/North London area. "A funny thing happened to me a couple of months ago, when I was cleaning a brand-new Lamborghini Gallardo and my Mini was parked next to it. Interestingly enough,

a person walking past liked my car more and said 'nice Mini mate'. He didn't even look at the Lamborghini!"

This Mini is modified for comfort, as Andy can do up to 400 miles a week, so he's slightly raised the suspension to clear the North London speed humps and fitted Recaro sports seats. Like the 40, the interior has also been spruced-up with a classic-looking Moto-Lita steering wheel. Visual modifications follow the other two, with the same chrome wheels, the silver roof and mirrors re-painted in body colour, Cooper S badging and the bonnet stripes removed.

So which is Andy's favourite? "I've got a soft spot for the white one, as I've had that from new, but I also love the blue one as it's different. Although, saying that, I still love the red one as well," adds Andy, who clearly struggles with Mini monogamy!

And are there any plans to add any more Minis to his collection? Andy looks at me with a cheeky smile, and says, "Never say never. There are no plans as yet, but you just don't know..."

TECH SPEC (G6 AVV)

BODY 2000 Rover Cooper Sportpack, silver bonnet stripes removed, silver roof and wing mirrors resprayed, Sportpack arches, standard spot and fog lamps, dummy right-hand fuel tank neck, Aston-style chrome fuel caps, chrome bezels around the indicators and repeaters, John Cooper, Cooper Sports and Cooper S badging. Paint: Solar Red.

ENGINE Standard-spec 1275cc MPI, cat-back Janspeed stainless steel DTM-style exhaust.

TRANSMISSION Standard four-speed manual 'box.

SUSPENSION KYB dampers, Hi-Los.

BRAKES Standard 8.4-inch front discs and callipers, drums at rear.

WHEELS AND TYRES 6x13-inch Chrome-plated Minilite-style alloys, Yokohama tyres.

INTERIOR Retrimmed leather Recaro front seats with the rear seat trimmed to match, standard black door cards, alloy door furniture, Moto-Lita John Cooper Garages black leather steering wheel, alloy gearknob, leather handbrake grip, turned alloy-finish dashboard, Pioneer CD/Stereo system and speakers.

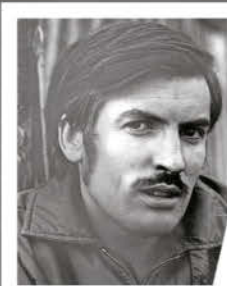


THANKS TO:

Andy would like to thank: "Marco for the photo location, Sonny, Eddie and Angie at Vale Cottage Motors and Jeff Surrey of The Mini Centre."

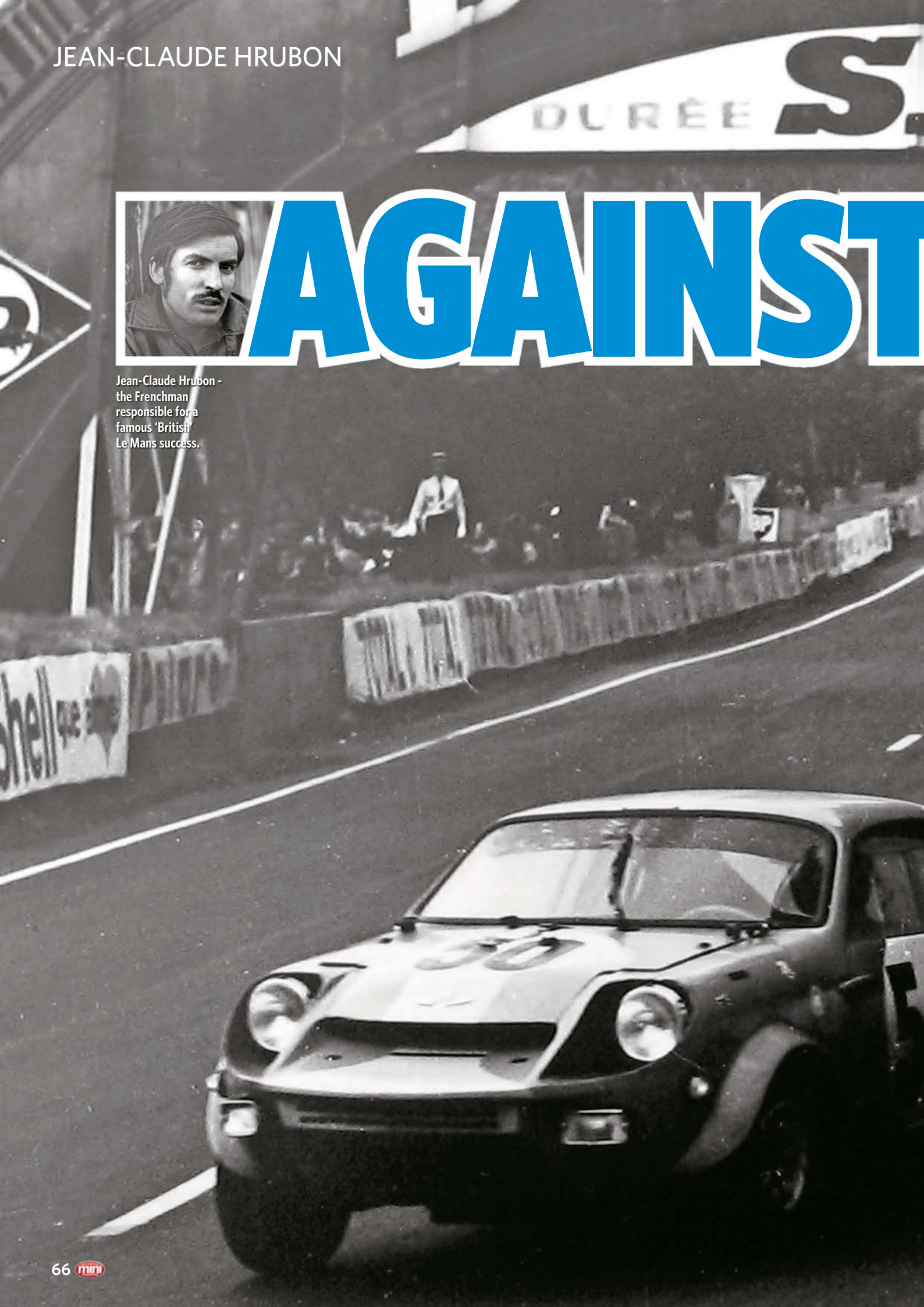


JEAN-CLAUDE HRUBON



Jean-Claude Hrubon -
the Frenchman
responsible for a
famous 'British'
Le Mans success.

AGAINST



ALL ODDS

Words and Photography Jeroen Booij

Jean-Claude Hrubon's Mini Marcos may have been the underdog at Le Mans, but it was the only British car to finish in 1966. What's more, it was the start of a life-long devotion to Minis.

When you think about Le Mans in the mid-'60s, images of Gulf-livered Ford GT40s spring to mind, rivalling other big cars at thundering high speeds. But looking at the list of finishers from the 1966 event, you'll come across one very unusual entry too. In the top 15 there are GT40s on all three podium places, while Porsches, Ferraris and Alpines make up most of the rest of the list... and then there's the Mini Marcos. It finished 15th overall, and was the only British car to finish at all that year. Could this be the most heroic Le Mans entry ever?

It's certainly an intriguing story, especially as the car reputedly and mysteriously got stolen right after the race. According to some, this is because the team knew it would fail in the post-event scrutineering. We've since discovered this was not true, although it did indeed disappear (see boxout). What's more is that its builder, Jean-Claude Hrubon, was involved in many more Mini projects – as we found out when we visited him at his home on a secluded winery in southern France.

LOOKING FOR ADVENTURE

Hrubon may be a 76-year-old living in a remote part of Provence, but he certainly isn't retired. In fact he runs a Formula One simulator at the Circuit du Var, a 10-minute drive from his house. When we meet the sprightly, silver-haired Frenchman he's in his pit garage, but he soon jumps into his Mini Moke for a dash over dusty roads. An iron gate then opens, giving access to an 11-acre estate. His neighbour may run a vineyard, but Hrubon is not a wine drinker. "I prefer Red Bull," he says, which is perhaps unusual for a Frenchman whose father was a chef in a hotel in Paris. "He wasn't interested in cars at all," says Hrubon.

Not so for Jean-Claude. He left his parental home at 18, moving to Porte de Versailles in downtown Paris to look for adventure. "I went in the army and became a parachutist and later a professional diver," he says. "But in the army I had a captain who was a rally mechanic and this triggered me. That's where it all started." Hrubon began working on cars and soon set up his own garage in Levallois on the other side of the river Seine, specialising in Minis. 'C'est encore use



A team of just two drivers and two mechanics (including Hrubon) kept the Marcos running.



THE LE MANS MINI MARCOS - SOLD, STOLEN, AND THEN IT VANISHED

After the 1966 24-hour race, the Mk1 Mini Marcos of Hrubon and Giraud was raced again in 1967 at the 1000 kilometres de Paris at the famous Montlhéry track. It was then hillclimbed in Corsica in 1968 and later on rallied near Nice with a new owner, who removed the large radiator that was fitted originally to the car. It was sold in 1973 to Michel Tasset in Paris who changed the car's colour from its famous sky blue to maroon with a white stripe.

The theft after Le Mans didn't actually happen, but the Marcos did go missing in the autumn of 1975 and was never found. By that time it'd had five owners. The mid-engined Hrubon racing car built for Le Mans 24-hours races of 1967 and 1968 does survive though and is currently owned by a man in Bretagne who plans a complete restoration.



Mini améliorée Atelier JC Hrubon!' (Another Mini improved by Atelier JC Hrubon), said an early '60s advertisement, depicting a racy Mini flying past a standard looking one.

The race track was the next step. And together with friends (Abarth driver Claude Ballot-Lena and Mini Cooper driver Jean-Louis Marnat), Hrubon decided to build up an ultra-light Mini for the most gruelling of all events - the 24-hour race at Le Mans.

At the same time, over in Bradford-on-Avon, Wiltshire, Jem Marsh was about to launch his clever Mini-based Mini Marcos. When Hrubon saw the car at the London Racing Car show in January 1966, he was smitten. "Yes, there were more Mini based kits available at the time," he says, "but this was the one I was attracted to. It looked right.

I bought one of the first bodies, took it home to Paris and started building. By this time we'd found a sponsor, too - Hubert Giraud, who ran a company in ceramics and raced an Austin Cooper S at the time. We decided to use his car's 1275 engine to build up the Marcos. However, later we fitted another engine, as he wanted his back! This was another 1275, which had the Weber carburettor rather than the twin SUs." Inspired by the Gulf-sponsored cars, Hrubon painted the car in patriotic French racing blue with a yellow stripe.

When the flag fell on June 18 1966, the Marcos had hardly been run-in. It's often mentioned that Jem Marsh wasn't particularly pleased with the car's preparation, but the fact is that the Cooper S-powered car just kept on going. "The great thing was that the little Mini Marcos became some sort of a public favourite," says Hrubon. "All the journalists called it 'la puce bleue' - the blue flea. And the as the race went on, the more popular it became. By the next morning the public had become really enthusiastic about our car. It was something different, something wonderful in between all those big cars.



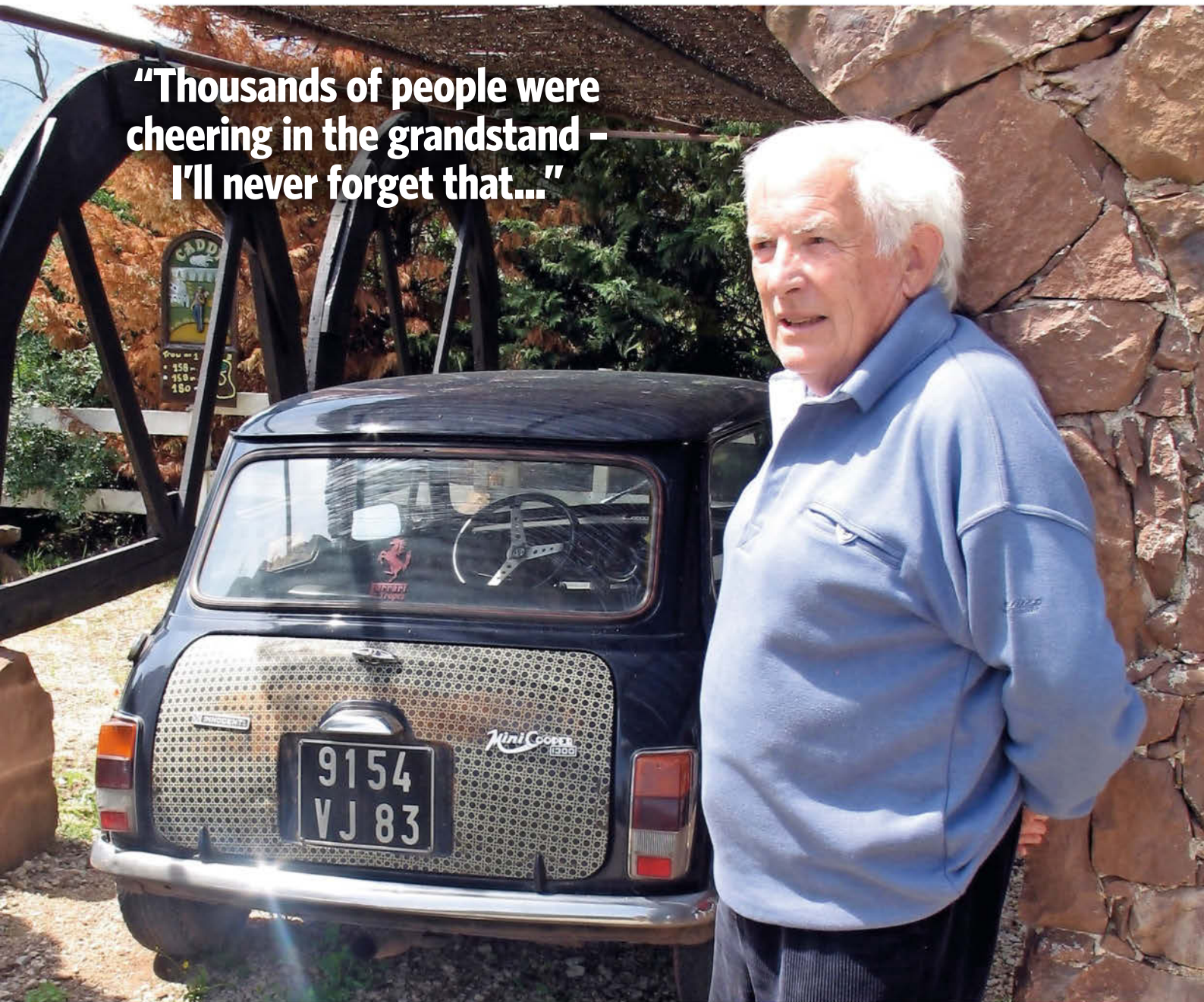
From an early age Hrubon was a devotee of the Mini, specialising in the cars at his Paris garage.

Near the end we had a puncture on the left front tyre. I rushed to the Dunlop boys but they only had big and wide sizes - nothing even close to what I needed. So I hurried to a local garage and to my great relief, they found one. When we changed the puncture in our pit box the whole public seemed to hold their breath and when the car finally returned to the track thousands of people were cheering in the grandstand. I'll never forget that."

Hrubon also remembers the relief and the tiredness when the race was over. "We had just two mechanics for the event - my friend Claude Plisson and myself. Hubert Giraud, our sponsor, was there, as were the drivers. But that was it. We plumped down in our caravan after the event and then slept for almost another 24 hours!"

It was a job well done, but did Jean-Claude ever hear from Jem Marsh? "I never spoke to him," says Hrubon. "Not during the race weekend and also not later."

"Thousands of people were cheering in the grandstand – I'll never forget that..."



HOME-BREWED

Finishing as the only British car was a bit of a surprise for Hrubon, however. "For us it was a French car, built in France by French men, but the organisers thought differently and classed it as British. For that reason I decided to build a car by myself for the next year, so no one could say it wasn't French." That became the first Hrubon, using a Gordini-tuned mid-mounted Renault 1300 engine.

