

mini Body, Mechanical & Trim **CATALOGUE** The 6th edition of our AKM2 catalogu www.minispares.com Suspension Gearbox gasket set AJM804B from 1959-2000. Suspension Copper head gasket set - 998cc AJM1250 . . . £12.84 New 219 fully Cone illustrated pages. Copper std 998cc head set AJM1250MS £9.30 The only If you've got a Mini Copper head gasket set - 1275cc AJM1140MS £13.40 you need an AKM2 which has received rave reviews genuine Minispares 1275 copper head gasket GEG300 . £15.54 cone springs on the market 1275 with BK450 Head gasket set. £17.10 made from original Rover tooling. Engine block set from £11.65 CV Joints Order as FAM3968. £40.69 Turbo Comp. Head Gasket£79.20 Cometic Head Gasket C-AHT189.....£96.22 We will not sell the cheap, inferior CV Minispares Dampers Large bore manifold gasket C-AHT381 £2.58 Check out out joints so readily available elsewhere. Minispares 28 point adjustables updated website Silicon rocker cover gasket GUG705009EV0 £9.60 We ONLY sell DEPENDABLE components -front or rear 1275 and 1984 on - stamped GCV1013 . . . £30.60 Cooper S Distributor Visit the official Early small 1.125' nut type pre 1984 GCV1105 . £30.60 Reproduction of the 40819 cooper S 23D £46.20 ini Spares.com Correct fitting inbord type GCV1102 £36.00 distributor but with more advance for economy website for QL5000 Roller coupling kit pair £59.40 and performance similar to MK3 S curves. pictures, Fitted with quickfit points and uprated rotor **GAZ Dampers** Steering & Bearings downloads arm 12G2140£45.90 Bump & rebound adjustable - front or rear catalogues, See website for As above electric NEG EARTH only 12G2140MS £70.20 **KYB/Kayaba Dampers** New steering racks - L/H or R/H drive FAM7306/7 £59.23 current prices & up to date prices 998 45/59D distributors from £41.94 special deals Std premium damper each £14.78 MPi Sportspack type race £71.94 1275 45/59D distributors from £45.90 Quick rack L/H or R/H C-AJJ1570/1 £78.00 Super gas damper 25%+ Buy on-line at Electronic type less points from £56.65 upgradeeach £24.72 Genuine track rod end GSJ1106 £11.11 All the best or good quality distributors and parts www.minispares.com Non genuine GSJ734MS£4.80 KYB/Kayaba self-adj. gas shock £29.40 stocked for road and race 99999999 or visit one of our 3 Official Outlets Swivel pin kit genuine GSJ166 £19.30 available only from us at a special price £14.78 for a set of 4 (Part MSSK3015) £108.00 or our own which we recommend for any use. . . The World's Largest Mini Parts Stockist Mini Spares swivel pin kit GSJ166MS £7.56 We stock all standard Gmax Timken front wheel bearings GHK1140 £49.14 **G-MAX Gas Dampers** and performance parts 8 Port Head Kit Front or reareach £21.80 Silicone rocker cover gasket £9.60 Bilstein B4 Dampers 5 port alloy head - road C-AHT347 . . . Coming Soon Front 19-221694 C21 59 8 port head kit from £1947.89 Rear 19-221700£21.59 8 port head - larger valve - race £2340.00 HEAD OFFICE (London - A1M/M25) SIEBTEIN C 1380cc built Up 1/2 engine by Bill Richards . . £1090.28 Cranborne Industrial Estate,

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Exhausts

RC40 Range

.. £68.44 RC40 classic twin box system & d/pipe 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 website for full range
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Long

centre

Aluminium type rad. C-ARA5000

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	-
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Mk2 Stainless Steel Grilles Heavier duty 430

automotive quality s/steel grille £59.66 - 8812504 As above, with spotlamp

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WELCOME

ow will you approach winter this year? Are you the kind who happily splashes their Mini through all the snow and ice, or the type that likes to tuck it safely in the garage and away from the elements? Perhaps you're a mixture of both, or you're lucky enough to own more than one Mini and can choose different approaches for either.

Whatever your preference, we've got it covered in this very issue. If you're keeping it on the road, then we've got a useful tech feature on how to improve the charging system and tips on avoiding any roadside issues. And if you're not, Keith Calver shares his wisdom on safely storing your Mini for winter so that it actually survives until next spring. Check out our tech section from page 82.

Elsewhere, we've plenty of inspirational Minis to distract you from the joys of Christmas shopping, with a bumper selection of feature cars this month. Remarkably our Mkl Cooper cover car is used regularly come rain or shine, as its appearance while battling the elements on Channel 4's For the Love of Cars programme earlier this year proved. Equally active is Julian Harber's brilliant early Clubman, a DIY resto that is ever-evolving with a greater motorsport focus. And talking of which, we've also got the lowdown on a new budget engine conversion that could provide a cheaper route into Mini Miglia racing.

Jeff Ruggles Editor, Mini Magazine

But that's far from all. Kevin Taylor's brilliant Mini 1100 Special is a fantastic example of an increasingly rare model, plus there's a neat brace of modified commercials from the Huddersfield Spares stable. And, proving that the Mini is still a big part of the music scene, up-and-coming rock front man Luke Spiller shares the tale of his refreshed Mini Mayfair.

As for me, the decision as to what to with my Minis for winter is a fairly straightforward one. As the picture shows, I need to get busy with the tools before I can think about anything else! Enjoy the issue.













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MINIATURE HERO

Looking tasty in Cadbury purple, Julian Harber's eBay find rekindled his passion for all things Mini. He spent the next three years painstakingly rebuilding it for high-speed sprints and hillclimbs.



MODIFIED CLUBMAN

ou know those light bulb moments that occur every so often, a sudden realisation of something poignant? Well I had one recently, and don't worry, it was pretty relevant to Julian Harber's Clubman featured here, not just some old waffle! It came to me that whilst Minis can be an absolute blast to drive - up there with the best - without a shared passion for the car with friends, rebuilding them wouldn't be half as fun. If there was only one Mini left in the world, it just wouldn't be anywhere near as rewarding. Julian emailed me way back towards the beginning of his project, asking questions about my own build and sharing pics as he progressed. Together we bounced ideas back and forth, chatted at the shows and looked forward to seeing each other's projects complete. Now it's up and running we finally got our hands on the

modded Clubby for a photoshoot, and the result is stunning.

TARTAN JENNY

"Ilearnt to drive in my sister-in-law's 850 Mini in the summer of 1967," says Julian, "and a year later I saved up to buy a Tartan Red Mini with the registration JNY, which became affectionately known as 'Jenny'. A life-time love affair of the Mini was born." Julian was already modifying Minis in those days, making his own gas-flowed cylinder heads, balancing and polishing rods and cranks, and even lightening cam followers on a small lathe at home. And his project car Jenny was always evolving, going from Tartan Red to whatever colour took his fancy that weekend, eventually ending up with a Cooper S engine and a straight-cut, close-ratio gearbox—just like the rally cars of the time.

MODIFIED CLUBMAN

THE BUILD Keen to do a top-notch job, Julian fully stripped the bodyshell and mounted it on a home-made spit. The work included tubbing the rear arches and making turrets for the rear coil-overs. The GKN Silverstone wheels were wrangled from Tim at MiniMail, and are just one of several cool touches.



"A new chapter started in 1969," Julian continues. "One day I was driving along when I spotted a long-haired hippy and I stopped to give him a lift – this was Charlie Miller, who has been a great pal ever since. Anyway, by the mid-'80s the Minis and parts were all but gone. It was only about five years ago that Charlie started taking me off to Mini shows in his lovely Red MPi Sport and the interest was rekindled."

Julian was amazed by the diversity of the Mini scene, the age range and the vibrancy of so many enthusiasts' customisation. It didn't take long before he was scouring eBay, searching for another Mini of his own to modify again: "One evening I saw an early Clubman in purple that just had something



about it, but my new garage was not yet built so I had to let it go. Then some months later it reappeared as an unfinished project and I knew I had to bid for it." Julian borrowed a trailer, got a pal to tow it home and then sent it to his mother-in-law's to be stored for nearly a year whilst his garage was built. But all the Mini show visits with pal Charlie were soon to rub off; with all the ideas they'd picked up, there was no way this would be just a standard restoration job.

FLORENCE THE MACHINE

With the registration 'FMG', the car became known as Florence — for 'Florence my girl' apparently! The only thing that was set in stone was that eye-catching colour — which had previously been changed from beige to Cadbury purple. "The registration plates had 'Cadbury' inscribed on them," says Julian, "and both my wife and her mother said they wanted the colour to stay. I wasn't foolish enough to argue but did get a concession to have an Old English White roof!"

Having met another Harber, in this case Tim Harber of MiniMail, Julian's ideas for the project soon developed into something much more substantial. It would have to be

"There was no way this would be just a standard restoration job..."





built with real care and attention to the detail - something to improve upon Julian's Minis of the past, but to continue with the emphasis on doing as much as possible at home. "I knew the workmanship had to be tip-top, so I stripped her to a bare shell and made a spit from a scaffold pole and some steel trestles," he says. "I even wrote to the DVLA explaining I was doing a full restoration and could they assist in supplying details of the previous owners. I wrote to all of the registered owners and was over the moon to get a reply from Gary, who had bought her when he was 16." Gary had actually learnt to drive in the Mini and had always regretted selling it, so Julian kept him updated all the way through the rebuild with pics from the workshop. He was even there to see Florence at her first outing, at the Brooklands Mini Day.

The rebuild took three years of disappearing into the garage for long evenings and weekends, with two influencing articles from *Mini Magazine* pinned-up in the workshop for inspiration. One was Malcolm Leggate's 1275 GT Challenge racer and the other a one of the final Abingdon-prepared cars, a red Clubman. "It had been converted to sliding windows in the photo," Julian recalls. "I never liked the air vents in later Minis or the wind-up windows, so I welded up the former and stripped the doors, then bought all the channel section and bits for MkII doors from



Heritage to reproduce functioning sliding windows with rain outlet tubes. If you ask me what job I would not undertake again this would be it, but I love the end result." Since the required polycarbonate windows were a little unusual in dimensions, it was over to Tony at ACW Motorsport Plastics to produce some custom versions. And they work well.

At the same time, the rear end of the shell was modified quite extensively to accept a KAD subframe replacement beam and rear coil-overs, with Julian's collection of parts for the rebuild now piling up. After much time spent modifying VW Golfs, he was pleasantly surprised by the friendly nature of some of the Mini scene's leading experts when asking for advice. "I had expected the big names in Mini tuning world to be a bit offhand to some old geezer asking questions, but Steve and Lee at MED, Dave and Arnold at KAD and Nick at Swiftune have been nothing short of fantastic. So it's not



surprising that so many quality specialist parts were sourced from them, and Mini Spares have been most helpful too."

CHALLENGE ACCEPTED

Inspired by the family-friendly garage pinups, Julian's search was then on to find some GKN Silverstone alloys, as used on the GT Challenge racers. These are now very scarce, with crowds of Clubman and GT owners desperate to find a good set. "That took the full three years to source the wheels," says Julian. "Well, it was two years to find them and a further year to get Tim Harber to part with them!" Fully refurbished and shod with sticky Yokohama A048s, they look nothing short of perfect, Florence's longer nose suiting the 12-inch diameter a treat.

Deadlines went out the window as Julian couldn't bring himself to rush the project, especially after he'd done just that on a minor bit of bodywork and ended up doing the







"It was certainly never my original intention for Florence to get racy..."

job twice: "I had the words of fellow Clubman owner Andy Doswell ringing in my ears. 'If it is not absolutely right, it is wrong' he would say. Andy did the bespoke wiring loom, as the only two things I would not do were electrics or to fit the windscreens," continues Iulian, who'd done the paintwork himself and didn't want to risk damaging it after all the hard graft.

And then it came to the suspension. There's KAD anti-rollbars front and rear. with custom-made dampers from Protech that Julian's been incredibly pleased with so far. "It was certainly never my original intention for Florence to get racy," he says, "but when the KAD four-pot callipers and lightweight rear beam and alloy radius arms

Ignition and starter button are within easy reach.

were fitted, before I knew it I had applied for an MSA licence and joined the Hillclimb & Sprint Association!"

As the engine was never really intended for competition, the spec would remain fairly modest initially – a re-bored 1275 with a modified head. Swiftune SW5 camshaft, 1.5-ratio rockers and a single SU. But there's some cool additions under the bonnet for future upgrades. Julian had Concept Racing fabricate an oil catch tank and header tank to match the fuel cell in the boot, and you may have noticed the frontmounted radiator and electric fan. Once Florence was complete, it was almost straight off to the MkI Performance Action Day at Blyton Park, where Julian realised



MODIFIED CLUBMAN

the original gearbox wasn't really up to it. "I had to quickly build the MED SC/CR gearbox with 3.7 diff," he says. "After doing all the initial setting-up at Blyton, it was clear that the standard road 'box was not suited to motorsport."

SPRINT FINISH

And then things got really serious on the competition side, which is amusing considering the original plan was to drive Florence to the Italian IMM in 2013. The competition ideas from friends and the Mini specialists clearly had an effect then. "I entered the modified saloon car under-1400cc class in June at Prescott," he says. "To my great delight Florence won the scrutineers' award for the best-prepared car out of 150 on the day. It was a great start to the motorsport discipline, and having an under-powered engine has not been a bad thing to get the hang of the sport and its tricky tracks."

Next the plan is to build a more powerful power unit over the winter using a Brett Simms dry-decked cylinder head above an MED-prepped block and crank. It'll also feature Arrow con-rods and an MED cambelt kit to utilise higher revs with a more suitably low final drive ratio.

But development won't end there; whilst the GKN wheels look fantastic, more grip can be had with 13-inch Avon slicks, so there

TECH SPEC

BODY 1970 early Clubman shell with tunnel for remote gearchange, bare metal restoration using Heritage panels, tubbed rear arches, turreted and strengthened for coil-overs, The Arc Angels fibreglass bonnet and bootlid, Group 2 arch extensions, MiniMail quick release bonnet hinge conversion, air vents and fuel filler welded up, fabricated crossmember at rear for jacking and towing and rear exhaust mounting, polycarbonate sliding windows from ACW Motorsport Plastics, heated front windscreen, GT door mirrors, under car stone chip protection. Paint: Cellulose 'Cadbury' purple and Old English White.