The project took Hrubon and his tiny team an estimated 5000 hours and most of his earnings to complete, but the car bearing his own name wasn't very successful, especially, as Hrubon admits, when compared to the Marcos. The new car was entered twice in the 24-hours race (1967 and 1968) but failed to start in both events due to mechanical problems.

After failing to run the Hrubon at Le Mans, Jean-Claude put his passion into other

projects. These included an intriguing Formula Ford car with the radiator acting as a rear spoiler, and a VW-based buggy. But it was the Mini that continued to attract him most, and he came up with a Mini-based city car in the late 1970s.

"I was still running the garage in Paris and believed there could be a market for a city car," he says. "I liked the Mini Moke and thought it could easily become a two-seater. We made a prototype that was one metre shorter than the Moke and called it the Hrubon Phaeton."

'A car for Paris', said the brochure, and the cartoon-esque Phaeton became a moderate hit. "Reports appeared in print, and there were some rich people wanting one which may have helped," Hrubon recalls. "The body was all-steel and I made it myself. It was for fun, really, but I much enjoyed doing it. When I moved to Saint-Tropez later there were still plenty of people interested in them, and some ended up on the decks of yachts.

I later sold the Phaeton project to a Mr Schmitt in the Alsace region who continued building them for some years. I then came up with the Mini Saint-Tropez, which was a convertible version of the standard Mini. It was not as great a success as the shorty Moke was, but we did quite a few of these, too. A few years later I became concessionaire for Ferrari, Rolls-Royce and Bentley in Saint-Tropez, so time for building Mini-based cars became limited."

Jean-Claude built a Gordini-tuned special for the 1967 and 1968 Le Mans, but started neither race.



JEAN-CLAUDE HRUBON



The Hrubon Phaeton shorty Moke was a big success on the congested streets of Paris.

“The Mini Cooper has paved the way for the Golf GTi and such...”

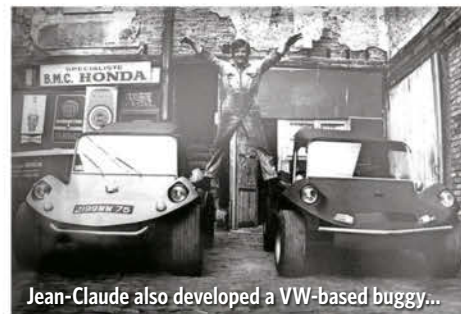
LIFELONG PASSION

Even now, there's no doubt that the Mini holds a special place in Jean-Claude's heart. His garage walls are adorned with pictures of exotic cars, Ferraris, Bentleys – even one of Hrubon in a Formula One car at Monaco, where he actually drove it. But apart from an old Peugeot 403 that he calls 'ma voiture moderne' (my modern car), it's his Moke that's on the driveway. There's another Mini though – a black Innocent Cooper with wicker on its body. "I've had that from new," he says. "Trouble is that underneath is getting rusty now, but there's no way to get it resprayed without peeling the wicker off. Laurent, my son, runs a garage in Saint-Tropez building, restoring and maintaining Mini Mokes and he now takes care of my cars."

Hrubon adds that he wouldn't want to live without a Mini Cooper. "That little car has paved the way for the Golf GTi and such, but it will always be the original."

Suddenly the cicadas are interrupted by a racing car thundering along on the nearby Circuit du Var. "You can hear them coming through 'Double Driote' and then when they accelerate. When they're racing you can always hear them here but I don't mind."

So are there any motoring related dreams yet to be fulfilled? "No," is Hrubon's immediate answer. "That's finished now. I've had an extraordinary life. I happened to be at the right places at the right times in the 1960s where people in racing formed a friendly bunch. Now I just want to live peacefully, but I would do it all over again, no doubt..."



Jean-Claude also developed a VW-based buggy...

... and a soft-top Mini called The Saint-Tropez.



...especially if you have an 11-acre estate to enjoy.



Southern France, perfect environment for a Moke...



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MONTE CARLO RALLY

RALLYE MO HISTORIQUE 2014

50 years since Paddy Hopkirk and Henry Liddon took a heroic win on the 1964 Rallye Monte Carlo, handing fame and fortune to the Mini Cooper S, 23 Mini teams returned for a historic rally like no other.

Words **Stephen Colbran** Photography **Nicolas Nogue, Stephen Colbran, Gaël Brésolin and the Mad Dog Rally Team**

Hairpin bend after hairpin bend, the next part of the rally would be a gruelling descent for the 1964 Cooper S with its tiny 7.5-inch discs up front. But so far so good, and Bill Richards and his new navigator, Geoff O'Nion, felt confident having spent two days familiarising themselves with the new team set-up. Geoff is predominately a driver, and the Mini's cabin and trip meters weren't quite suited to his navigational needs, but the team's results were gradually improving nonetheless. Consistency wins a historic rally, not demon-like driving, although the Works-style S was putting in a convincing performance in the snowy Alps. And then disaster unfolded.

"We got three quarters of the way through the stage and the brake pedal went straight to the floor," says Bill, "I'd completely lost the brakes; all I had was the handbrake. But I decided not to mention it to Geoff – he had a lot on his mind as it was..."



Paddy Hopkirk waves off the number one Mini Cooper S of Andrew McAlpine and Fred Gallagher.

ULTIMATE CHALLENGE

Some classic rallies are a touring holiday for the wealthy, some are full-on competitions against the clock, but the Monte is unique. It's a regularity rally, rewarding consistency and reliability, but one that's far more exciting (and challenging) than the label would suggest. It's set in incredible scenery on roads used only weeks before for the modern-day WRC event, and it's also steeped in history. In short, if there's a dream rally for a Mini fan, it has to be this one.

The initial concentration run had the entrants travelling between 1000km and 2300km from one of six starting points in a tiresome drive to the first classification stage. Teams this year had the choice of Oslo, Barcelona, Glasgow, Reims, Monaco and Stockholm – all converging on the French town of Die within a couple of days. This alone is enough to weed-out some of the competitors, either through sheer exhaustion or mechanical breakdowns. The concentration run is weighted too, so if teams opt for the shortest route from Monaco, as did Bill and Geoff, the timings are even more crucial.

Once the concentration run is complete, it's straight onto the first special stage (ZR1) without a rest. Take one wrong turn and you're already on the back foot, racing to catch up. The set average speed of around 44mph sounds easy, but with hairpin-laden mountain passes, snow and ice, it can be a ➔

MONTE CARLO RALLY

MONTE CARLO



MONTE CARLO RALLY



Arriving in Monte Carlo after ZR12.



A historic rally fan's dream car park.



Bill gets comfy as Geoff gets himself strapped in.



"The rally has got harder – I had to spend far more time preparing the car..."

real challenge in a Mini. GPS devices also keep an eye on speeding cars – get caught twice, even between stages, and it's an instant disqualification. It's tough, but at least it restricts any hooligan driving through local villages.

So just like in 1964, the Mini entrants had the odds stacked firmly against them, with powerful competitors who could easily maintain the average speeds. We met up with the Mad Dog Rallying Team once again, where the aim was a strong finish. "The rally was a bit of a disaster last year," says Bill. "We were running at the back all the time, running late and getting caught speeding. After that I decided to buy the car myself. So we owned the car outright, had

the team and sponsors in place, but we just needed a new navigator."

Step forward Geoff O'Nion, a long-term friend and customer of Bill's who not only lives in the principality, but had also rallied in Minis before and been on the Monte Historique for good measure.

"The problem I had before," says Geoff, "is that I'd have to build a car to take part, and that's time which I never have enough of. The rally has also got harder too – in the early events you were allowed to work on your car overnight, but that stopped when the bigger teams started virtually rebuilding the cars; it wasn't in the spirit of it. But that meant I had to spend far more time preparing the car, so this year I put all my time and effort into the

navigation instead. I thought we might have a much better chance of winning this thing."

EARLY STAGES

The first day didn't quite go to plan – 166th overall after the icy ZR1 stage, and Geoff later realised that the on-board electronic trip meter wasn't reading accurately. Bill was constantly running behind schedule as a result, and even a couple of seconds here or there was enough to put them half way through the pack. Seven seconds behind equates to roughly 100 metres on the road, and competition this year was fierce, so they were struggling despite an early improvement on 2013.

"It didn't help that Geoff inherited his side of the car and it wasn't laid out exactly how he would have liked," adds Bill. There was also a breakdown: "It started to misfire later in the rally when we were almost at a service point, where Michael Hancock was there waiting for



Attacking a hairpin in the Alps. It wasn't too snowy this year, putting extra emphasis on navigation.



More powerful competitors are given a higher average speed than the Minis.



us; we called it the 'Hancock half hour'! So we came to a halt, quickly took the bonnet off and I had three spare condensers sitting there with a jack plug ready to go. It barely took any time and we were on our way again."

For Geoff it was all too reminiscent of his Hillman Imp breakdown last year though. "We'd got 160km to Saint-André-les-Alpes and the gearbox went," he recalls. "Just as we got down to Saint-André-les-Alpes on this year's rally, the Mini started to misfire and I thought, I can't believe this..."

Day two and the team were now getting into their stride, with John Griffin and Paul Upson in the Mini Spares service van and Michael Hancock in the chase car for back-up support. Steadily making their way up the table during ZR4, 5 and 6 required some frequent hard braking, resulting in a worrying loss of brake pressure. It was an ominous sign of things to come.

"We didn't really have time to fully check

anything on the service point," explains Bill, "so the guys just had a quick look. The rear cylinders are the usual thing to fail, but they looked OK. All we could do was keep topping up the fluid and rebleeding the brakes by the side of the road. Millers racing brake fluid doesn't evaporate so we knew there must have been a leak." The overall result for day two was 168th overall, which unfortunately meant they'd have to start each stage 167 cars behind the leading pack from then onwards.

HEATING UP

Day three began at Parc Fermé in Valence, with three tightly-scheduled stages ahead. At the first service stop, the team knew they had to sort out the brakes. "I don't like using a servo in the snow – it's too easy to lock a wheel," says Bill. "But it makes the brakes hard without, especially when you're pushing down a stage at 60 or 70mph. We could still smell something under braking,

overheating of the pads or fluid perhaps."

"We finished the stage, did quite well, and then drove on," he continues. "During ZR9, the brakes felt really hard again, as if we'd overheated them. We got three quarters of the way through the stage and the brake pedal went straight to the floor." The brakes had completely given up, and Bill was left to contend the remaining section with only the handbrake to slow them down.

When Geoff worked out what Bill was contending with, surprisingly it didn't phase him one bit. "Only the driver really needs the brakes," he jokes, "It was alright really, as we were still making good progress."

The smell turned out to be brake fluid leaking onto the disc, and as John Griffin checked over the brakes once more at a service point, he noticed a crack in the offside front calliper at the bleed nipple. No problem, apart from the spare calliper being a nearside item with the bleed nipple

MONTE CARLO RALLY

the wrong way round. It would need to be bled away from the hub, being extremely careful not to push out the calliper pistons.

Problem solved, although on the following stage the copper washer at the brake hose union was now leaking slightly under heavy braking. "Of all the spares with us, we didn't have a damn 20p copper washer for the union," says Bill, "and as we were pushing hard it dogged us for quite a while." Either way, they'd made steady progress and gained a few positions to 165th overall, despite the frequent fluid top-ups.

INTO THE NIGHT

The rally then returned from Valence to Monte Carlo, with two stages en route to the

glamorous harbour side, home to the Formula One pit garages during the GP, and arriving mid-evening as the sun set. Tired and exhausted, there was minimal time to have a rest before the dramatic finale, which continues well into the early hours.

It was a good chance to catch up with the fellow Mini teams, however. Alain and Eric Arnal were top Mini in 67th, having pulled off an incredible first place on ZR12. But sadly it was to be short-lived, as they later rolled their MkII Cooper S off the side of a mountain – it was a complete write-off.

Hot on their tail at this point were Al Vines and ex-BMC rally legend Willy Cave in CRX 89B, and in third were Jean-Francois and Julie Picquier from France, down in

98th. Also of note were Adelaide Mourenon and Elise Stelmach, an all-female Mini team. Adelaide had received her Cooper S as a 20th birthday present from her rally-loving parents back in 2005, and they were now mid-pack in 165th.

Before long it was time for the off, on a challenging route through the Alps and up and over the iconic Col de Turini – a real highlight of the rally for both drivers and spectators. "Turning the copper washer over on the brake line hadn't cured the brake issue entirely," says Bill, "but there was no other option than to continue. I had that in the back of my mind, as with the Turini stage you really need the brakes. Griff kept saying it was fine, but it was still leaking a bit even though he didn't tell me that at the time.

"All was going according to plan on the stage and Geoff has brilliant pace notes for the Turini," he continues. "We actually beat Al Vines on that one, and for me as a driver

"They rolled off the side of a mountain, it was a complete write-off..."



Jean-Francois and Julie Picquier were the second highest placed Mini in 91st overall.



There are always plenty of spectators out to watch the classic rally cars in action.



Bill attacking an icy stage in style.



Elise Stelmach applies a cool sticker.



he's the benchmark. He's a good driver, so to beat him on the Turini was great."

But then came a setback: "Prior to the start I heard a strange whining noise. I thought it was Geoff's phone over the intercom maybe, but that turned out to be the bearings in the alternator breaking down. Of course, we got to the stage and everything was good, so I whacked on all the lights and got going. On the way back down, the engine picked up a little miss, I thought it was nothing. But as we continued, the lights seemed to be dimming and the misfire started to get worse. I quickly said 'I think the battery is going down', backed off and turned off most of the lights. It was a real shame."

FINAL HURDLE

Stranded without power, Bill and Geoff were stuck on ZR 14 - the final stage - and at a point where service vehicles were forbidden.

But having got so far, and buoyed on by a good result on the Col de Turini, there was no way they were going to give up. "There's one thing that I've got in common with Geoff," says Bill, "and that's passion. No matter what happened, he wanted to get back in and get the car to the end." With a bit of quick thinking, they freewheeled six kilometers back down the hill to meet Michael in the chase car, who'd managed to borrow some jump leads from a generous Polish team. "We just had to make it to the end no matter what," adds Geoff.

Back in the service van, we raced through the mountains to reach them with a replacement alternator. As we rolled side-to-side, flat out, tyres squealing away, my concentration was firmly fixed on holding down dinner rather than the task at hand, but thankfully we made it within an hour. And as a bonus, I hadn't thrown up on Paul or Griff!

But by now it was too late, and Bill

50TH ANNIVERSARY

Rallying played a pivotal role in the Mini's rise to iconic status, and much can be contributed to the Monte Carlo rallies of the 1960s. With quick thinking from BMC's marketing team, Paddy Hopkirk and Henry Liddon's win on the 33rd Monte Carlo rally propelled the Cooper S into the public's imagination around the world. 50 years on, the Mini's link to Monte Carlo is still strong. To celebrate the golden anniversary, 23 Mini entries were accepted for this year's Rallye Monte Carlo Historique, which saw a record number of 314 teams taking part. The Automobile Club de Monaco clearly encouraged the Minis to enter its 17th event, and handed the prestigious number one entry to UK-based Andrew McAlpine and Fred Gallagher's beautifully-prepared '64 S. Paddy Hopkirk was there too, not as a driver, but to send off the Scottish starters from Paisley (Glasgow) before heading to Monte Carlo for a post-rally appearance at the awards gala.



Ouch! One of the French entrants slid off the road.



Geoff at the awards ceremony, where the number one car was mocked up in 33 EJB style.

Making strong progress after the half-way point. There wasn't a huge amount of snow this year.



MONTE CARLO RALLY



A strong line-up of 18 Mini finishers on this year's rally, but there were quite a few battle scars by the end.



Bill and Geoff make it to the finishing line in Monte Carlo after a gruelling night in the Alps.



RESULTS

FINAL RESULTS:

- 1st - Lareppe/David, Opel Kadett GTE.
- 2nd - Granerud/Roed, Porsche 911 SC.
- 3rd - Coll/Dedieu, Porsche 911 Carrera.