ENGINE 1275 A-plus, bored +0.030-inch, balanced conrods with ARP Bolts, 1275 GT crankshaft, centre main strap, oil ways aligned to bearings, MED S-Crank Damper, MED lightened steel flywheel, Iwis duplex chain, SW5 camshaft, lightened followers, Mini Spares competition head studs, BK450 gasket, home-modified 11-stud head, MED 1.5:1 ratio roller rockers, Mini Spares comp stud set, MG rocker cover with breather tubes welded by Concept Racing, H&H electronic distributor, dry-cell coil, SH Engineering oil filler cap, braided oil feed pipe, HIF44 SU, MED Stub Stack and ITG filter kit, Mini Spares inlet, Maniflow Freeflow manifold, RC40 exhaust system, Facet fuel pump, early Metro frontmounted radiator, electric fan, modified DSN Classics thermostat housing, custom-made alloy water pipes with swaged ends, blue silicone hoses.

TRANSMISSION Rod-change gearbox, casing stress relieved, MED Race SCCR gear set, MED HD Lay shaft,

KAD bearing support casing and double locknut set, MED X-Pin diff, 3.7:1 final drive ratio, Metro Turbo clutch plate, AP Orange diaphragm, MED roller bearing 1:1 SC transfer gears, Mini Spares centre oil pick-up pipe, rod change lengthened and custom-mounted to suit early body shell, MiniMail NOS inner pot joints, braided clutch hose.

SUSPENSION Converted from Hydrolastic to dry, seam welded and strengthened front subframe, Mini Spares Rose-jointed bottom arms, KAD adjustable Rose-jointed tie-rods, KAD rear subframe beam replacement, aluminium radius arms and quadrants, front and rear anti-rollbars, adjustable rear tracking brackets, Protech adjustable dampers, 150lb rear springs, alloy rear hubs.

BRAKES KAD four-pot alloy callipers, Mintex 1144 pads, Brembo 8.4-inch discs, new master cylinder, Aeroquip flexi hoses and copper brake lines, Wilwood bias valve, Superfin alloy rear drums, Mintex shoes.

WHEELS AND TYRES Refurbished 5x12-inch GKN Silverstone wheels, stainless steel sleeved nuts, Yokohama A048 165/55x12 tyres.

INTERIOR Cobra Monaco Sport seat, Sparco three-inch harness, Safety Devices rear rollcage and harness bar, Moto-Lita steering wheel, bespoke dashboard, Racetech tacho, ETB classic gauges, 1300 GT speedo, FIA kill switch, bespoke wiring loom with extra fuses and relays, crossmember-mounted switch panel, Odyssey race battery, DSN Classics door furniture, brake and fuel lines routed internally, Concept Racing seven-gallon fuel cell in boot and swirl tank.

will soon be Revolution alloys with softer rubber to replace those road-legal Yokos. And the Protech dampers have already been uprated with higher poundage springs to reduce body roll, so the hillclimb times look

THANKS TO:

Julian would like to thank: "Andy for the electrics, Tim at MiniMail for parts and encouragement, all at for making it all happen and Tricia my wife for



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mance Heads	the valve stem.
ACRESCO !	Profiles for mild road, fast road, race or rally Campfron
re exchange) £613	£52
ficiency in the gas flow through the d, resulting in an increase in power the standard specification	E74

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Annodised Red or Blue, pair	£10.94
Alloy Polished, pair	£8.28
Oil Cap - RED	16.65
Oil Cap - BLACK	£3.53
Oil Cap - CHROME	£6.12

Gaskets & Sets

998cc Engine set	£15.36
1275cc Engine set	£11.30
Gearbox set	£9.30
850/998/1098, head set	£16.21
1275cc, head set	from £10.43
1275cc Turbo head gasket	£22.57
Rocker cover gasket - cork	£1.22
Large Bore Manifold gasket	£2.32

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Kent Vernier Duplex	£162.98
Kent Timing disc	£11.23
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Duplex camshaft gear	£20.32
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Bracket - timing chain tensioner pad	£6.73
Bracket - timing chain tensioner pad	f6.

bracket - timing chain	ternamer pad	10./
Timing Cover	Section 1	-
1275cc - '90 en		
Breather Type	770	0.
£45		

Breather Type	
£43	
Gasket - Timing cover, from	£1.60
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The Party and	Millers Additives (VL Turbo octane booster (+4) \$13.57
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SPi Heater cable 42° long	£14.38	
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1275 SPi	£6.94
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Fully built disc drive assemblies with 4 Pot Alloy Calipers & uprated discs, plus the option of Alloy Hubs and Drive Flanges.

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	* 44		14	4.70.4

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Fully built disc drive assemblies using n	Ann and



26	SF 1		E520
Brake (Conve	rsion Ki	t di
12" to	10" wh	neels	Ple
Full Kit	0		8
£24	0.	000	100
Converts	1	1	85
front		400	111 500

Cooper S



-		7
STANDARD	REPLACEMENT DISCS	ð

7"Cooper 997/998 - standard, each	£53.50
7.5° Cooper S - standard, each	£27.20
7.5" Cooper 5 - High Carbon, each	£35.25
8.4" Mini '84on (12" wheels) - std, each	£13.49
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7.5" Cooper S - X-drilled, pair	£73.31	
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from	
Front Brake Obnes - standard	7 3

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Front Brake Shoes - standard	£12.85
Front Brake Shoes - Mintex	£14.43
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Rear Brake Shoes - Mintex	£13.93

Mini '84 of

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Caliper piston, 7.5", stainless steel, each	£8.05
Caliper piston, '84 on, stainless steel, each	£10.83
Caliper Seal Kit fro	m £4.28



	Mary and
Standard pre 76 Plastic reservoir	£46.92
Standard pre 76 Tin reservoir	£83,67
Cooper S/GTTin reservoir	£80.66
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Mini models, please call for your application.	
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For fitment to Mk3 single line non braking efficiency.



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ı	each	1
ı	£31	
	Disc Type CV	only
1		MIN 128
ı	J10001	Drum Type CV

£26	Ba
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CV Grease Sachet	£0.94

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CV Grease Sachet	£0.94
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The second	List
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	Steering Rack U Bolt, each	£11.66
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exit system when older 13/4" 8 1

will fit all I

and the same		
Side Exit, suit LC3	176	Mini Sport Superflow exhaust
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		flow, indease in power yet retain a
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2"Twin Centre	Single box system	£81
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£106

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Headlamp Levelin	g Motor - '97 on	£44.13
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Early - amber glass lens, each

Early - dear glass lens, each

Early - chrome outer locking ring

Early - rubber boot rear of lamp

Mk3/4 - amber lamp unit (screw type)

Rear Lights & Lenses

Mk3/4 - clear lamp unit (screw type

Early - metal bulb holder

Mk3/4 - amber lens, each

Mk3/4/5 - dear lens, each

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£6,48

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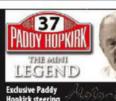
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RESTO FOR SECOND OLDEST MORRIS

Chassis number 131 undergoing a complete restoration in Denmark

he second oldest known Morris Mini-Minor in the world is now being restored. Wearing chassis number 131, the 1959 example was purchased by sealed bid at a yard sale in Denmark, and is second only to 621 AOK in terms of age.

According to Bill Bell of the 1959 Mini Register, the car carries the 31st Morris chassis number but was the 29th car built (the two earlier numbers were constructed later). It was built on May 15 1959 as an Old English White left-hand-drive De-Luxe for Denmark, making it the earliest privately owned Morris so far found.

The proud owner is Lars Søe-Jensen, but he endured quite a struggle to get his hands on the car. He originally discovered it at an air museum amongst a bunch of old '60s and '70s cars and lorries. It was wearing Cooper badges, but some early features aroused Lars' interest. As soon as he saw the 131 chassis plate, he enquired if any of the cars were for sale, like "that old Mini for spares."

Lars was told they would be auctioned off in August 2012, but the Mini was absent on the day. Lars was subsequently informed that it was amongst a group of cars too poor to be included,

and would be sold separately the following year.

The 131 chassis plate

A year of waiting turned into two, when a small advert appeared for the yard sale of the remaining vehicles. And though most dismissed the car as worthless as it wasn't a Cooper, an expert was taking lots of photos and Lars feared the game was up. Nevertheless he put in a bid, and after a nervous week of further waiting, was told he had won!

We look forward to hearing more about this very significant '59 Mini-Minor as the rebuild progresses. For the full story and future updates. visit 1959miniregister.com

ITALIAN JOB ANNIVERSARY

Long-running charity tour celebrates its 25th year



It all started back in 1990, when the idea of having a fun holiday inspired by the iconic 1969 Italian Job was combined with raising money for children's charities. Since then, The Italian Job tour has collected millions of pounds for good causes thanks to its enthusiastic participants and willing sponsors.

This year, the tour revisited its inaugural starting point of Trento in northern Italy. Entrants drove on

amazing roads, visiting racing circuits, vineyards and movie locations along the way. Timed special stages entertained the entrants throughout the week-long tour. It was a hard fought competition, but Mini Magazine contributors Alex and Suzy Kinsman were delighted to uphold our honour by winning the navigational rally. Liz Shields was equally thrilled to win a classic Mini Cooper in the raffle. See the full event report next month.



FOOTMAN JAMES CLASSIC CAR SHOW

Minis play starring role at Manchester event

Words and photography Pete Flanagan

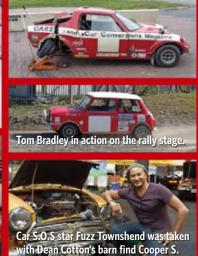
Minis were well represented as the crowds turned out in force for the Footman James Classic Car Show, a large indoor event that took place in Manchester towards the end of September.

The Mini Cooper Register went with the red, white and blue theme with some beautifully presented rally cars on display, as well as Dean Cotton's recently unearthed 1971 barn find Cooper S which was a real magnet of attraction, especially to the likes of TV car restoration guru Fuzz Townshend. Ex-Works navigator Mike Wood was also in attendance and was happy to spend time sharing his memories.



Cox GTM + concrete block = Ouch!







MINI BACKS NEW TECHNICAL COLLEGE

Oxford plant leads the way in supporting new UTC venue

Lord Baker, the mastermind behind the University Technical Colleges network, has visited the MINI Plant in a bid to encourage more local businesses to get behind the scheme.

Oxfordshire UTC, based in Didcot, is set to



open in September 2015 specialising in life sciences, physical sciences and engineering. The technical college is being backed by industrial supporters, including MINI Plant Oxford which has a long-established apprenticeship programme.

"Investment in young people is a key part of our development strategy for the plants, said Simon Farrall, head of apprentice and associate training at BMW Group UK. "We need to foster the development of talented young engineers and technicians to become the MINI employees of the future. The UTC supports this objective by providing us with a steady stream of suitable candidates."

AUCTION ROUND-UP

Classic Minis going under the hammer

SILVERSTONE AUCTIONS AT THE NEC

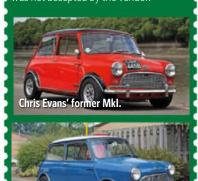
Five Minis were due to go under the hammer at the NEC Classic Motor show on November 15-16, including two stand-out examples. The first is a 1964 Austin Mini Mkl, which recently belonged to DJ Chris Evans. It's been built to Cooper 998cc specification, and was restored in 2003. It was being sold with no reserve, but has reached over £20,000 previously.

The second was an interesting left-hand-drive 1966 Austin Mini Cooper 1275 S, which departed the factory bound for Honolulu, Hawaii. It was repatriated to the UK in early 2014. and has since been fully restored using as many original parts as possible, covering just 25 miles since. It was estimated to fetch £20,000-25,000.

Also set to be auctioned was a 1966 Morris Mkl Cooper, a '61 Morris Mini-Minor DeLuxe and a 1960 Austin Se7en.

ANGLIA CAR AUCTIONS

Nine Minis went under the hammer at Anglia Car Auction's Kings Lynn base on Saturday November 1, but none as standout as a stunning replica of AJB 44B, the Works 1965 Monte Carlo-winning car. The replica wears the plate AJB 4B, and is built as closely as possible to the original BMC build sheet. The car carried an estimate of $\pounds 36,000-45,000$, but despite attracting plenty of interest, the top bid of $\pounds 32,500$ was not accepted by the vendor.





NEWS SHORTS

OES TO The Bill Richards Rally Team is set to enter the prestigious Rallye Monte Carlo Historique once again in 2015, which takes place from January 28 to February 4. Bill will once again be at the wheel of his Cooper S rally car, PRX 720B, with Alan Petit alongside him in the co-driver's seat for the first time. The entry has full backing from both Mini Spares and Millers Oils. "Without their help this would not be possible," said Bill. 'We are sure PRX and the team will do its very best.



GERALD DALE WINS THE BRITISH CAR

Gerald Dale and the MondoSport team lifted the British Car Trophy at the final Nürburgring round, despite some tricky mechanical issues. The engine developed a crank issue after qualifying, so Leigh Dale and Arnold Duncan of KAD rebuilt the spare engine in 10 hours.

Gerald went out on pole, and although he was forced to retire in the first race due to a flat tyre, he was able to win the second race and take the title. James Lindridge finished the championship in second place.



News



Wirral Minis organises its Wirral to Llandudno Run every January. For 2015, it will take place on Sunday January 11. It's free to enter but everyone is encouraged to purchase a run plaque for their front grille, and help towards a charity collection. The scenic route is along the coastal road and across Snowdonia. More information and an application download can be found via www. wirralminis.com

INI WINTER RALLY

The 2015 Mini Winter Rally, in Switzerland, will take place over the weekend of January 24-25. Organised by Mini Club Romand, a maximum of 35 cars can take part, at a cost of CHF450 for two people. See http:miniwinter-rally.blogspot. ch for registration details.

HEADING WEST

Westcountry Mini scene is a new group set-up to unite Mini clubs and enthusiasts in the South West. You can read about its inaugural event on page 28, but now it's added four more events to its calendar for 2015. The first is its New Year Gathering at the Route 5 Diner near Exeter on February 1, following by a Somerset Gathering at the Haynes Motor Museum in Sparkford on March 1, and then two Devon-based meets at Sutton Harbour in Plymouth, which take place on March 29 and October 25. See www. wcminiscene.co.uk



PURR-FECT DAY OUTDorset Mini Friends visit animal shelter

A bunch of Dorset friends met up together for a Sunday jolly in aid of a great cause. First catching the Sandbanks ferry to Studland, the Minis were driven through some beautiful scenery past Swanage and Corfe, to eventually arrive at the Margaret

Green Animal Shelter near Wareham. Everyone brought donations of kitten food in response to a local appeal, which the staff gratefully received. The Mini drivers got to meet the other animals at the sanctuary, before heading off to the

Halfway Inn for a spot of lunch.