MINI ENTRANTS:

- 88th - Vines/Cave, GB.
- 91st - Picquier/Picquier, FRA.
- 120th - Chevalier/Terrasse, FRA.
- 121st - Ostle/Brack, GB/D.
- 124th - Mariano/Moises, ESP.
- 141st - Mourenon/Stelmach, I/FR.
- 165th - Chatagny/Redard, CH.
- 166th - McAlpine/Gallagher, GB.
- 175th - Nakagawa/Morikawa, JPN.
- 179th - Sylvestre/Rossi, FR.
- 187th - Richards/O'Nion, GB.
- 190th - Paulet/Pelletier, FR.
- 196th - Legres/Alibaux, FR.
- 204th - Hart/Hart, GB.
- 226th - Rossi/Albertini, FR/CH.
- 233rd - Stephauno/Michaelides, CY.
- 243rd - Queyroi/Camilla, FR.
- 246th - Mundt/Mundt, D.
- Retired - Arnal/Arnal, FR.
- Retired - Swaelens/Delferier, B.
- Retired - Van de Moortel/Francotte, B.
- Retired - Lodomel/Garot, B.
- NQ - Bernard/Pelletier, FR.



The Mad Dog Rally team, from left to right: Geoff O'Nion, Bill Richards, John Griffin and Paul Upson.

"We just had to make it to the end, no matter what happened..."

and Geoff opted to cut their losses, skip the alternator change and miss out the final stage. After a jump start there would hopefully be enough juice in the battery for the 60km trip to the finish line in Monte Carlo. It added a mighty 20,000 penalty points, but at least they'd finish. "It was really disappointing," says Geoff, "as we were only on around 8000 points, but if we pulled out we would have got nothing."

Two minutes past three in the morning, the Mini made it back to the finishing ramp at Monte Carlo, the challenge complete and with a final position of 187th from 257 finishers. They'd racked-up 32,310 points, so over 6000 fewer than last year, but the competition was clearly far stronger. The alternator failure had

cost them dearly – without that the team would have probably been the third-placed Mini. "It didn't turn out how I'd expected this year," concludes Bill. "I should have anticipated the whine as the alternator going down, but it's all hindsight. The lights are perhaps overkill, and a legacy of previous years with my insecurities about getting lost, so we'll change those for next year."

"For now the car is off to live at Mini Spares in Potters Bar for everyone to see," he continues. "We have to concentrate on the racing now, and the good news is we've been contacted by Barclays bank, and they will be matching any of my fundraising for the RNLI, so I'm really excited about that! I can't slow down yet, and I don't want to either...."

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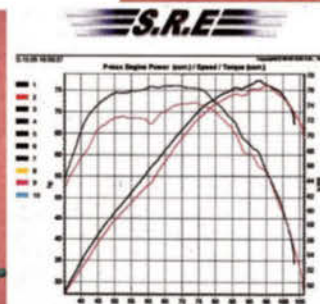
VINTAGE TYRES

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Mini TECH

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HERITAGE



ORIGINAL EQUIPMENT

BEFORE STARTING

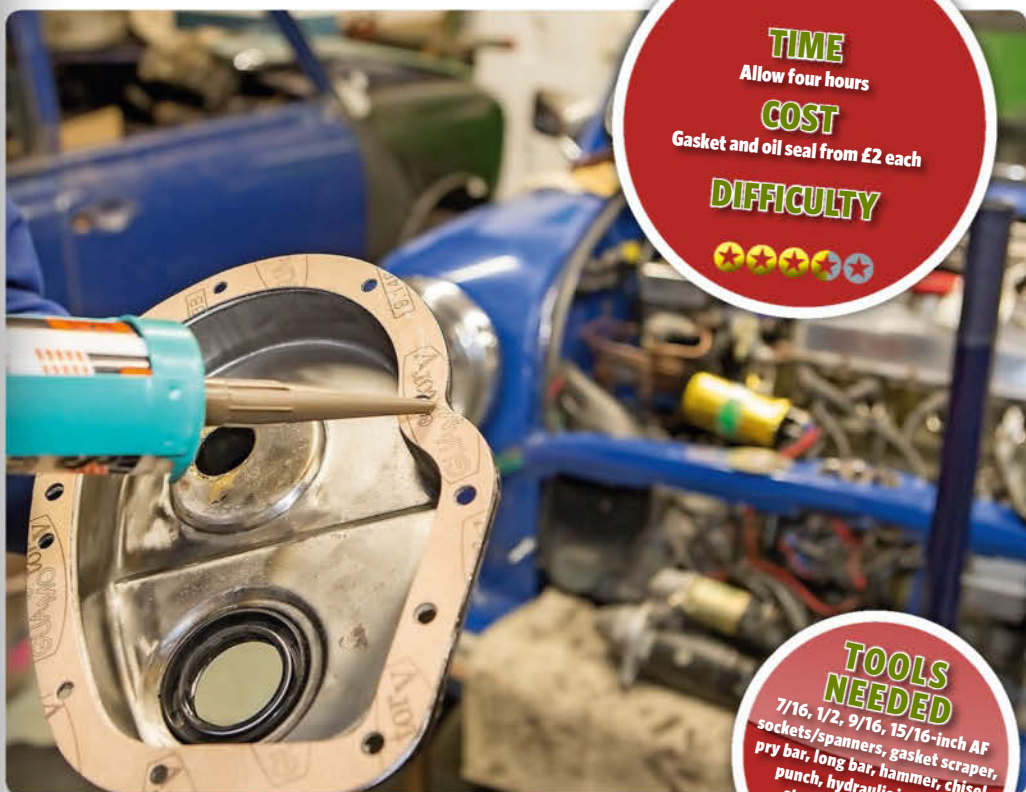


The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear - goggles, gloves, ear defenders, masks and a set of overalls - are hanging on a hook in your garage and use them wisely.

Always disconnect the battery before working on your car and if you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand.

The bottom line? If you're not completely confident of your own ability to complete any task safely, don't start it. Leave it to the experts.

Words **Jeff Ruggles** Photography **Justin Krause**



TIME
Allow four hours

COST
Gasket and oil seal from £2 each

DIFFICULTY



TOOLS NEEDED

7/16, 1/2, 9/16, 15/16-inch AF sockets/spanners, gasket scraper, pry bar, long bar, hammer, chisel, punch, hydraulic jack, axle stands, gasket sealant, thread lock, torque wrench.

HOW TO: CURE TIMING COVER LEAKS

Minis can leak oil from just about everywhere, but the timing chain cover is a common culprit. Here's how to sort it.

Minis are renowned for 'marking their spot' by dropping the odd spot of oil, but even the smallest leaks can get out of hand very quickly. One of the main culprits is the standard timing cover, which can be prone to leaks between its mounting flange and the engine front plate, and via the crank pulley to cover oil seal. Or, in many cases, both!

When an old steel cover is tightened up, the flange can distort, making it difficult to achieve an oil-tight seal to the engine front plate without use of a quality gasket sealer. Putting an already damaged cover on will accelerate the issue, as will using incorrect bolts as they are of different lengths depending on their position. It's imperative to make sure the cover is arrow-straight and the gasket is correctly positioned, or you're wasting your time no matter how much sealant or how many gaskets you throw at it. New covers can be purchased for the tensioner-type set-up, but it's still worth checking it for straightness.

As for the oil seal, that can also be a victim of wear and/or poor installation. It can leak as a result of the seal lip going hard, distorting or a groove worn in to the crankshaft pulley. Again, it's vital to make sure it's installed correctly or it'll leak in no time. The best way to ensure the seal doesn't leak is to fit the

cover loose, fit the pulley, do up as many bolts as you can and then remove the pulley to get to the remaining bolts. This allows the seal to centre on the pulley correctly. With the gasket, put a thin bead of sealant on both sides, making sure you also put a bead around both flanges of the timing cover and around each of the bolt holes. There is no need to use a full tube on each surface!

While it's much easier to perform this task with the engine out of the car, most people will be working with the engine in situ as we are here. To gain access to the cover, you will need to drain the coolant and remove the radiator on pre-MPi models, and on all models the nearside engine mount needs to be undone and the bracket removed while the engine is safely supported.

Fitment to a later MPi model is similar, but if anything easier, as the header tank, radiator and coolant hoses can remain in place. The most difficult task is likely to be removing the lock washer on the bottom pulley bolt, as space is tight with the engine in the car.

Overall this is an achievable job for a reasonably competent home mechanic providing you have the right tools, and shouldn't take longer than an afternoon. Read on for the full process. ➔



1 First of all, you'll need to remove the grille. Ours is simply held on with grille buttons, but in most cases you'll need to unscrew the fixings with a suitable screwdriver.



2 It helps to remove the bonnet for extra access. Mark the position of the hinges, then remove the two nuts from each side with a 7/16-inch AF socket or spanner. Note our use of strategically placed cloth to stop the bonnet from dropping and scratching the scuttle.



3 The car needs to be raised off the ground so the engine can be supported while the engine mount is removed. Normally it would be a case of jacking the car up with a trolley jack and using axle stands, but we used ramps because the jack wouldn't go under our lowered car.



4 With the car raised, the coolant can be drained by disconnecting the bottom hose from the coolant pump. On later cars there is a provision to drain the radiator through the fan sender hole. As we needed to remove the hoses anyway, we left the sender alone.



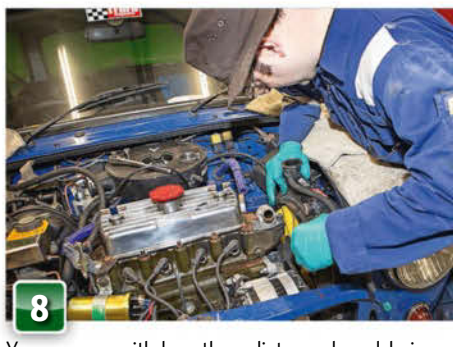
5 Now start to remove the radiator assembly. Remove the top hose, and disconnect the bottom hose from the heater take-off where fitted. Use a suitably size socket to undo the hose clips.



6 Remove the top radiator bracket using a suitably sized socket and ratchet. You'll need a 1/2-inch AF socket or spanner for the bolts on the thermostat, and 7/16-inch AF tool for those on the radiator.



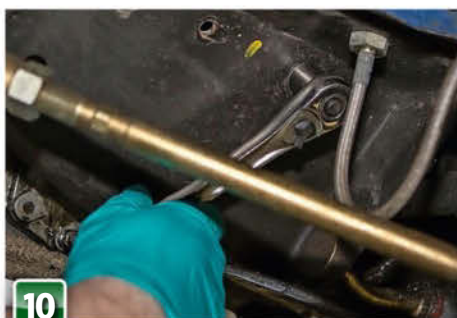
7 Detach the wiring for the fan sender if fitted. Undo and withdraw the long bolt that holds the bottom of the radiator in place. It's easiest with a 1/2-inch AF socket, ratchet and a couple of extension bars.



8 You can now withdraw the radiator and cowl, being careful not to damage the fins on the fan blades. If you're struggling, split the radiator from the cowl, although you'll need to remove the bottom hose from the radiator to do this.



9 Now remove the fan by undoing the four bolts with a 7/16-inch AF socket or spanner. Lift off the coolant pump pulley and remove the fan belt too. There may be a fan spacer fitted, so be sure to retain it or the pulleys won't line up correctly.



10 Release the two nearside engine mount bolts from the front subframe with a 1/2-inch AF spanner or socket - don't worry, the engine won't fall out! An assistant is useful to reach down the inside the engine bay with a spanner, allowing you to undo the nuts.



11 Now gently raise the engine from under the gearbox, spreading the load with a block of wood. It needs to be raised up to give enough space to remove the engine mount. Once you're happy, support the wooden block with an axle stand, and withdraw the mount.



12 Next up, the complete engine mount bracket needs to come off in order to reach the crank damper nut. There are two bolts holding it on, which are both captive so it's straightforward to remove them with a 1/2-inch AF socket.



13 There's a lock tab on the crank damper pulley nut that needs to be removed before it can be undone. Alex uses a chisel to initially release the tab, before using a punch to carefully flatten it out. Access is very tricky.



14 In order to undo the crank pulley nut, you need to hold the crankshaft in position via the flywheel ring gear. With the battery disconnected, withdraw the starter motor from its location by removing the two mounting bolts with a 9/16-inch AF socket or spanner. Carefully position it out of the way.



15 Use an old bearing shell or large flat bladed screwdriver to wedge the flywheel ring gear in place (you'll need an assistant for the latter). You can now undo the crank pulley nut using a long bar and a 15/16-inch AF socket.



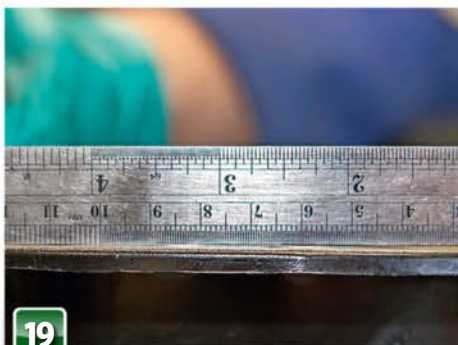
16 Nut released, you can now remove the crank damper. It may need to be gently levered off - ours was particularly stubborn and needed plenty of persuasion.



17 Remove the bolts fixing the timing gear case cover to the engine front plate using a 3/8-inch AF socket and ratchet (earlier pre-A-plus covers are 7/16-inch AF). The cover will then need to be prised off using a suitable pry bar.



18 With the cover withdrawn, remove the old gasket using a scraper if necessary to remove all traces. Do the same on the engine front plate - any debris will prevent a good seal.



19 Using a straight edge and careful inspection, establish whether the cover's mounting flange is straight and true. Ours wasn't perfect - sometime even new items will need adjustment.



20 Using a hammer and suitable dolly, we set about adjusting the mounting flange on our cover until we were satisfied it was straight. It's worth taking your time on this.



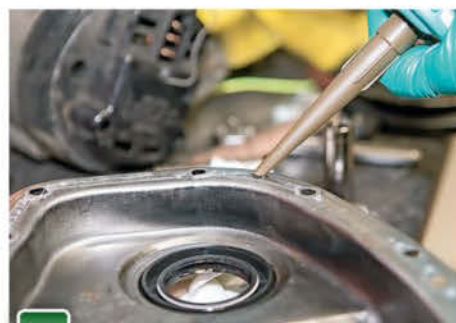
21 Next the oil seal can be changed. Prise the old one out of the cover, taking care not to damage the cover in any way. We used a small hammer to ensure that the oil seal lip was flat and true. Again, take your time.



22 Here's the new oil seal and timing cover gasket. They are readily available from Mini specialists and should cost no more than a couple of pounds for each item. Make sure you specify whether the cover is tensioner or pre-tensioner when ordering.



23 Add a light coating of fresh oil to the new seal. This will help it to slide into place and seal properly. We're fortunate that Alex has a specific tool to seat the new seal, but if not carefully press it in place by hand, or using a large socket.



24 Next up is fitting the timing cover gasket. Clean the surface of the cover thoroughly, then apply a thin bead of sealer around the mounting flange and around each of the bolt holes.



25

Then apply a thin later of sealer to both sides of gasket. Position it carefully onto the mounting flange, ensuring it lines up correctly with the bolt holes.



26

Now you would normally install the cover back onto the engine plate, leaving the bolts loose before refitting the bottom pulley through the seal to ensure it centres correctly. You can then tighten the bolts, but as this pic away from the car shows, you can't get to the bottom bolts.



27

The usual routine is therefore to remove the pulley again to fit the remaining bolt, but we had a special tool to avoid this. It centres the seal but it's smaller than the pulley, meaning all the bolts can be tightened in one hit.