Sarah Butterfield, who initiated the idea, said "I was so pleased with the support all my friends gave me. It made the a day a success. I plan to do another run next year!"





CORNISH MINI CLUB CHEQUE HANDOVER

CMC raise money for local CHSW children's hospice

■ Children's Hospice South West is a regular recipient of Mini owners' fundraising in the West Country. The Cornish Mini Club played its part by visiting Little Harbour, which is the charity's newest hospice centre near St Austell. Here it handed over a cheque for £200, raised on the Riviera Run earlier this year.

The kids loved looking at all the Minis, and listening to the Dixie horns and novelty animal sound speakers. "It was a credit to see the children and parents smile. A big thank you to everyone who took part," said club member Sabrina Louise.









MILTON KEYNES MOC

Club visit Classic Restorations open day

■ Milton Keynes Mini Owners Club was invited by the owner of owner of Classic Restorations, Warren Kennedy, to a recent open day. The Minis met up at the Barn Beefeater in central Milton Keynes, its usual venue for club meets, and then had a great drive out to Warren's business.

Warren kept us fed and watered with a hog roast, beer, wine and soft drinks, and we all had a wonderful day," said club secretary Helen Hircock. Warren's workshop was busy with lots of cars undergoing restoration, including a Minivan. The visitors were allowed to wander round the premises to their hearts' content, and got to see some of the amazing barn hide-aways.



MINI DRIFTERS FISH 'N' CHIP RUN

Bristol club heads for the seaside

No excuse is ever needed to drive your Mini to the chippy, as the Bristol Mini Drifters recently proved. Club members met up along the Bristol ring road, and headed off towards Wells and Cheddar Gorge.

From there its was on to Brean, finishing at Weston-super-Mare for a traditional seaside meal at Winstons Fish and Chip shop, which is right on the sea front. It was a smashing day out for all, especially for Maurice Neate, who was trying his new MINI Cooper S out for the first time on a club run.

SMAG MEMORIAL RUN

Seaside day out in remembrance

■ Southend Mini Action Group recently honoured its past members with a memorial run to Walton-on-the-Naze. A brightly-coloured beach hut was hired for the day so that the Mini drivers could enjoy some fine autumn weather whilst eating fish and chips alfresco. "We did the run in memory of members sadly no longer with us," said member Bert Winzar. SMAG is sure they would have thoroughly approved of the relaxing day out.









a photo shoot in front of the stately home, which

was used as Mrs Dashwood's house in the BBC

Jane Austen drama Sense and Sensibility.



Words and photography David Hale and Caroline Gilbert





and Gill Cotton at the seventh and final round of the series, the Trackrod

Historic Cup on 26-27 September.

onington Park was the venue as the final two rounds of the Mighty and Super Mighty Mini championships took place on October 18-19. Both titles had yet to be decided, making for an exiting weekend in exceptionally windy conditions.

The two championship protagonists would've filled the front row for the Supers, but a five-second penalty for Elliot Stafford meant he had to start from seventh, while Jamie White had the luxury of pole. For the Mighty's Damien Harrington took pole ahead of Championship contenders Paul Inch and Ian Slark, while Sam Hathaway could only manage ninth.

The Supers were first out, with Scott Kendall getting ahead of White to lead the field into Redgate, only for White to snatch top spot back at McLeans. Stafford managed to work his way up to fourth on the first lap, before passing Mark Burnett into Redgate for third and then setting off in pursuit of the lead pair.

Kendall then had a moment at the old Hairpin, meaning that Stafford was soon onto his bootlid and pushing for second place. Kendall and Stafford's battling antics allowed Burnett to catch up and make it a three-way fight for second, leaving White to open out a healthy lead. Kendall then ran wide at McLeans to drop out of contention, which left Stafford and Burnett to fight side-by-side on the final lap. Stafford narrowly beat his rival to take second behind the victorious White, while Burnett had to settle for third.

The opening Mightys race saw Inch make a blistering start from second place and take an early lead. Pole sitter Harrington was slow out of the Old Hairpin, allowing Caroline Gilbert to take second behind Inch. However, Harrington and

Brayden Fletcher slip-streamed past her on the following lap, and she then lost out to Ade Tuckley and Slark on the Exhibition Straight, dropping her behind a five-way fight for the lead.

The lead pack were swapping places at every opportunity, slip-streaming each other down the straights and trying to outbrake one another at corners. As they came to take the chequered flag the cars finished virtually five-abreast along the Wheatcroft straight, with Inch emerging the winner, Harrington in second and Fletcher taking the final podium place. Series leader Slark finished in fifth place.

The top eight from the opening Supers battle were reversed for race two, putting Dan Palmer on pole with Neil Fearnley alongside. David Kirkpatrick, from the second row, made the best start and led into Redgate whilst Fearnly was pushed

having started from last on the grid, while Kendall took second and Stafford third. Two podium finishes weren't enough for Stafford though, leaving Jamie White to take the 2014 Super title pending any judicial or technical matters.

In the second Mightys race, the top seven were reversed to put Sam Hathaway on pole alongside Paul Rhodes. Nevertheless it was Slark who made the best start from row two, leading the pack into the first corner with Hathaway behind. Inch made a conservative start, but was keeping his championship chances alive by running amongst the front pack.

The cars were running that closely that Tuckley and Martyn Hathaway made contact, with the latter running through the gravel at Coppice but still able to continue. Martyn's son Sam Hathaway followed him off at the same corner a few laps later,

"Slark held on to take the win and the championship victory..."

wide and rapidly dropped down the order. White only managed to pass a couple of cars on the first lap to move up to sixth, while Stafford was up to third.

Before long Kendall, Stafford, White and Burnett were soon at the front again, and fighting each other again for the lead. The Kirkpatrick brothers, David and Neven, also managed to get involved with the battle to make it a six-way fight for first place.

Neven Kirkpatrick and Burnett made contact as they came round to start the final lap, but Kirkpatrick continued to narrowly lead while Burnett dropped a few places. Kirkpatrick held on to take the win

leaving five cars fighting for the lead.

Slark headed up the pack with Inch just behind, while Harrington forced his way past Inch at McLeans, hence allowing Slark to concentrate on driving and not defending. Slark held on to take the win and the provisional championship victory, while Harrington took second. Tuckley grabbed third on the final lap ahead of Inch. who finished fourth in the race and second in the championship, Meanwhile, Paul Rhodes took honours in the Novice category, while Ella Markham is 2014 Ladies title-winner. Here's looking forward to more of the same great action in 2015!

DONINGTON PARK OCTOBER 18-19

MIGHTY MINIS

1Paul Inch 2 Damien Harrington 3 Brayden Fletcher 4 Adrian Tuckley 5 Ian Slark 6 Paul Rhodes 1 Ian Slark 2 Damien Harrington 3 Adrian Tuckley 4 Paul Inch 5 Brayden Fletcher 6 Paul Rhodes

SUPER MIGHTYS

1 Jamie White 2 Elliot Stafford 3 Mark Burnett 4 Scott Kendall 5 David Kirkpatrick 6 Steve Maxted 1 Neven Kirkpatrick 2 Scott Kendall 3 Elliot Stafford 4 Jamie White 5 David Kirkpatrick 6 Mark Burnett



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1293-1380cc fully built engine with: New up-rated AP Racing or Turbo clutch kit, Reground nitro-carburised crankshaft, Lightened & balanced assembly, Steel centre main strap, Choice of camshaft, Duplex timing gears & chain, Stage3 cylinder head, High quality cast pistons, H/C steel backed oil pump, Up-rated reconditioned gearbox with central oil pickup pipe & competition diff pin. Choice of colour.