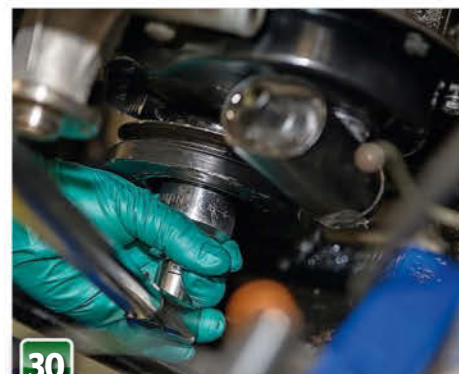
28

Make sure the cover bolts fit without fouling the block. Non-original bolts used may be too long and cause a leak. Tighten 1/4 UNF bolts to 4-6lb.ft with a suitable wrench, and 5/16 UNF bolts to 10-14lb.ft.



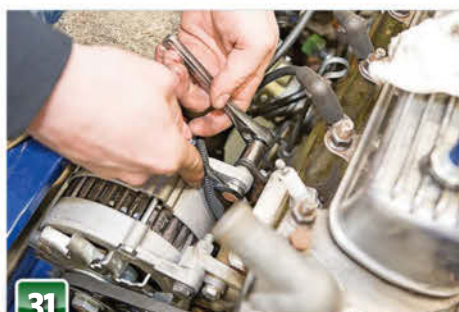
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Now the pulley and retaining bolt can be refitted. If refitting the lock tab, fit a new one, as they are inexpensive. We did without a lock tab and used thread lock instead. It's personal preference.



30

With the crankshaft locked in position, tighten the pulley bolt to 75lb.ft using a suitable torque wrench. Then bend the locktab in to position if used.



31

If you haven't already loosened the alternator, you'll need to do this with a pair of 1/2-inch AF sockets or spanners at the top mounting points, and a 9/16-inch AF socket or spanner on the sliding adjuster.



32

Now it's case of replacing everything you removed to access the cover, working from step 12 backwards and starting with the engine mounting. Don't forget to remove any device locking the crankshaft!



33

Locate the water pump pulley (and spacer if fitted), plus the fan belt and then the fan. The four fan bolts hold the whole assembly in place. The fan should be marked 'Engine Side'. Torque the bolts to 8-10lb.ft with a suitable wrench and 7/16-inch AF socket.



34

With the fan affixed, you can tighten the fan belt. You should be just able to twist the fan belt through 180 degrees on its longest run.



35

Now the radiator can be dropped into position, and all the hoses and mounting brackets refitted. Use new hose clips if the old ones are worn, and double-check it all before refilling the coolant.



36

Once all back together, start the car and check for leaks - with any luck you'll have cured the problem. Pay particular attention to the thermostat gasket, as disturbing the bolts may cause a leak. Once you're happy, refit the bonnet and grille and you're done.



QUICK TECH

UNDERSEAL REMOVAL

Top tips to prepare your Mini's underside for shot-blasting and a respray.

Words and Photography **Jon Hill**

Our project 850 has had a ton of bodywork done to it and will soon be ready for the body shop. But ideally, it needs to be completely rid of rust before any new paint goes on.

One of the most effective methods for removal is shot-blasting. However, experience has taught us that all blasting is not equal – you need to choose a company that's going to do the work carefully and has knowledge of working on cars, not just old

skips. The company I use for such blasting work is Power Park Autos (PPA) in Banbury – they're car restorers themselves and know how to treat a classic car well.

All we want blasted is around the edges and the bits you can't get to with a DA sander. We certainly won't be going anywhere near the centre of panels, to avoid distortion. The heat that builds up from blasting can be immense and will stretch a panel beyond what it takes to shrink it back to shape.

But before we can take the car to the blasters there's a fair amount of preparation work to be done. And preparation means removal of underseal, which can be a real messy job. A good company will do this for you, although you can save money doing it yourself. Underseal needs to come off by hand; it can't be blasted off as it simply either bounces off or heats up and turns to a nasty sticky mess. There's no real substitute for scraping it off, and here's how to do it.

TOOLS NEEDED
Heat gun, stripping knife, sockets and spanners, white spirit, Scotchbrite pads, jack and axle stands (if no jig), protective gloves.

COST
Consumables approx £10

CONTACT

01295 271281

www.powerparkautos.co.uk

DIFFICULTY



We're lucky we have a roll-over jig, which makes the job much easier. You can see that the front half of the underseal has already gone on this shell, as we've replaced the front half floor sections. But the back half still needs stripping.



Before we can really get stuck in, we need to remove some of the bits that get in the way; like these old brake pipes, which we'll replace later on. You definitely want to get the fuel pipes out the way too – they could still have fuel vapour or even fuel in.



Bare shell really means bare shell – anything that's still attached, like these damper brackets, will impair the shot from reaching the steel. Unbolt and store them. You could also clean the brackets of underseal and gunge and have them shot blasted too.



Whilst we were working our way around the car with the stripping knife, we also took out any grommets and bungs for the same reason as the brackets – they'll act as a mask for the shot. We'll replace them all with new items later on.



There are several methods to strip the underseal. One of the most effective is to heat the area with a hot air gun for a few seconds, and follow with a stripping knife in the other hand before the panel cools. Make sure the corners of the knife are rounded over as they'll dig in and gouge metal out otherwise. Don't linger excessively in one place as heat could build up and stretch the metal in extreme cases.

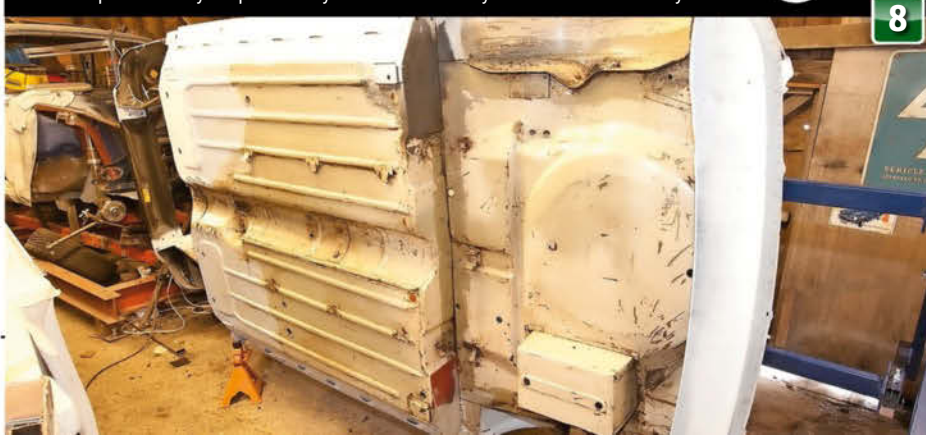


You can also strip it cold. Old and thick underseal can often be chipped off with a stripping knife or similar, and it will come off quite easily. One of the best tools for this method is a multi-tool fitted with a scraping blade. In truth, you'll find a mixture of these methods is what you'll use, but the majority will come off with a hot air gun.



You don't actually need to remove every millimetre of underseal though. Get as much as you can off and the blaster will do the rest. You can wash some of the remaining underseal off with white spirit and a Scotchbrite pad. Don't forget the gloves though, as the fluid will dry your skin out.

Once you've washed it off and the surface is still wet, dry the car off with some clean rag – it's satisfying to see a nice clean shell; ready for the blasters. Next stop is Power Park Autos, who will blast the car and put it into etch primer ready for paint. They even have a handy collection and delivery service!



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WING SEAMS

Q My Mini has been fitted with new wings and the bodyshop has sealed the gap between the wings and the scuttle. It's quite a small gap and it looked great for a few weeks, but now the paint has started to crack around the whole join. How do I prevent this happening? I'm prepared to have the paint done again, but don't want to redo it every few weeks!

Chris Otting

A My first suggestion is to take it back to the bodyshop that did the work. Having the paint developing cracks after such a short period is not correct. It may be down to the material they used to fill the gap. Something that sets solid is not the best way to go – a flexible sealant



Scuttle-to-wing cracks could be due to the wrong materials being used or worn subframe mounts.

“I don't want to redo the paint every few weeks...”

is a better bet. However, this is all presupposing that the front of your car is rigid and not being flexed by worn or torn front subframe mountings, if your car is a

post-1976 type. If any of the mountings are failing, then the front end of the bodysell is being flexed this way and that which will cause paint cracks.

If it is a post-1976 car and of the rubber-mounted front subframe variety, check all the mountings. There are two tear-drop-type mountings between the front panel and the front of the subframe, and two more between the rear legs of the front subframe and the toeboard. Pads then sit between the subframe towers and bulkhead and the tower bolts and bulkhead. It's a good idea to replace the tower mounts with aftermarket versions that better locate the subframe. The best is a set that uses a solid mount under the tower bolt head and polyurethane pads between the tower tops and the bulkhead.

OFFSET UPSET

Q I need some help with wheels. I have 6x10-inch Minilites at the

CARB CONVERSION

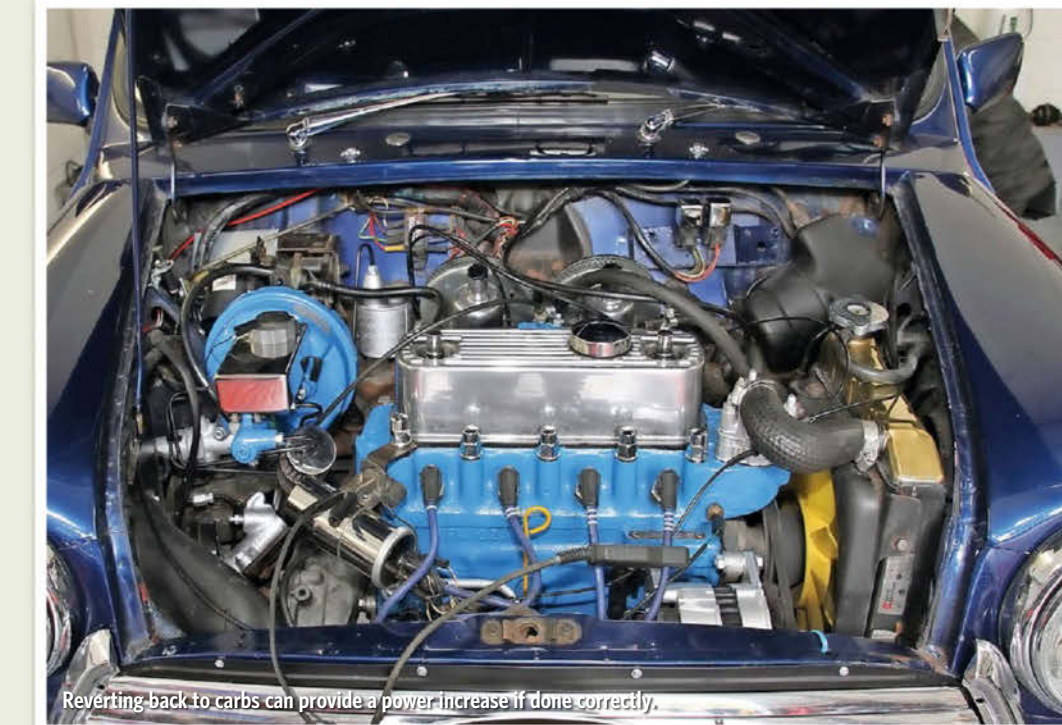
Q I have a Rover SPi now and I am looking for a little more power. I am contemplating replacing the injection unit with an HIF44 carb set-up, an electronic distributor and an additional fuel pump. Do you think this will give any measurable difference in performance?

Kelana Jaya

A Way back in the Winter 2005 issue I covered just such a conversion, although I did not bother replacing the distributor as the ECU ignition was more than up to the job of providing sparks.

A before and after rolling road test followed by a fuel consumption test showed a 10 per cent performance improvement in both cases. However, the engine running on the injection set-up was not in the peak of health, the fuelling showing a little on the rich side all the way through the rev range. I'd say that six to eight per cent is a more likely gain over a decent injection set-up.

Fitting one of the GSi type tuning kits available from the various Mini parts vendors should give a 20-plus



Reverting back to carbs can provide a power increase if done correctly.

per cent improvement in performance, but the real benefit is in how the car drives after fitting one of these kits. It should be much more responsive. The kit generally encompasses a modified cylinder head, a set of 1.5:1 ratio

rockers, spark plugs, air filter, exhaust rear section and all relevant gaskets to make the change.

The next step from there could be to swap the standard Rover MEMS ECU for a Specialist Components' ECU, which

can be fully remapped to suit your particular SPi engine. Again this will give a real improvement in driveability and should also improve power output and fuel economy, but you will need to factor in the cost of rolling road time.



moment but I want to go for 6.5x10-inch split rims. The 6x10s have an ET-7 offset. Do you know how I will work out which offset of 6.5s to have? I want them to stick out the same distance and not to have to change my arches.

Jim

A The obvious answer is to ask the wheel manufacturer you are going to be getting the rims from, as they should be able to tell you exactly what you need and what the company can supply.

The 'ET' reference refers to the amount of offset from the centreline. If you imagine a capital letter I as a cross section through a wheel rim with the left side facing the centre line of the car, a minus figure means the wheel rim is moved towards the outside of the car, so away from the centre line. In simple terms, it makes the wheel stick out further from the body in comparison to a neutral or positive offset.

The offset figure is also dependant on the width of the wheels, so a rim that's half an inch wider with the same offset measurement will protrude quarter of an inch further from the wheelarch. To achieve the same fitment with the wheelarch extensions, you'll need to take this into consideration.

FLASHER UNIT

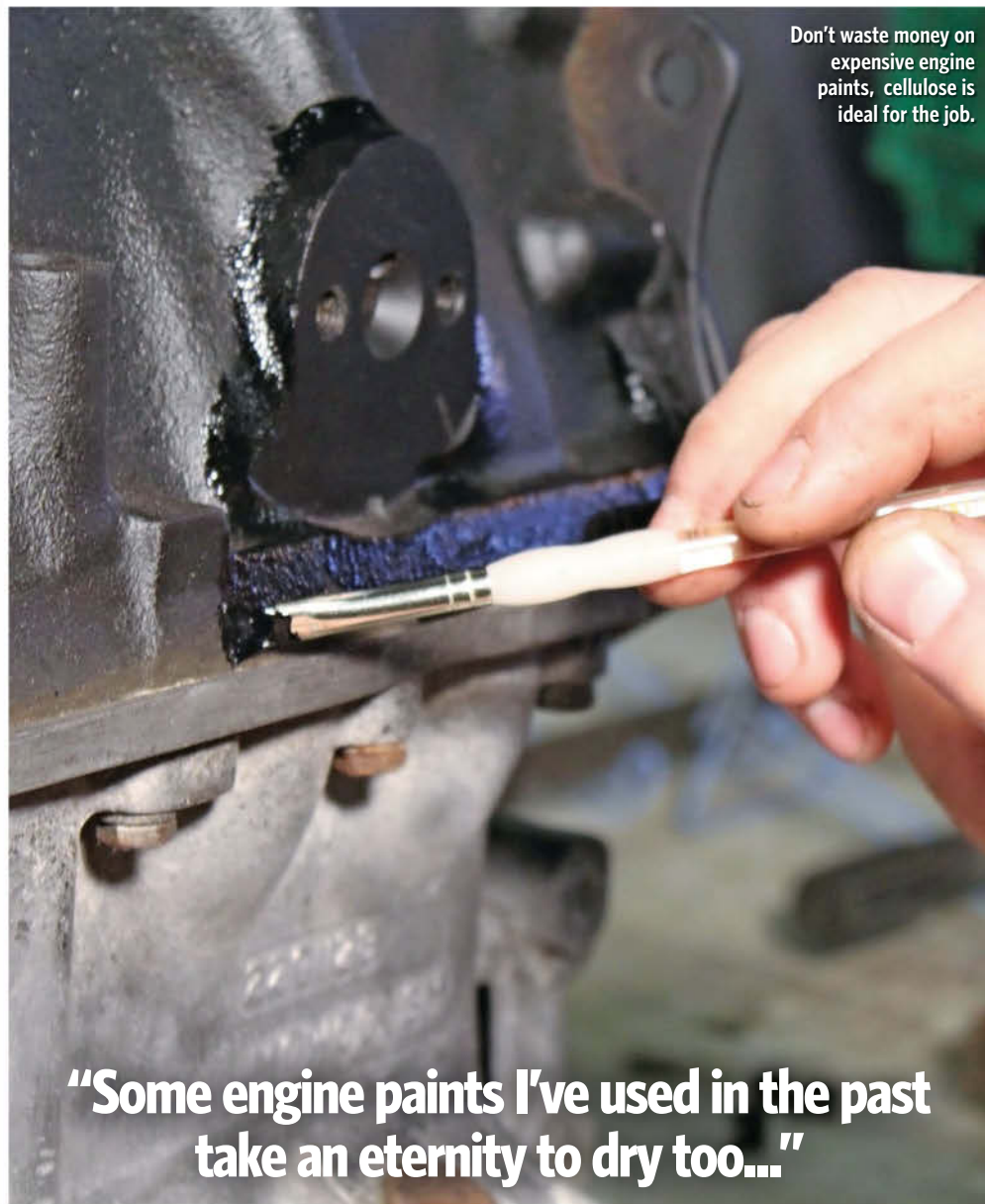
Q Hello guys, I hope you can help. I'm rewiring my Mini City from scratch and I'm not sure which flasher unit to fit. The wiring is all different from a regular car - it's most similar to an early Mk3 loom (but with an alternator). However, now the car doesn't have side repeaters on the front wings. Do I use the Mk1-type flasher unit?

David Cutts

A You need to use the flasher relay for 1969-1992 cars, non-injection, which is now part number GFU2128. The fact that you don't have side repeaters doesn't matter. The relay for the hazard warning lights is now part number GFU2507.



Flasher unit numbers have changed over the years, pick the correct one.



"Some engine paints I've used in the past take an eternity to dry too..."

ENGINE PAINT

Q Hi Keith, can you recommend a particular type of engine paint for my rebuild project? Some people are saying that you can get some pretty decent stuff from DIY shops like B&Q, the stuff you use on radiators and things. Or would you

recommend one of those high temperature paints from the car shops?
Jason

A I've always used straightforward cellulose paint. It is reasonably priced, with a massive range of colours available, easy to apply and dries very

quickly. Some engine paints I've used in the past take an eternity to dry too. I apply two coats and the result is always very good. There's no problem with regards to heat damage - if you think about it, it takes quite a serious fire to discolour bodywork, and it's not affected by light oil or fuel spillages.

BRAKE JUDDER

I've fitted new rear backplate assemblies around 3000 miles ago, complete with new shoes and cylinders both sides, but now I'm getting quite a severe brake judder. It doesn't seem to happen at slower speeds, but once at about 50mph. The only thing I haven't changed were the drums as they looked OK. It seems to be getting gradually worse.

Michael

A I do suspect the problem lies with the drums. Although the drums

may have appeared to have plenty of material left on them, they will have worn to mate with the shoes you have just replaced. They may have even worn oval to a certain extent. The new shoes will be rubbing on the highest areas left by the former wear. The wear pattern on the worn shoes removed should give a good indication of any wear likely to have occurred in the drums.

It could also be that you have not fitted the shoe return springs correctly. Incorrect fitment of the springs causes the shoes to be pulled away from the backplate so they are not seated properly. The inner edge of

the shoes are then scuffing on the drum's friction surface. When you hit the brake pedal, the shoes do not contact the drums square-on, but edge-on first. The wear caused by this leads to the brake judder you are experiencing.

The lower spring has two coils, one at each end and it should be fitted with the centre straight section offset towards the wheel cylinder and engaged in the holes in the shoe web, just above the handbrake actuating lever. The upper spring has one long central coil and hooks into the mirror image holes of the lower one. Both should be fitted behind the brake shoes.



Washing-up liquid isn't good as a screen wash, but vinegar can be used.

SCREEN WASH JELLY

Q Hi, this is my 1984 Mini City E. I have trouble with gloopy washer fluid, where the washer fluid doesn't get used often and it goes all thick. Do you have any suggestions other than changing it more often and trying to use it more?

Edward Remmer

A If you are using a proprietary screen wash additive, it should not be going 'gloopy'. That sounds more like what happens when using washing-up liquid instead. I suggest

you thoroughly rinse the washer bottle out with a little vinegar added to the water, then put a small amount of warm clean water in the bottle with a little vinegar added and squirt this through the system until empty. The combination of the warm water and vinegar should clean the pipes and jets thoroughly. Then refill the washer bottle with clean water and a proper screen wash additive.

In the absence of screen wash additive, vinegar works well, as does traffic film remover (TFR) used for cleaning cars with power washers. Go careful with TFR - use small amounts.

'CAGED ROAD CAR'

Q I've been trying to research this online and it's more hassle than it's worth, as everyone seems to give their own opinion, seemingly without any evidence! Basically I want to know if a rear rollcage is a good thing for safety on the road or if a Mini is best without? My thinking is that in a racecar you have a harness and proper seats, so you can't hit your head on the 'cage' easily. But in a roadcar do you think the extra strength outweighs the risk of that? My car's got a Safety Devices rear 'cage' and I need to do the sills, so am not decided on re-drilling the holes after the new panels go in.

Steve

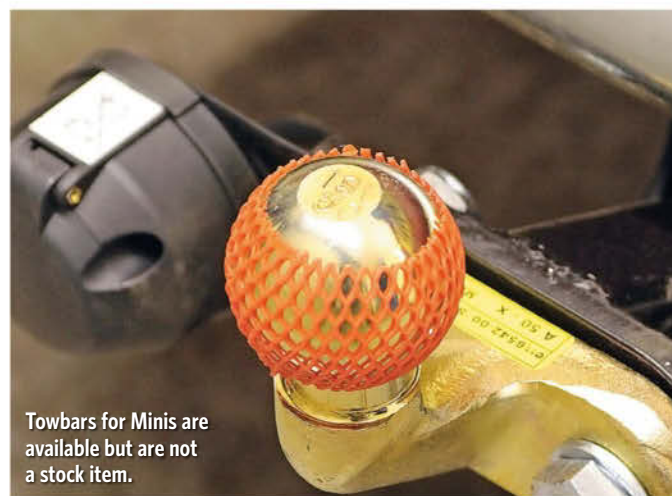
A An interesting question as it is something that few

consider when installing a rollcage - the fact that without proper race harnesses you run the risk of whacking your head on it in the event of an accident.

Without such harnesses installed I would be very reluctant to recommend installing a rollcage. But then there is also the individual to be considered. Somebody that is not too tall and has the seat situated well forward away from the area of a rear rollcage is far less likely to end up making contact with the metal tubes.

Being six foot one-inch tall and somewhat wide in the shoulders, I have my seat well back in the car, so have not installed a rollcage where the inertia seat belts were to be retained in any Mini of mine. So ultimately whether fitting one in a road car is a good idea very much depends on where the seats are situated.

To cage, or not to cage, in a road car depends on the individual.



Towbars for Minis are available but are not a stock item.

TOW BAR

Q Hi *Mini Magazine*, can you please tell me if it's possible to install a tow bar on a Mini? If so, which model is recommended?

Borja Sancho de Loresecha

A The most famous producer of tow bars in the UK is a company called Witter Tow Bars. I spoke to them about availability and price. They are not a usual stock item so would be a special order unit that would take 10-14 days to complete. The part number is B1B and cost was quoted at £148.80 plus carriage. Witter's contact number is 01244 284500. Mini Mail also has a stock of NOS tow bars at the moment, so it may be worth a call on 01989 720111. Also, from 1998 onwards, Minis were not type-approved for towing, so on a later MPI you are not legally permitted to tow.

"From 1998-on Minis were not type-approved for towing..."

BUMP STOP REMOVAL

Q Hi Keith, I lowered my Mini Cooper SPi on Hi-Los, but it wasn't quite enough to suit the 10s. So I've now had them machined down even more and slammed it - just the look I was after. But I've noticed the car is sitting on the front bump stops. Can I trim them down? Should I remove them or will it fail the MOT?

Nicolas

A Do not remove the bump stops. If you do this then there is nothing to stop the top arms/ball joints from crashing into the subframe towers.

Such metal-to-metal contact will cause two major problems - instantaneous stratospheric spring rate (literally eliminating suspension movement) and the real possibility of breaking the swivel pin off or pulling it out of its retaining cup. The consequences of either are every bit as bad as you can imagine. It's better to cut the bump stops down a little at a time until there is around a quarter-inch gap between the bump stop and top arm. Do this with the car sitting on a level area.

Products

The latest Mini products

INDOOR CAR COVER

£118.50

The Fortress car cover from A-Series Spares is perfect for Minis stored in a garage or workshop, for protection against sparks, dust, light knocks and spills. These are ideal if you have more than one Mini project on the go in the garage, or just for protection whilst waiting for the next show. The fire retardant cover has a soft satin feel and is breathable too, so there's no worry about damage to the car. There's space for wider arches and spot lamps too, so it'll be suitable for any Mini saloon.

■ 01159 305198

■ www.aseriespares.co.uk



ARROW CON-RODS

£890

Ongoing development from MED and Arrow Precision has resulted in a new con-rod design for 2014, down from 480g to 430g in weight including the ARP bolts and small end bush. The 5.750-inch steel con-rod is claimed to be the lightest of its kind, making it the perfect option for a full-race engine build.

■ 01455 618464

■ www.med-engineering.co.uk



MPI TOP HOSE BRACKET

£15.99

This new bracket from Racraft Motorsport fits on the rear of the MPI Mini coil pack bracket to support the top coolant hose, where it runs along the front of the rocker cover. Made from high quality stainless steel with stainless steel fixings, it'll outlast the standard bracket and add some extra bling in the process. For the purists there's also a black powder-coated steel option for £10.56.

■ 01707 654177

■ rmsdevelopments@hotmail.com



PRIMARY GEAR SHIMS

£21.60 each

This new range of primary gear shims is suitable for use with Deva bush-type primary gears. The shims come in a useful range of sizes to compensate for various levels of play in the primary gear. Available as part numbers 22A322 to 22A324 for 998-based engines, and 22A450 to 22A451 for 1275-based engines.

■ 01707 607700

■ www.minispares.com



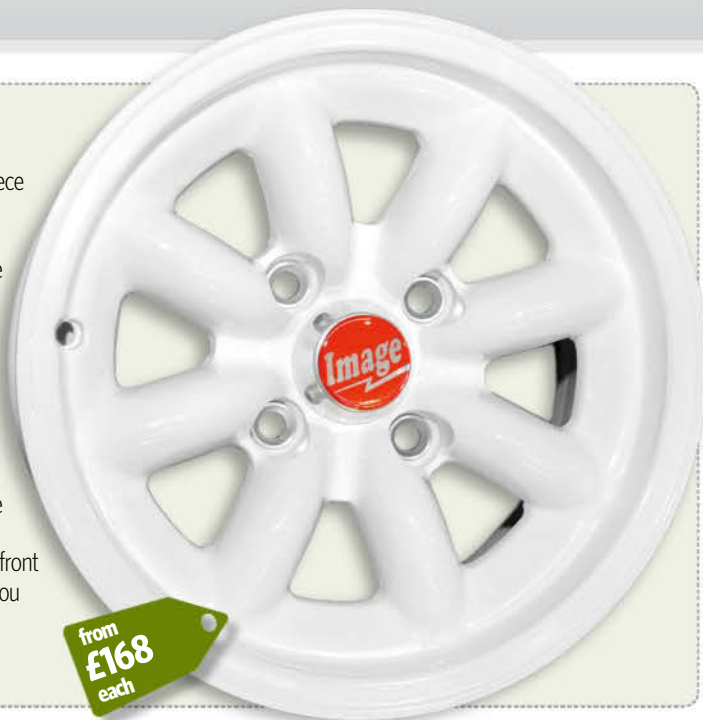
TWO-PIECE ALLOYS

£168-£192 each

The TRM wheel is a 13-inch two-piece split-rim from Image Wheels that appears from the exterior to be a regular Minilite-style wheel. But the wheel's party trick is the choice of inner dishes, so you can adjust the width and offset to suit your car. Widths range from 5.5-inches to 10-inches, but speak to Image Wheels regarding your desired offset, finish and PCD, as the alloys are made to order. This could be the ideal choice for hybrid cars using alternative PCDs and with different front and rear track widths, especially if you want to retain a traditional look.

■ 0121522 2442

■ www.imagewheels.co.uk



K-HEAD GASKET

£120

MED's new steel MLS head gasket has been designed to suit A-Series engines with a BMW motorbike head conversion. The stud pattern has been matched precisely to the BMW head so it's a direct fit. The bores are 73.5mm to suit an over-bored 1275 motor and the thickness has been increased over a standard gasket to 0.051-inch, giving a compressed volume of 5.5cc.

■ 01455 618464

■ www.med-engineering.co.uk



COMPETITION BRAKE PADS

£92.20-£92.81 set

Performance Friction has started producing its renowned carbon metallic brake pads for the Mini, which are perfectly suited to trackday and race applications. The unique multi-layer pad material reportedly offers a firmer brake pedal with less travel and a smoother bite, even from cold. There are two different compounds available to suit aftermarket four-pot and Metro-type callipers, as well as 7.5-inch disc Cooper S callipers. These are not currently available for 8.4-inch solid or 7-inch Cooper disc set-ups.

■ 01295 221020

■ uksales@pfcbrakes.com



MINI CATALOGUE

£7.50

Over two years of work has gone into producing Mini Spares' sixth edition of its body, trim and mechanical catalogue, featuring 217 pages of technical drawings and part numbers. It contains essential part information for a huge range of Mini models from 1959-2000, plus some useful technical data too. It's an extremely handy source of reference to keep on your garage bookshelf.

■ 01707 607700

■ www.minispares.com



Custom dash rail

£165

If you want to install some additional 52mm gauges in your dash but have run out of space, or if you just fancy something a bit different, check out this padded top dash rail from Classic Trim. The dash rail replaces the stock version as fitted to most cars from the mid-'80s onwards. There's space for three gauges and the fittings are as standard, so it'll bolt straight on.

■ www.classictrim.co.uk



Monte mug

£9

Celebrate the 50th anniversary of Paddy Hopkirk and Henry Liddon's Monte Carlo win with a commemorative mug from Mini Sport. There's two different versions in which to pour your brew, one depicting Paddy attacking the Monte Carlo race circuit, and the other on the Col de Turini. So when you're taking a moment to sit back and admire a project, or read a copy of *Mini Magazine*, you can do it in real style!