Options available with or without gearbox:

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1380cc with gearbox £2244 without gearbox £1907 Upgrade to Omega pistons - For any other spec for any of these engines just ask

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Nitro-carburised crankshaft lightened & balanced assembly. Steel
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rockers, H/C steel backed oil pump. Up-rated recon gearbox with
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Concept 36 with gearbox from £3030 without gearbox from £2539 Concept 37 with gearbox from £3107 without gearbox from £2616 Ultralight steel flywheel & backplate upgrade £249

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Stage 3 Stage 4	36x31	£499	£
Stone 3	36x29	€459	8

Valve size

1.5 ratio roller tip 1.5 ratio FULL rr rockers £184

Crankshafts



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New 1275 crank	£285
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Camdrives

£259 £530

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All heads are supplied

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Hi-grade light, duplex kit	£55
Steel vernier duplex kit	£77
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'.9" Vented Kit £ 405 8.4" Vented Kit £385
Kit includes: 4 Pot Alloy
Calipers, V Drilled & Grooved Discs, EBC Brk Pads & Fitting Kit

1275 block prepared and painted, reground nitro-carburised crankshaft with polished journals, balanced with flywheel & pulley, and supplied with lead-copper bearings, Powermax 73.5mm pistons fitted to balanced rods, lightened verto or Mini flywheel with either AP Racing or Turbo clutch kit. Kent or Piper Camshaft with new followers, Duplex timing gears & chain, H/C oil pump, competition head gasket & conversion set. £885

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	Gen.Fr
	Subrame
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EI/O	E405
C Scuttle Panel	Inner Wing 1976-89
£125	E183
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	valuatia i ta	Bille
	256 Mild Road	£201
٩	266 Fast Road	£201
4	274 Fast Road inj	£201
	276 Road Rally	£201
	286 Sports rally	£201
	296 Race	£201
	286 Scatter	£234
	296 Scatter	£234
	310 Full Race	£201
	315 Full race	£201
1	PIPER CAMS	X-drilled

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BP255 Mild road	€94	£190	£227
BP270 Fast road	€94	£190	£227
BP285 Rally	£94	£190	£227
BP300 Rally/Race	€94	£190	£227
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comi bolical final drive ratio of your of	mina

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Stage 1 - Drilled and Grooved discs and EBC Green stuff pads
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KAD 8.4 kit £572 7.5' UPRATED BPAKE KITS

7.3 UPHATED BEARE KITS:
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Stage 3 - 4 Pot aluminium calipers, x-drilled v discs & pads
CooperS front drum to disc brake conversion kit
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Vented & x-drilled discs

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Brake Pads



	翻選
EBC PADS:	-
Kevlar Black Stuff Road Pa	ds:
Cooper	£16.90
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1275GT/late Minis	£14.60
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Cooper	€29.60
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1 piece clutch KAD Rear handbrake quadrants (pair)
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n impressive 46
Minis converged
on Plymouth's
historic Barbican
on Sunday
October 26 for the first meet
organised by Westcountry Mini
Scene. The group has been
formed with the idea of
unifying Mini clubs from
counties across the South West,
aiming to increase cross-club
meets and improve the social
scene for Mini owners right
across the region.

If this first gathering was anything to go by there's a bright future ahead, with a great selection of Minis from Devon and Cornwall in attendance. Some were polished and perfect, with others being a definite work in progress. Amongst the more unique Minis was Simon and Wendy Rundle's custom Mini Thirty. "A roof tile fell off onto the back of the car and put a massive dent in the roof. With the damage to it I decided I'd chop it," says Simon.

The Osborne family was out in force with Diane and David's 2000 Sportpack leading the line. Diane is a relatively recent convert to the Mini scene, but has been drawn in not only by the cars but also by the people. They were joined by son David, his wife Karen and their son Joshua in 'Ruby', their 1988 Mini. Diane's brother Gordon Kellow completed the family affair in his Sportpack Cooper.

James Stephenson, who is currently learning to drive, travelled to Plymouth with his Granddad, Chris, in his 1984 Mini 25. "I had it as a 17th birthday present" James told us. "It's a work in progress," added Chris. "Luckily for him I used to have my own bodyshop!"

The event was a resounding success, with plenty asking organisers Alan Perrins and Paul Tupman when the next meet will be (the answer is February 1 at the Route 5 Diner near Exeter). "The turnout today has been brilliant – there's some cracking cars here and some lovely people," Alan said. "It couldn't have gone any better, really."

Find Westcountry Mini Scene on Facebook by searching 'Westcountry Mini Scene' or on Twitter at @WCMiniScene. The web address is www. wcminiscene.co.uk

"The idea is to unify Mini clubs from across the South West..."













n September, the Mini Cooper Register celebrated the 50th anniversary of Paddy Hopkirk's famous victory on the 1964 Monte Carlo Rally with its latest Minis to Monte touring event. An impressive 43 members took part in the 2250km adventure, which retraced many parts of Paddy's route to Monaco.

Starting from Lenham in Kent, a location regularly used as a time control for British entrants on past Monte Carlo rallies, the week-long tour gave drivers a taste of motoring as it used to be, using classic French roads uncluttered by traffic and toll booths. For co-drivers, a road

book compiled by organisers Robert Clayson and Peter Moss ensured navigation was simple.

The oldest car taking part was a 1961 Mini Cooper, and the youngest a 2012 MINI Roadster. Despite the advancing years of many of the Minis, reliability was generally good and a seasoned service crew was on hand in a well-equipped van to help anyone who did get into difficulties.

After an overnight stay in Troyes, the Minis made the long haul south to Neuchatel, a control on the 1964 Monte Carlo Rally. From there the route led to Aixles-Bains in the foothills of the Alps, which was the base for two days of motoring in the region.

En route to Gap, cars and crews tackled the Col d'Espreaux – another Monte Carlo Rally special stage in the 1960s. And after an overnight halt at Gap, the Minis scaled the heights of the 1,607-metre Col de Turini - the steep and twisting sting-in-thetail of every Monte Carlo Rally - with the tour ending beside the Mediterranean in Monaco.

The Mini Cooper Register ran its first Minis to Monte in 2004, and it's now a real favourite. "Our aim is to give classic and modern Mini owners the chance to drive their cars on some of these great rally roads," said Robert Clayson. See www.minicooper.org for future events and updates.





Giving it some beans, Hopkirk-style!













1 29



eing totally honest, we feared that the British Mini Club's second annual Mini Fair 2 on October 19 might suffer from an end of season lull. The Mini's 55th birthday had already brought about a packed event calendar, with the small matter of a UK-based IMM to boot. In addition, here was an event still in its infancy and with one or two big-name traders missing. So we're delighted to report that our worries were completely unfounded. Not only were advanced ticket sales up; crowds took advantage of great weather to

descend on the Stoneleigh Park venue in strong numbers.