■ www.minispport.com



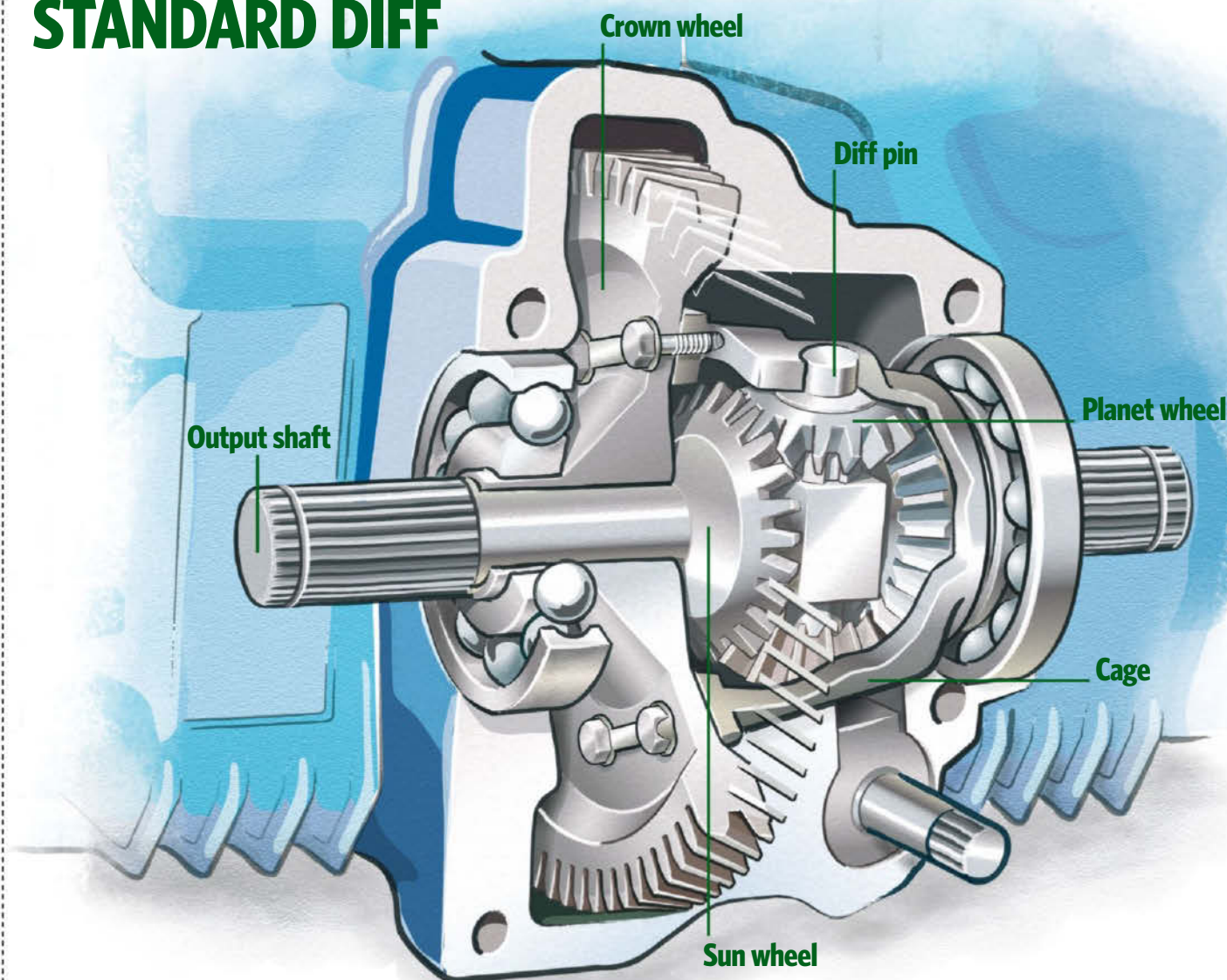
Momo steering wheel

£269.99

Momo's boldly styled new steering wheel has been launched to celebrate the tuning company's 50th anniversary in 2014. The GT-50 is a leather-clad ergonomic wheel with a yellow Alcantara highlights. It is 350mm in diameter and will require a separate mounting boss to suit the Mini's steering column shaft. It's certainly not for the traditionalists, but it might work in a modernised interior.

■ www.b-gdirect.com

STANDARD DIFF



CALVER'S CLASSROOM

DIFFERENTIAL BASICS

Keith takes a look at the Mini differential to explain the basics.

The terms 'final drive' and 'diff' (differential) are regularly confused with each other in conversations.

The 'final drive' is actually the last two gears in the transmission that determine the car's on-road performance. There's a pinion (small gear on the end of the gearbox main, or third motion shaft) that turns the crown wheel (big gear bolted to the differential unit). Despite this order of arrangement, they are always referred to as the crown wheel and pinion. The 'diff' is actually the assembly of components that transmits drive from the crown wheel and pinion to the road wheels. While a pair of gears may take little explanation in how they work, the diff is a different story.

STANDARD DIFFERENTIAL

Just like the horse-drawn carriages which predated them, the very first cars utilised a fixed rear axle with a wheel fitted at each end. This wasn't too much of an issue, since the cars were barely faster than horse-drawn carriages, where being pulled by a lengthy beast meant the turning circle was limited and tight turns were never attempted at any real speed. Early cars were mostly powered from the rear, and the independently steering front wheels had no problem at all dealing with the speed difference from side to side during a turn. And that is the crux of this article – wheels going round corners travel at different speeds/distances. The wheel closest to the turn (the 'inside' wheel) will travel a tighter radius than the wheel furthest



KEITH CALVER

Keith has been *Mini Magazine's* tech expert since we launched in 1996. Keith's Mini CV speaks for itself: he joined the motorsport scene as a Miglia competitor in 1978, before a five-year stint at the Mini Spares Centre (London) in the early '80s. Now independent, Keith builds race engines for numerous disciplines. His 1275 GT race car and sharing his vast amount of Mini knowledge are also main focuses.

away (the 'outside' wheel). To a certain extent that applies over surface undulations too.

With any added speed, the carriage set-up would have the wheels scrubbing across the road surface, making steering a real handful – exactly the issue experienced riding quad bikes.

Add into the mix the front-wheel-drive philosophy of the Mini, with tyres that give a considerable grip improvement over a carriage wheel, and some form of mediation is essential to avoid the car steering all over the place and being very difficult to steer at speed. Step forward the differential...

The differential unit (diff) houses the components that allow the wheels to rotate at different speeds. It comprises a cage that contains the output shafts (connected to the wheels via drive shafts and inboard drive shaft couplings) with gears machined on their inner ends called sun wheels, plus a pair of smaller gears fitted between the two (planet wheels) mounted on the outer ends of a shaft (diff pin). The diff cage is bolted to the crown wheel and is driven by the pinion. Travelling in a straight line, the whole diff assembly rotates, driving both wheels at the same rotation speed. When one wheel encounters a situation that requires a different speed to the other wheel to negotiate it (bump, dip or bend) the planet wheels allow the sun gears to move at the different speeds required, still providing drive to both wheels.

The Achilles' heel of this set-up is that when one wheel encounters a situation that allows one wheel to slip/spin caused by the loss of traction instead - such as mud, ice, or even going airborne - the previously helpful diff set-up becomes extremely unhelpful by

transmitting all of the engine's power to that wheel. So it just spins uselessly and forward drive is lost. This is known as an 'open' type diff.

LIMITED SLIP DIFFERENTIAL

Loosing drive to the wheels is not a happy situation where using your Mini in any form of competitive or performance discipline. Speed over any distance requires the car to be moving forward at all times, and therefore the loss of traction is the enemy of such endeavour. So it's essential to control that freely spinning wheel and traction loss. One way to do this would be to have a diff assembly that simply restricts any wheel speed differential to occur. Early attempts at this were very basic, locking the diff up by welding the components of the standard diff together, or fitting over-sized output shaft thrust washers that jammed the sun and planet wheels up. But that returns things to the quad-bike difficulty of steering, especially on any surface other than slick.

What is really needed for optimum traction, then, is a diff unit that limits the amount of drive applied to that slipping/spinning wheel and transfers the majority of the drive to the wheel with most grip - hence why the Limited Slip Differential (LSD) was born. I emphasise the point that the LSD limits drive to the spinning wheel and gives majority drive to the gripping wheel. A common misconception is

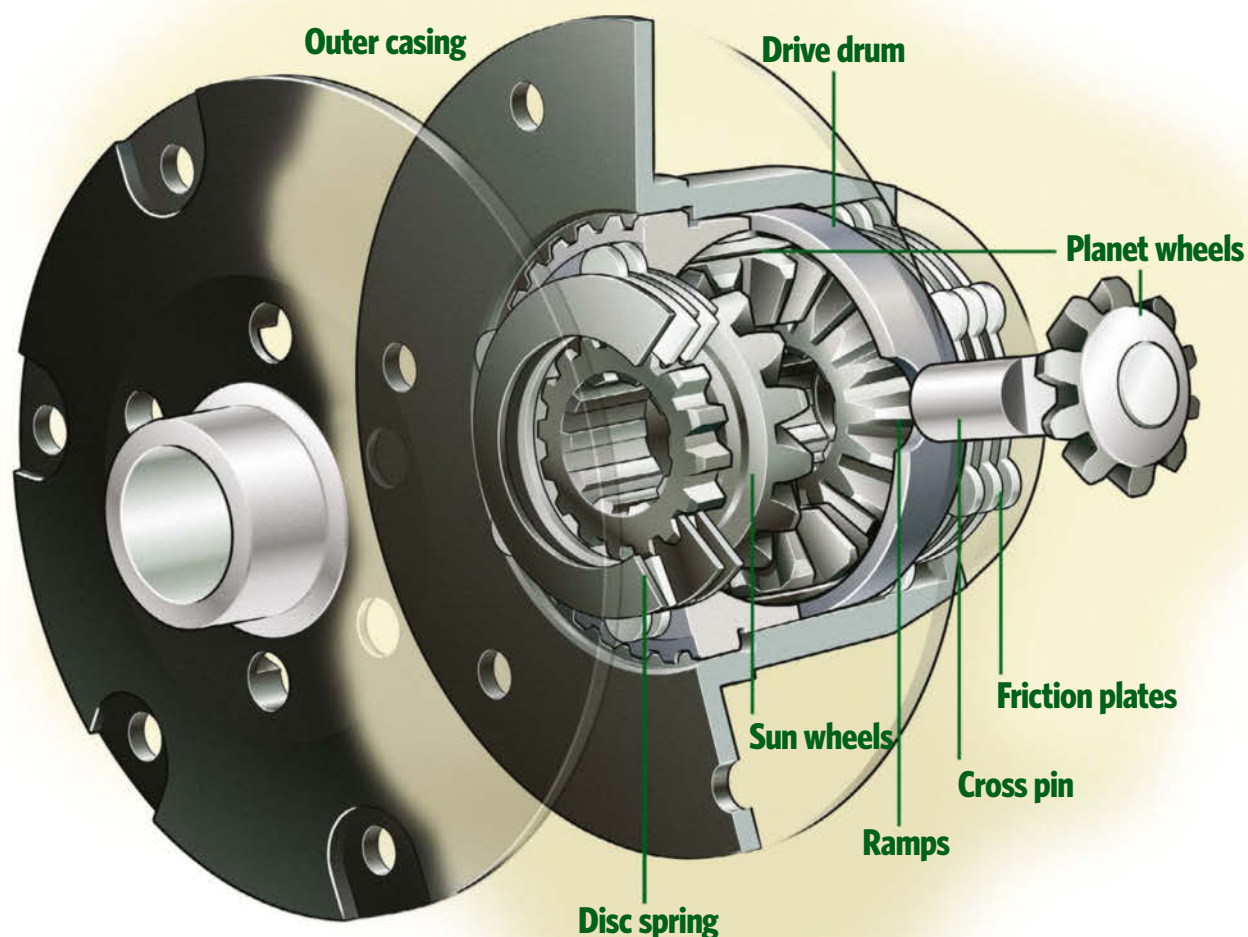
that an LSD provides more drive to the spinning wheel - somewhat pointless when you think about it, as that spinning wheel has no grip and so is contributing very little to forward motion.

A variety of LSD units are available for the Mini. The plate-type design was the first used as it was already a common design used in all manner of machinery, including tractors. This crude piece of agricultural engineering was the source of the first Mini-specific LSD, the renowned 'Salisbury', which has been developed over the decades making full use of modern technology.

The multi-plate design gives maximum frictional area, therefore the most effective performance. The construction and function is not that dissimilar to the open diff. Two cross-pins located in four curved wall cut-outs carry four planet wheels which engage a pair of sun wheels housed in a two-piece drive drum. The drive drum halves have a pack of friction plates between each end and the outer casing pieces.

When a difference in traction occurs, the sun wheels engage the planet wheels, turning them and so forcing the pins to move up the ramps. The level of slippage is controlled by the frictional force between the plate packs and outer casings, the resultant torque bias being applied to the sun wheel connected to the wheel with most traction. A disc spring provides a pre-load on the plate pack to initiate drive.

LSD





Jeff Ruggles
Editor

MINI LIFE I'll run out of fingers and toes if I try and count all the Minis I've had. I love to spend all my spare time working on them, although progress can be tricky as my lock-up is 200 miles away from where I live!

MINI SPEC I currently own six Minis in various states of repair. Currently only a couple are road legal, although I'm working hard to change all that!

MINIS OWNED

1995 Sidewalk



1994 Mini Sprite



1970 1275 GT



1971 Mini 850
1972 Mini 1275 GT
Mini Innocenti 1001

The 850 looks to be in great shape underneath.



What lies beneath...

Two-Sprites Ruggles gets busy sorting the lower regions of his project cars.

Most of the last few weeks have involved me staring at my underside, by which, of course, I mean the underneath of two of my project Minis. For once it's been reasonably good news, and the welder has remained firmly in the corner of the workshop.

Let's start with the 850. It's been sat in Jon Hill's workshop for far too long now, so arrangements have been made with Power Park Autos in Banbury to shot-blast the remaining grotty bits. We tackled the majority with a

portable Millar Soda Blaster last year, but the trip to PPA will allow some tricky corrosion in the gutters and engine bay to be dealt with, as well as the aforementioned underside. Power Park Autos will also etch prime it too, ensuring the metal doesn't turn ginger again in the blink of an eye.

Before any blasting though, the old underseal had to be stripped in readiness (see page 84). I was a little nervous as to what horrors might be exposed, but suffice to say I'm as happy as Larry. Most of the metal

looks factory fresh, and the blasting will clear up anything that isn't. It just shows the benefits a good rust proofing can provide, and as ever, prevention is better than cure.

Meanwhile, work has continued on the Sidewalk. I reported last month that the entire floor area had been coated in Dinitrol and I was just about to finish refurbishing the rear



Inner arches were primed and repainted.



Matt helps to slot the subframe in place.



I've kept the old 'MOWOG' ball joint boots, as replacements often perish.



All in place, complete with Gaz dampers.



It looks superficial, but this front-end whack has done plenty of damage behind the scenes.

To do list

1. Tax the Sprite and get it back on the road (that's the undamaged one).
2. Begin stripping the crashed Sprite.
3. Plod on with the Sidewalk build.

subframe. New rigid brake pipes and hoses have since been fitted, but another issue proved more of a headache. Injection cars have a fuel filter bolted to the rear subframe, and in my case the bracket that holds it in place had all but disintegrated. They aren't readily available from specialists either, but fortunately Smiffy's Bits stocks them in either stainless steel or a powder-coated black finish. Given that the rest of the Sidewalk is not particularly polished, I went for the black version, but I did pick up some stainless bolts to affix the rear subframe itself, which shouldn't corrode like the standard fixings.

Whilst tinkering, I also freshened up the rear arches with a coat of rust-preventative primer and some White Diamond topcoat. Then it was time to lift the subframe in place, which was a

relative doddle thanks to our two-post ramp, transmission jack and mechanic Matt's help. And because the 'frame was a genuine Rover item that had already been fitted to the car before, it lined up with a distinct absence of jiggery or pokery. Happy days.


It was a similar tale with the front subframe, albeit a longer-winded one. Once again the inner arches were repainted, and in true Blue Peter style I also removed the steering rack and replaced it with one I'd prepared earlier. I rushed to Somerford Mini minutes before it closed to purchase the necessary U-bolt fixings, only to find two sets when I got home – including the originals. Arghh!

I then set about slotting the previously-assembled subframe in place using a Mini Spares top mount improvement kit, which consists of a

poly mount below the bulkhead and an alloy one on top. With my preferred combination of alloy teardrop mounts and rubber items on the toeboard it was easy enough to get in place, save for a bolt I managed to cross-thread. However, I wasn't happy with the subframe tower alignment, so I had it all apart again and re-positioned it until I was satisfied.

I'd already refurbished the hubs too, so to get the car rolling it was a matter of cleaning up the driveshafts and using an old pair of brake discs. It will all need to come apart again, but for now it's great to see the car rolling for the first time in three years.

Sadly, time has meant that half the bits to finish the rebuild have either gone missing or been pilfered for other projects. With this in mind and the 850 in need of an engine, I recently purchased a written-off Sprite to use as a donor car, exactly the same colour and year as the Sprite I already own.

Although it looks OK in the pictures, it's taken a hefty whack on the front corner and another one at the rear. The driver's door is jammed shut, the A-pillar is bent and the floorpan is a mess too. Add this to the oversills, fibreglass in the floors and a host of other issues, and it would take a fortune to put right. I'm not keen on breaking a Mini, but it will help to keep at least two others alive, and donate parts to a few more. 

"Sadly, time has meant that half the bits to finish the rebuild have gone missing..."



The Sidewalk rolls for the first time in three years.



New fuel filter bracket was a must.



Contributor Marc Stretton helped to transport the new purchase home on his transporter.



Sadly, it's also been damaged at the rear, too.



Stephen Colbran
Features Editor

MINI LIFE My Mini life began aged 13 with a SEGTO Junior race Mini, followed by the usual path of learning to drive in a Mini, joining a local club and getting involved in the shows. 13 years later, I've driven, photographed and written about some of the best cars on the scene. I've now got two project cars – a stripped-out trackday warrior and a supercharged MINI Cooper S daily drive. Both have their merits, but only one works...

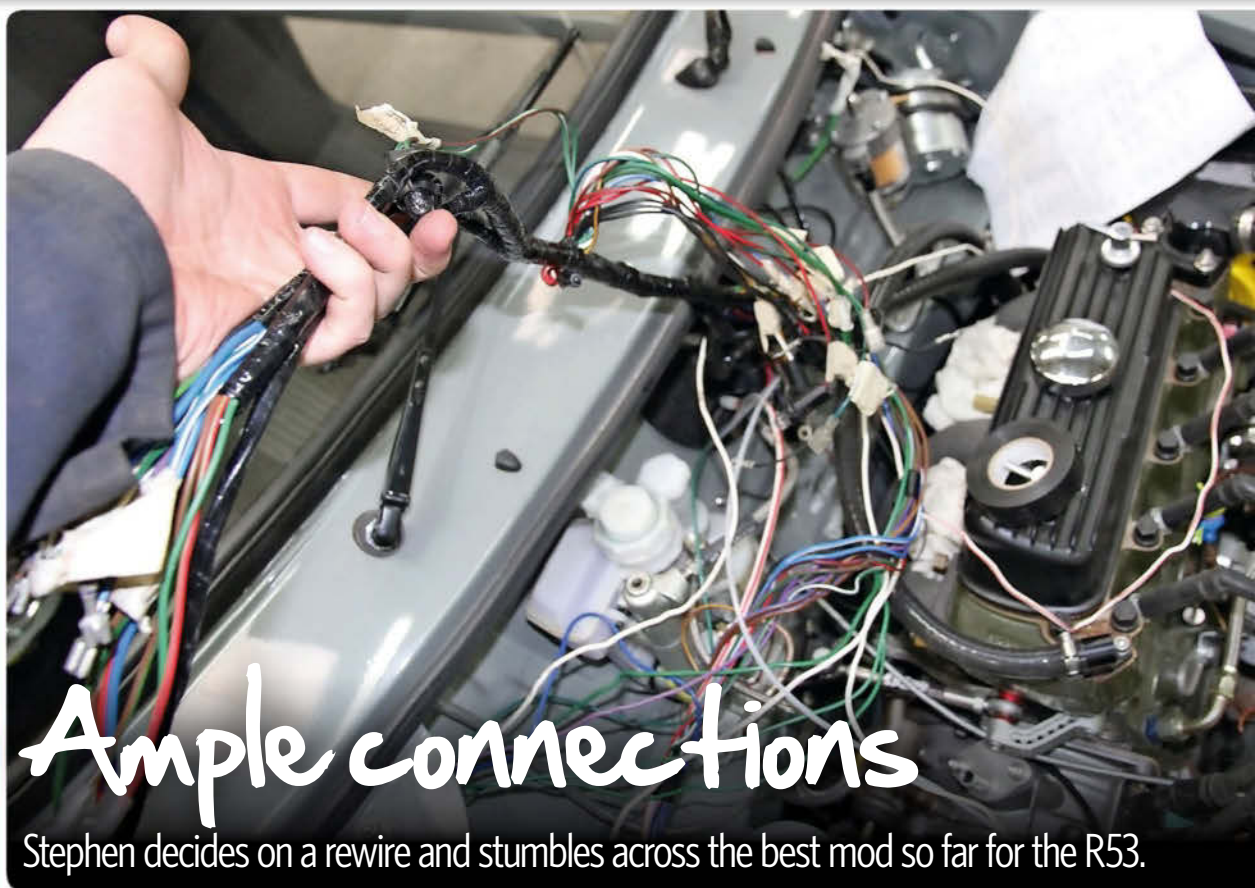
MINI SPEC My classic Mini project car has evolved over 10 years from scabby daily drive to weekend ICE machine before its latest reincarnation as a stripped-out performance Mini. There's an AC Dodd 100bhp 1330cc engine with a straight-cut box and plenty more besides. The theme is modern motorsport but without ruining the 1960s Mini appeal.

MINIS OWNED
Austin Mini 1330
R53 MINI Cooper S



To do list

1. Continue with twin carb rebuild.
2. Install extra ignition live fuse box.
3. Decide on front wiring loom route – hidden inside the wing, or the easy engine bay option.



Ample connections

Stephen decides on a rewire and stumbles across the best mod so far for the R53.

Remind me to never become an auto electrician; I'd never make any money! A staggering two months have passed since my last work on the wiring loom, as you may recall I was concentrating on tarding-up the front floors last issue. The day arrived to finally connect up the front section to the switch panel relays and rear loom, test it all out and tick off another chapter in the build story, when an ambitious (read dangerously side-tracked) thought occurred. I'd learned how the Mk3 S-type loom connected up to the car, how it all functioned and how it was fused, so what was to stop me improving it?

Having just two main fuses for the entire car, as on a pre-'76 loom, is a bit too basic for my liking. Simplicity is one thing, but if the ignition live fuse blows, it would take a fair amount of investigation by the side of the road, what with the ECU, lights and switch panel wiring all stemming from there. The permanent live fuse on this car only feeds the horn and momentary headlamp flash, as there are no hazard lights, so that section is fine.

But then the wiring for the coolant temperature sender, coil, distributor and tacho have also been made redundant, due to gauge choices and the Specialist Components ignition-



Common-live rail fuse box has LEDs for when a fuse blows.

only ECU, so there were plenty of unnecessary wires lurking in the loom. So I sat down, scratched my head, stared blankly into the distance for a while and decided to strip back all of the loom tape, remove the unused wiring and start over.

The system will now feature an extra common-live blade fuse holder from 12voltplanet.co.uk in place of the ancient Lucas item. It's a far neater option that will provide three or four spare terminals for future add-ons. I'll move this under the dash shelf, away from the engine bay to save clutter.

Combining 12voltplanet's range of terminals, insulation and fuses with the Mini-specific plugs and coloured cabling from Autosparks means you can modify a loom for extra safety without losing the factory look. However, now the job's evolved into a complete rewire, I'm tempted to hide



Just some of the wiring components on the build.



Stripped-back loom looks a right mess. And it is.



Front wishbone poly bushes for the R53 – a great mod.



Powerflex lower engine steady bushes really improve the feel of the gearchange.



Installing the whole range is an extensive job.

“It will feature a blade fuse holder in place of the Lucas item...”


the entire front loom along the inner wing for a more stealthy engine bay. It might just happen.

Whilst the classic Mini is getting ever closer to completion, I've also been busily modifying the R53 too. AP coil-overs and lightweight alloys sharpened the handling, but it still possessed a woolly feeling at the rear. Drive any modern car back-to-back with a classic Mini and you'll get that feeling to some extent, with all the

extra rubber bushes and a general need for improved comfort, but I don't think that belongs in a so-called driver's car like the Cooper S.

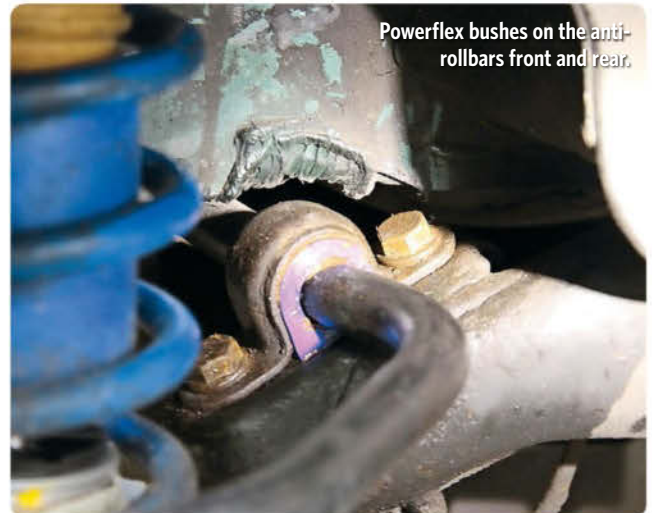
Powerflex came to the rescue with a full set of uprated poly bushes. On went lower front arm poly bushes, uprated engine and gearbox steady bushes, anti-rollbar bushes front and rear, and poly inserts for the rear control arms. If you're interested in seeing exactly how it's done, I've

uploaded a series of guides on the MiniTorque online forum.

Suffice to say it was an extensive job requiring a front subframe drop, ECU and airbox removal, and an engine lift, but wow – what an improvement! Now it feels properly tight and well planted on the road, almost comparable to a classic. The uprated engine and 'box steadies also improve the feel of the gearchange by restricting the engine movement fore and aft, at the expense of some added cabin noise at idle. But this is easily the best value modification I've found so far for the MINI. If only they'd been fitted as standard to the S... 



Non-adhesive PVC tape has all been removed. One step forward, two steps back...



Powerflex bushes on the anti-rollbars front and rear.



Lucas twin fuse box is a little basic but functional. It'll soon be replaced on this car.



Rear trailing arm Powerflex bush inserts have made a huge handling improvement.



Keith Calver
Minimag Tech Expert

MINI LIFE Started out as 'a hand with the spanners' to my cousin Peter who'd just started racing in Mini Miglias. Spent fortunes at Mini Spares Centre building a couple of Miglias before joining the company for five years. During my 'Mini Life' I've had everything on the road from bog standard 850s to monstrous 1600s and every conceivable variation you can imagine in between.

MINI SPEC Current race car now the borrowed Super Mighty Mini from Pat Ford, built to series regulations - SPI engine bored +0.020" for 1293cc capacity using regulation forged Omega pistons, standard SPI camshaft, 1.5 roller tip rockers, modified cylinder head, K&N air filter, standard ECU. Suspension mods allowed are rod-end adjustable bottom arms and toe rods, rear adjustable track/camber brackets, rear anti-roll bar. Interior stripped out aside from door cards and furniture. Plastic windows.

MINIS OWNED
1275 GT racer
1990 Mini City
1985 Ol' Red
1973 Clubman

Parts swap

Keith's helps with a secret early Mini project and struggles with parts availability.



When totally stripping out like this, bagging and tagging is a necessity.

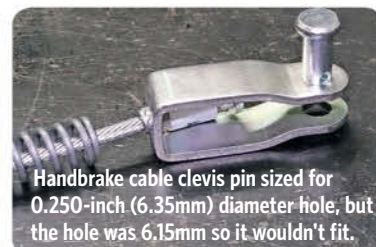
When stripping a Mini down to rebuild it, especially on a standard-spec restoration, do your level best to remove as many fixings and fasteners in good shape as possible. Then either refit them to the main components they go with, or at least bag them up and label them. It doesn't matter if they are heavily corroded and not likely to be refitted – it will give whoever gets to rebuild the car a fighting chance at doing so without major headaches or delays. Assuming all parts are readily available now is a dangerous game to play, too. The Mini has been out of production for over 14 years, and many cars undergoing rebuild or restoration are likely to be at least 10 years older than that.

I have recently been involved in helping to rebuild an early Mini following a thorough strip-down, which unfortunately has been

embargoed for the moment. However, I can say that it was not to concours-winning standard, but nonetheless required a real good going over.

I soon found that the aforementioned strip-down process had not been adhered to, and many original parts were missing. With many of these parts now being obsolete and hard to source in good used condition, the rebuild was made difficult and far more protracted than it should have been. Add to this several problems found with cheaply remanufactured parts and it became a real pain.

On the remanufactured parts, I am talking about problems with items as simple as a throttle cable



Handbrake cable clevis pin sized for 0.250-inch (6.35mm) diameter hole, but the hole was 6.15mm so it wouldn't fit.



Handbrake cable return spring way too long.

abutment pin that secures the inner throttle cable to the carb lever. The throttle lever/cable pin in question had a badly formed thread, so the clamping nut would not screw on more than a thread and a half. The pin that fits to the bracket had a weird diameter that didn't fit the usual spacer washers either.


The cheap replacement hand brake cables were a fight too – not only were the clevis pin holes too small for the clevis pins, but the tensioner springs at the handbrake actuating lever to anchor plate were an inch too long, causing all manner of aggro to fit and correct the handbrake operation. The main cause of holes and diameters being weird seems to be down to the

"Assuming parts are readily available is a dangerous game..."



After barely two minutes running, these points melted – possibly a faulty condenser.

preponderance for certain manufacturers to use near equivalent metric sizes without recourse to checking the mating parts' sizes.

I had to cut the excess spring length off then drill the holes in the brackets out to get it all to fit and work properly. It's not a big problem to solve if you know you need to do it up-front, but finding out once partially assembled, it is a right pain in the butt. So the bottom line is, if you find a problem with a part, don't just swear and chuck it in the bin – make sure you notify the vendor. Unless they are informed, product quality stands little chance of ever improving. 

To do list

1. Have a good root through all the boxes of stuff I have for the GT.
2. See if my man has made my liquid fluxer for bronze welding.
3. Get cracking on the GT rebuild.



Barry Tilbury
Guest contributor

MINI LIFE I've been a part of the Mini community now for 12 years and own 18 Minis in total (I've had to sell some too believe it or not!).

MINI SPEC The Mini 55 project is to rebuild a 1970 Clubman Estate in time for the UK's IMM 2014 and to be displayed as part of the Clubman 45th celebrations. The car will be painted in its original Blaze Orange and built to the same spec mechanically as a 1275 GT.

MINIS OWNED

1970 Clubman Estate
Mystery Machine van
1960 MPi Domino
1962 Mk1 track car
1963 Mini Pick-up
1964 Harrier Hustler
1966 all-steel Traveller
1967 Minivan
1971 Mk1 Scamp
1972 Mini Shorty
1972 Mk3 Mini 850
1973 Mk3
1974 Clubman Estate
1978 Mini Roadster
1982 Jiffy Pick-up
2004 MINI Cooper



Suspension parts nicely coated in POR15.



Front subframe is ready to go.



The bodyshell is tantalisingly close to the paint stage now.

Kill the rust

Barry's getting the vital parts together and trying a few rust removal techniques.

Following a successful trip to one of the first shows of the year, I have a few more bits of the puzzle in place. I found both a set of early driveshafts and CV joints, but more importantly a good 1275 GT steering wheel – great news! I completely forgot to pick up a rear wheel arch at the show, however, so a panic call to Nick at Play Mini and I had a genuine Heritage item sorted.

Next up, Kevin at Sussex Road and Race inspected the engine's bores with a camera probe. Although I know nothing about the engine, it was determined that it had been rebuilt at some stage, as there are some slight scoring marks on the bores from being honed. We stripped all the old green paint off the block,

gave it two coats of black paint and it's now looking very shiny.

Now onto the subframes, and after stripping them to the best of my ability it was time to get painting. Following careful consideration of a number of products on the market, I decided on POR15. POR stands for 'paint over rust', so I did wonder if I should dip the whole car in it! All joking aside, it's not the cheapest product but has received good reviews. The supplier, Frost UK, was also very helpful, recommending some of its other products needed to work in conjunction with the paint.

First up was Marine Clean. This works like a degreaser and cleaner, and unlike other products I have used in the past, it didn't leave an oily

film on the metal. It's left on for about half an hour and rinsed off with water and left to dry. Next up was Metal Prep, which is sprayed on from a spray bottle, taking care as it's quite nasty stuff. This not only treats the rust but also etch-primes and leaves a zinc phosphate coating.

After being left to dry, the Metal Prep is rinsed off and again left to dry before applying the POR15. I chose to spray this on using a very cheap airbrush kit I bought off eBay. This did cause some amusement at SRR, but in the end worked out very well and I found it was easy to control the amount of the paint I used.

POR15 works differently to normal paint, in that it dries faster with moisture (you have to use two layers of cling film over the tin when you refit the lid.) After two coats on the subframes, I decided to also paint underneath the rear floor while the inner rear valance was removed, and also the radius arms, front top arms and driveshafts. The product looks to have given a good finish, but the fumes it produces are harmful and stronger than normal paint; so care, ventilation and a mask are required.