Not that the weather matters too much, as the show is primarily held inside two large indoor halls. As the name suggests, it's a similar event to the annual Mini Fair at Bingley Hall in January. This means there are plenty of traders present, with big-name specialists and autojumble stands aplenty. With many taking the opportunity to pick up those rare and elusive parts

in preparation for their winter projects, it's no surprise that trade was brisk.

But this event isn't just about buying things. Mini Fair 2 is also the venue for the BMC's prestigious Premier Concours finals, where class winners from the club's previous 2014 events are pitched against each other on the coveted, ahem, blue carpet. After missing out by just half a point last year, Paul Moran took home overall

honours and a cheque for £700 thanks to his amazing modified Mini Pick-up. This is the second time he's won the title in the last three years, but it was a close-run thing as his score of 196 points was only one better than the 195 achieved by Steve Moore's stunning MINI GP. In third place was James Connor, who scored 192 points with his modified Mayfair.

Continuing the polishing theme, hall two was the venue for the Show and Shine competition. Some great cars were on display, including Mick Whitehead's bright green Riley Elf, Neil and Emma

"Previous class winners are pitched against each other..."















Five star

Midlands Mini Club's display raised the bar higher than ever at Mini Fair 2. Not content with dressing themselves and their cars up in spooky outfits, it erected it own haunted castle complete with a smoke machine, real coffin and even a real skeleton! Amazingly, the club now has five wins from five events entered.





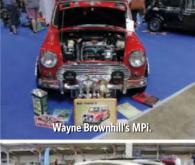






















Turbo power

Dan Seal's recently-completed Old English White creation attracted plenty of attention all day long. Featuring cool touches such as Recaro seats and custom Image split-rim wheels, the car also has the power to match its looks courtesy of a modified 1293cc turbocharged motor with Megajolt ignition.























Clubman class

This smart Teal Blue 1973 Mini Clubman is remarkably original save for a few period extras. Owner Sharon Ekin has only owned the 31k-mile example, named Lily, for just a month, having bought it from Jeff Surrey at the Mini Centre in Stoke.

Husband's superb classwinning early Clubman Estate and Ray Pizzey's fantastic Pick-up. The overall car of the show, however, was Sarah Rogers' brilliant airbrushed Mini, which fitted in well with the show's Halloween theme.

Talking of which, the time of year meant that plenty of clubs went all-out spooky with their stands. Haunting displays were everywhere, with both Hilltop Minis and the Rusty Nuts Mini Club winning trophies for their efforts. Nobody could top the display put on by Midlands Mini Club though, which has now won five out the five shows it has

entered in its very first year – an amazing achievement.

For the fourth time this year - and for as long as we can remember - the show culminated with the chance to win a Mini for just the cost of a £1 raffle ticket. This time the prize car was a rather splendid low-mileage Mini Ritz LE, complete with celebrity guest Barrie 'Whizzo' Williams' signature on the sunvisor. After plenty of furore, Paul Baker emerged from the crowd with the winning ticket, no doubt wondering how on earth he was going to drive two Minis back to Portsmouth on his own...



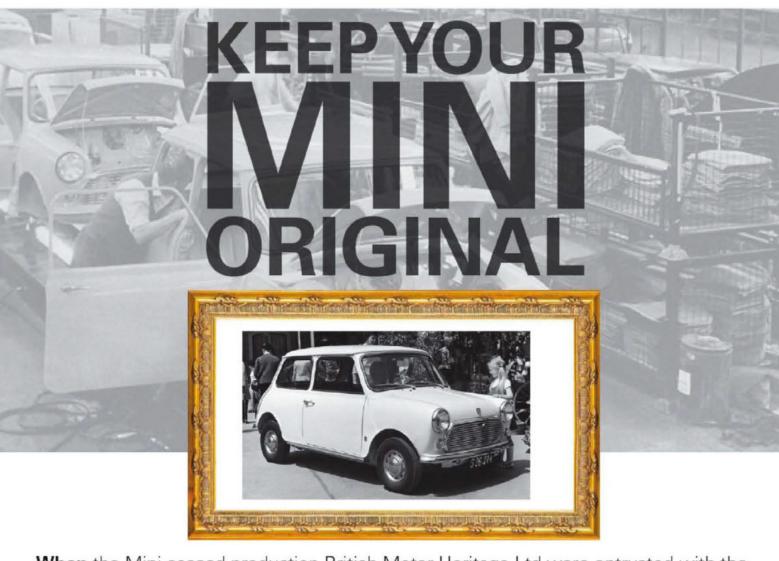












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- Mini Mania (Germany) www.mini-mania.tv
- Mini Mania (USA) www.minimania.com
- Sanwa Trading www.sanwa-trading.co.jp
- The Little Car Company www.tlcc.nl





elgian Minis on Tour, as the name suggests, is the kind of Mini club that just likes to get out and explore. In keeping with that adventurous ethos, this year's big event was the Polderroute Part 7 on September 21 – a fun navigational tour around the Dutch/Belgian border.

Wesley Berloo and Anja Declerck are the main organisers behind the event, and they were so keen for us to join them again, they even offered the use of their Portuguese Mini Moke for the rally. How cool is that! There was no choice – we had to go and see them. The yellow Moke is becoming quite a famous little car now, having won the Mini Winter Rally in Switzerland a few years back, and making frequent trips over the channel during the show season. With a modified 1275 engine and stickier Yokohama tyres, it was bound to be a good weekend ahead.

READY TO RUN

Each time we visit the major Belgian cities -Bruges, Ghent and Brussels to name a few - we wonder why we don't visit more often. Just a short trip across from the ferry/tunnel and you're in some beautiful historic locations. But enough tourism and chocolate; it was an early start at Sint-Laureins for the meeting point. 42 Minis were booked in from various nations, with quite a few familiar names on the list. Entry didn't just include the rally, road book and grille plaque, but breakfast, lunch, dinner and prizes too. It was to be a properly fun day out playing around in Minis. So off we went in the Moke, trying not to fall into the 'follow the Mini in front' trap, guided by the Tulip-style road book and keeping an eye out for roadside clues. There are two classes on the Polderroute Sport and Touristic. Sport is incredibly complex, with junctions to be taken in very





Jan and Anne from Mini Fun Club Belgium.























Tidy Belgian Clubman Estate.





"People have been geting quite good, so we put some real tough bits in this year..."

specific directions to reach lettered sign posts in the correct order, all whilst following a map with very limited clues. "The Sport class is very difficult this year," said Wesley before the off, quite ominously. "People have been getting quite good at it, so we put some real tough bits in there. I'll know if and where they've gone wrong. I doubt anyone will get it all perfect."

With that in mind we went for the more relaxed Touristic class, obviously, where clues were pictorial instead. Every so often you'd find a roadside sign with a car manufacturer's logo, so it was just a case of guessing them all correctly in the correct order and not missing the check points. Easy right? Apparently not – we

overheard that even some of the cheeky smart phone Googlers couldn't work a few of them out. 1970s Vauxhall badges are hardly a common occurrence in Belgium...but we got that one.

ACROSS THE POLDERS

Wesley had planned the route to take in some perfect Mini roads with barely any traffic in sight, but like any navigational rally you have to really keep your wits about you. We must have driven straight past most of the clues without realising, clearly having too much fun in the Moke! Taking photos for the magazine made a good excuse, but aiming high, we secretly hoped to build on 2010's outing of 22nd place. With 24 Minis in our













Modded Equinox LE with a full-length Webasto for the sunshine.