With another month passing, Project 55 is slowly moving in the right direction, but with five months to go until the IMM and Mini 55 show, time is going to be very tight. Next I'll be heading home to Plymouth for a few weeks, giving a chance to sort through my other garages on the hunt for parts. Then it'll be a case of reassembling the front and rear subframes. Hopefully the welding will soon be complete and the car will be ready for paint.

Kevin at Sussex Road and Race gave the engine's bores a check with an inspection camera, and all looked good.



To do list

1. Hunt for a set of clear glass windows.
2. Grind down welds on floors and front arches.
3. Prep floors and rust-proof with POR15.



Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but now concentrating on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-cum-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1992 Rover Cooper



The Mighty Mini needed some costly updates to race this season, so it was sold on to fund other projects.

One out, one in

Tim's Mighty Mini leaves the fleet, but he gains a 1990 Rover Cooper.


I had been pestered to sell my Mighty Mini and I finally gave in. Rule changes that have come in since I stopped racing it meant that it would have cost £1000-plus to get it back on the track, so off it went to Neil Slark. Neil had sold his racer and realised he no longer had a toy to play with, unless he could find one that just needed some upgrades. Neil and his brother Ian arrived with their kids, who will no doubt be filling the grids one day! I was only slightly sad to see it go, as Minis are for use rather than treasuring in my book and I couldn't think of a nicer new owner. This opened the door to some nice rationalisation in my collection of cars, and I could put some effort into my 1962 historic racer-to-be.



The Slark family came to collect the Mighty Mini racer.

But a month later, a friend mentioned that he was selling his wife's 1990 Rover Cooper. It suddenly seemed to make good sense to use a Mini for all the short journeys that I do, and oh dear, I seemed to have put my name down for it. It's a straight two-lady-owner

car with the level of use and care that suits me. In other words, it's scruffy around the edges. The car is one of the last generation of carburetted mainstream Coopers, so it has some class compared with all my other mongrels in any case.

I have also enclosed a pic of the Mini that was used in the "Rush" film by "James Hunt" that is now owned by one of our locals that made a visit. At a quick glance it gives the impression of a cute Mk1 but is much later. We all know what type of car helped Hunt get started in motor racing, don't we? 



Tim's well pleased with his new ride.



To do list

1. Get used to driving a little box on the road regularly (first time in 13 years!).
2. Look smug at owning a real Cooper.
3. Make up mind which project car to focus on next.

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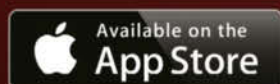
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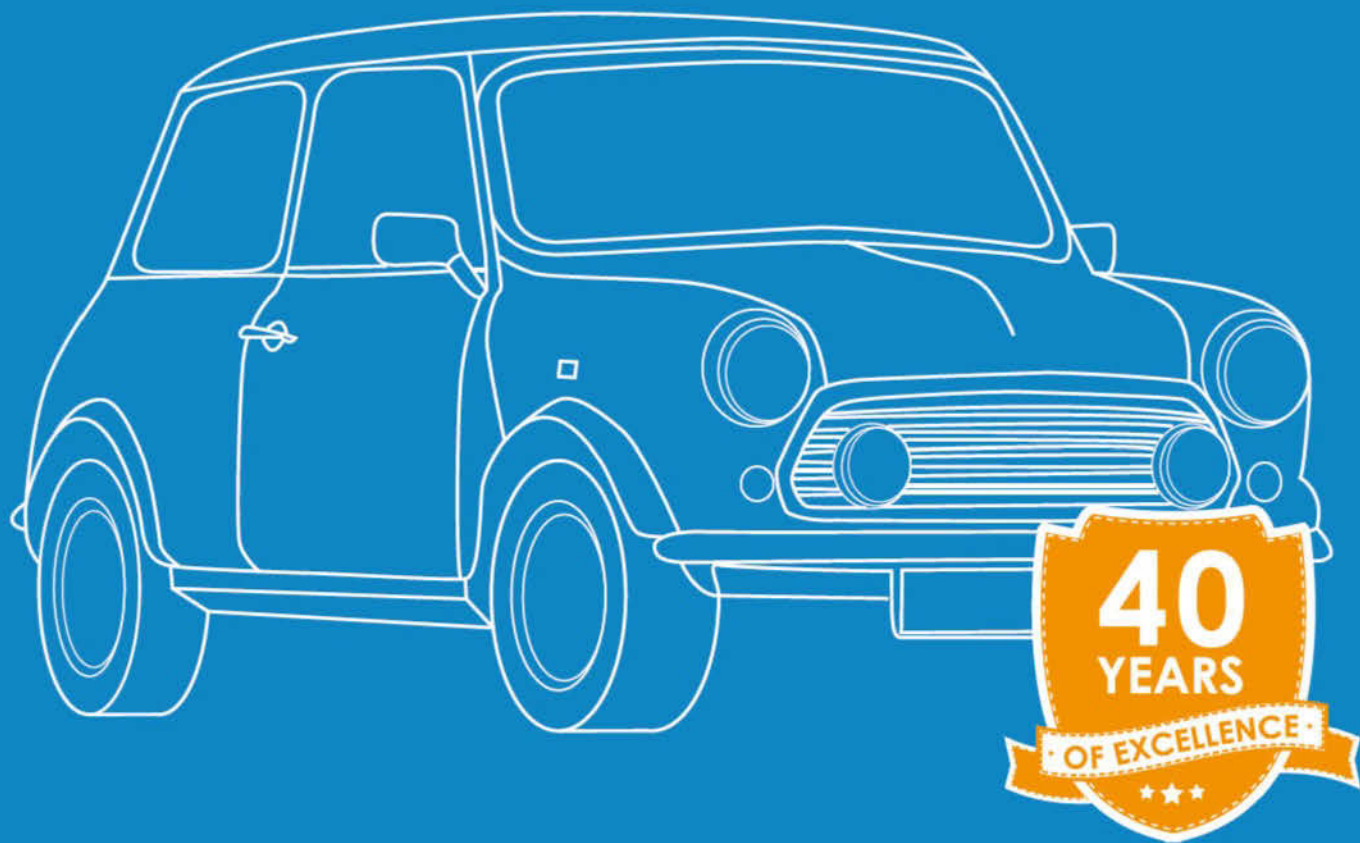


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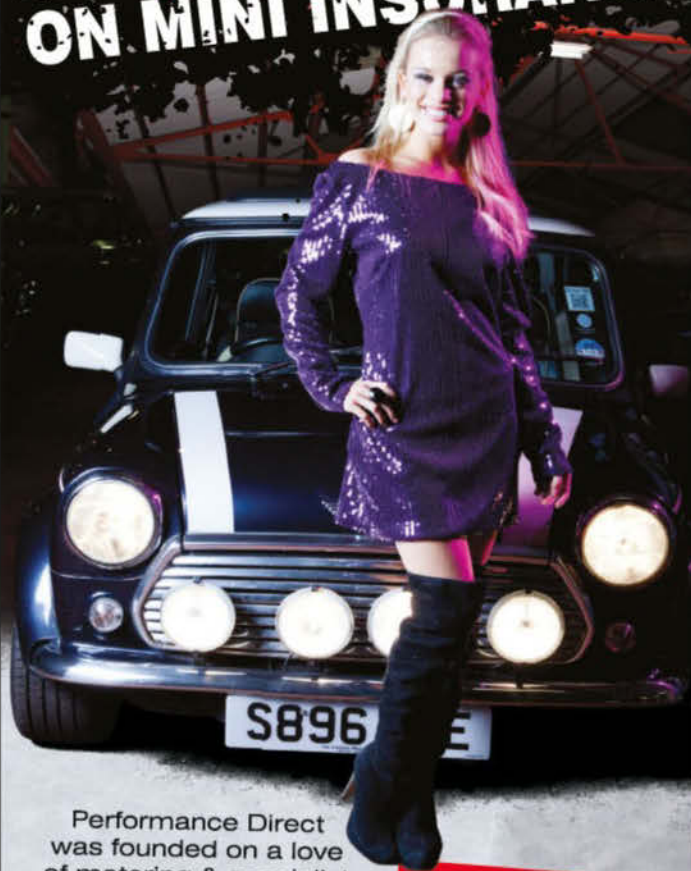
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FREE ads Mini of the month

▲ **1992 Mini British Open Classic**, lovely condition, completely restored in 2008 at great expense, all done as original, used one day weekly since. Really nice, reliable car. **£3000 ono.** 07718 521276. Cambridgeshire.

A fantastic choice for the summer, this British Open Classic features a full-length sunroof and it looks like a cherished example. 2008 seems like a recent resto, but that was around six years ago now, so give the car a thorough inspection. Otherwise, the price is very fair.



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▲ **1991 Mini Cooper**, 43,000 miles, BRG, last of the carb models, new rad, clutch and steering rack RC40 exhaust and original standard engine. Good bodywork, small dent on driver's door, RSP extras, taxed with nine months MoT. **£3600.** 01803 526051. Devon.



▲ **1976 Austin Mini V8 Roadster**, 4-litre Rover engine, five-speed gearbox, 1400 miles from new, MoT March, tax June. **£7950.** 07709 707219. Hitchin.



▲ **1996 Mini Sprite**, 1275cc, only 53,000 miles, bodywork and paint needs attention. Good runner with solid chassis MoT until Oct 2014. Reluctant sale. **£1749 ono.** 07751 473404. Manchester.



▲ Fully-restored and re-shelled **1963 Mkl Morris Cooper**, year's MoT, 970 S engine, 5 running gear, been garaged since rebuild, except for shows. **£11,000 ono.** 07751 027928. Canterbury.



▲ **1995 Mini Sidewalk**, original, 1275 SPi, Charcoal metallic, genuine 41,000 miles, excellent condition throughout, totally unmolested and reliable, some history and original bill of sale, will have full MoT. **£4750 ovno.** 01512 012440. Wirral.



▲ **Tax exempt 1380**, 1000cc on logbook, powder-coated subframes, mint underneath, Spax, Cobras, new carpets, twin pipes, reliable, long T&T. **£2500 ono.** 07921 153122. County Durham.rral.



▲ **1973 Austin Minivan**, white, new interior, rebuilt to a high standard, MoT, tax exempt, sorry to let go. **£9650 ovno.** 01406 381145. Spalding, Lincs.



▲ **1992 Mini British Open Classic**, lovely condition, completely restored in 2008 at great expense, all done as original, used one day weekly since. Really nice, reliable car. **£3000 ono.** 07718 521276. Cambridgeshire.



▲ **12000 Mini Cooper Sport**, Tahiti Blue/white, burgundy red leather upholstery, chrome dashboard, electric roof, 53,000 miles, MoT Jan 2015, good condition. **£5500 ono.** 07786 078553. Peterborough.



▲ **1993 Rover Mini Sprite**, 1275cc, 49,000 miles, MoT Sept '14, tax Aug '14, reliable runner, recent service and exhaust, very original car, used daily, garaged, slight TLC required, good interior. **£2600.** 07779 061264. Taunton.



▲ **1994 Mini Monte Carlo**, celebrate the Monte 50th anniversary with this Limited Edition. Tax and MoT, service history, restored 2009, two owners from new. **£5900 ono.** 07994 377340. Aberdeenshire.



▲ **1993 British Open Classic**, professionally built in 2012 with new Heritage shell by Bill Richards, 1380cc fast road engine, carbon fibre roof, rollcage, Recaro seats, twin tanks, Mini Magazine cover car. **£10,995.** 07951 994909. London.



▲ **1968 Austin Mini Cooper MkII**, Island Blue, Snowberry White roof, MoT'd June 2013, agreed insurance valuation of **£12,000**, other extras included. Sensible offers. 07944 698484.



▲ **Race-spec Mini**, known on the Mini scene, *Mini Magazine* featured, full spec available on request, too much to list, owned for over 10 years but only goes out a few times a year, garaged, new tax and MoT. OIRO **£4-6000**. 07780 817943.



▲ **1974 custom built Mini '1275 GT'**, taxed and MoT'd, 47,000 miles, garaged, pop-on roof cover, three sets of wheels including Minilites and Mambas. 07884 106456. **£3000**. Guildford.



▲ **Mini 1380 hillclimb and sprint car**, race engine, lots done to Mini, phone for details, road legal car. **£2500**. 07778 452699. Devon.



▲ **1986 Mini**, rust free, 998cc, Stage 1, 12 months MoT, six months tax, full respray in Jaguar Tektite Metallic Grey, 6x12-inch Minilites, Sony CD player, 6x9s, classic bucket seats, rear rollcage. **£5500 ono**. 07972 857302. Nottingham.



▲ **1991 Rover Mini Studio 2**, 998cc, 81k miles, MoT 'til August 2014, tax Jan 2014, new exhaust system, sunroof, used most days. **£1200 ovno**. 01483 770442. Surrey.



▲ **1987 Mini Advantage**, fully restored to high standard, Sportpack, brand new subframe, full respray, full new leather interior, many new additions, MoT September 2014, tax end of Feb 2014. **£12,495**. 07958 315990. Bradford.



▲ **2005 MINI Cooper S convertible**, automatic with black leather interior, only 20,000 miles. **£7499**. 07944 941700. Dagenham.

PARTS FOR SALE

▲ **Complete dashboard from a Metro**, complete with all dials and switches. Could be modded to fit a Mini. In excellent condition. **£150**. 0121 705 0849. Birmingham area.



▲ **1991 Rover Mini**, 998cc 60,776 miles, red with white roof, grey interior, very good condition, taxed 'til July 2014, six months MoT, alloy wheels, alarm/immobiliser, recently fitted. **£4500 ono**. 07763 751709. Leicester.



▲ **1992 Mini City**, 57,000 miles, new MoT, new sills, 998cc engine, slight amount of rust on wings and A-panels, good first car, highly reliable, taxed May 2014. **£2300**. 01258 817433. Dorset.



▲ **1996 Mini Equinox**, Charcoal Metallic, rare with only 250 in this colour made, 41,500 miles, service history, new 7x13-inch Star Mags, 12 months MoT, must be seen. **£4495**. 07836 686866. Burton-on-Trent.

▲ **Set of six white eight-spoke Weller Wheels**, 7x13-inch, one unused, one hardly used (good tread on Yokohama A008 tyre), four used, complete with centre caps and nuts. **£175 ono**. 07779 061264. Taunton.



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Mini MkII bootlid, closed frame type, must be rust free and very good condition. 07976 909241. Bristol.

▲ **Wanted** - Superchips Icon race box for ongoing MPI project, anything considered. 07890 288017.



▲ **Mini 1275**, full year's MoT S brakes, KYB dampers, new Revos with Yoko A032 tyres, classic black vinyl seats, stainless exhaust, fibreglass bonnet and boot lid, Group 2 arches, too much to list. Excellent condition, no rust, drives beautifully. **£2995**. 01233 750508. Ashford.



▲ **1992 Convertible Mini**, SORN and garaged due to underside damage, a lovely little car, would make an excellent project, selling due to relocation. Trailer needed for collection. **£800 ono**. 07713 429874. Bedford.



▲ **1995 Mini Sprite**, 1275 SPI, 41k miles, recent restoration and respray, Revolution alloys, Group 2 arches, service history, MoT until 31/10/14. New sills, rear valance and clutch master cylinder. **£3995**. 01302 886049. Doncaster.



▲ **1997 Rover Mini Cooper MPI**, red, 1275cc, six months MoT, tax just run out but could be re-taxed, 51,000 miles, CD radio, good condition inside and out, loved car reluctant sale. **£2400 ono**. 07954 387858.



▲ **1985 Portuguese Mini Moke**, LHD, 66,000 miles, taxed March '14, MoT August '14, one owner, four seats, unique metallic red. **£8900**. 07553 216545. Weymouth.



▲ **1987 Wood & Pickett Park Lane Convertible**, bought by American film star George Hamilton, original invoices, stored 12 years, 23,000 miles, Tax/MoT end Jan 2014, excellent condition. **£9995**. 01179 830119. Bristol.

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