How many people does it take ...?

"There were great roads with tricky navigation and good looking machines taking part..."

class, the pressure was on to avoid total embarrassment. The lunch stop was a good chance to check out the other Minis, and there were some good looking machines taking part despite the slightly messy roads and occasional off-road sections. It was perfect territory for the Moke though, with its more supple ride and open sides. After lunch was more of the same – great roads, tricky navigation and even a stop-off for the passenger to try their hand at throwing a ball into buckets from their car. It was mad but we love quirky touches on Euro Mini events, just like the jumbo sacks of onions and potatoes eventually awarded to the rally winners. With the sides removed on the Moke, the tennis ball pit stop was ours for the taking.

At the end of the day it was back to the El Gringo restaurant start point for a tasty chicken and chips dinner, where we sadly had to make a quick exit to catch our ferry. Unfortunately we then missed the prize giving, but at least the final result wasn't too shabby for team *Mini Magazine* – 17th in class. OK so we did accumulate almost four times the penalty points of the class winners, but it was a victory all the same.

Reckon you can do better? It wouldn't be difficult, but why not find out for sure on September 20, 2015, for Polderroute Part 8 – it makes a great Mini weekender. For more information on Belgian Minis on Tour, and to check out Wesley's impressive Mini photo gallery, visit www.belgianminisontour.be.



Results

Sport class

- 1. Geert Verdonck and Devriendt Christa - 150.5 points
- 2. Tom Andries and Ruben de Lauw - 150.6 points
- Richard and Margriet Fass 170 points

Touristic clas

- Wesley Goyvaerts and Tine Schepers - 30.6 points
- 2. Dieter Deschacht and Nils 40.4 points
- Peel Annelies and Ramses Lava50.5 points
- **17.** Stephen Colbran and Chris Rummins 110.5 points





The European rat look is more simplistic than ours, or so it would seem.



Pink handprints all down the side!



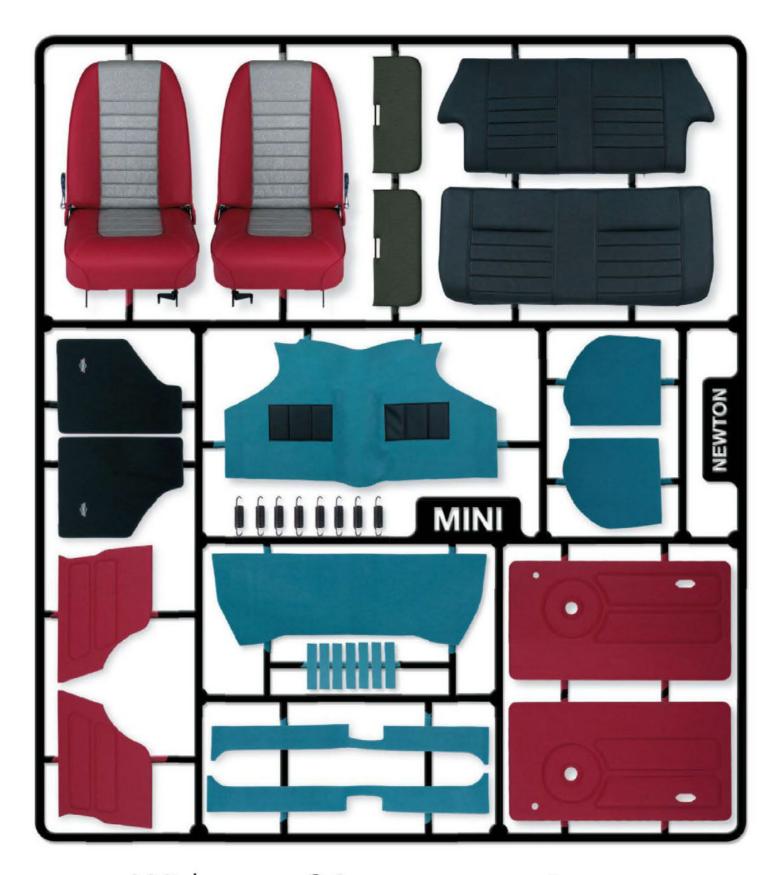


Stephen and Caroline came over from Sussex for the weekend.









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Events

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November 24-26 **NZ Mini Nationals**

Great Orme on the Wirral to Llandudno Run on January 11.

Organised by the Mini Car Club of Auckland, this event features a show 'n' shine, speed event, gymkhana and Mini exhibitions. It takes place at the Mt Smart Stadium in Penrose, Auckland.

www.minis-auckland.org.nz

January 11 2015 Wirral to Llandudno

Wirral Minis' annual run from the Wirral to Llandudno in Wales, via the precipitous Great Orme route. The event is free, although there's a small charge for a run plaque. Weather permitting most cars will take the new scenic route.

www.wirralminis.com

January 24-25 2015 Nini Winter Rally

Mini Club Romand's fantastic annual Mini rally event, held on the snowy mountain roads of Switzerland. All types of Minis take part, even Mokes!

mini-winter-rally.blogspot.co.uk

January 25 2015

Massive indoor Mini event taking place at Bingley Hall, Staffordshire County Showground, near Stafford. Expect all the usual attractions, including over 100 Mini specialists, Mini jumble and Pride of Ownership display, plus a 'Simply Redz' Mini display, and the Win a Mini raffle.

www.britishminiclub.co.uk

February 1 2015 WMS New Year Gathering

Westcountry Mini scene's New Year bash, taking place at the Route 5 Diner at Haldon Hill, near Exeter

www.wcminiscene.co.uk

March 1 2015 /MS Somerset Gathering

Westcountry Mini scene's Somerset meet. taking place at the Haynes Motor Museum in Sparkford, near Yeovil.

www.wcminiscene.co.uk

March 29 2015 WMS Devon Gathering

The first of two Westcountry Mini scene Devon Gatherings takes place at Captain Jaspers, Sutton Harbour, Plymouth

www.wcminiscene.co.uk

March 29 2015 Brooklands Mini Day

The season begins here! Great outdoor Mini event at the Brooklands Museum in Surrey. Attractions include traders, autojumble, clubs stands and more, plus museum

www.brooklandsmuseum.com

April 3-6 2015 Silly Mini Weekend

Fun packed Mini weekender taking place at Crealy Adventure Park, Powderham Castle and Dawlish Warren. The theme for the event is Psychedelic '60s.

www.sillyminis.com

April 19 2015 Lincoln BIG Mini Day

Annual Trent Valley MOC bash at Brayford Wharf, Lincoln. Minis on display from 8am for a 10am start on a first come, first served

www.trentvalleymoc.co.uk

May 15-17 2015

Morecambe Bay Mini Club's annual funpacked weekender for all ages, in aid of Help for Heroes and held at Gibraltar Farm, Silverdale, Lancashire. Attractions include a

Mini run, treasure hunt, competitions, children's activities, quizzes, charity raffle and auction.

www.morecambebayminiclub.co.uk

May 17 2015 **London to Brighton Run**

The daddy of all runs takes place for the 30th time. It begins at Crystal Palace Park, with camping available on the Saturday Night, before finishing with a static show on Brighton's Madeira Drive featuring trade stands, concours and other attractions.

www.london-to-brighton.co.uk

May 21-25 2015

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

May 24 2015 **Durham Mini Show**

At North East Restoration Club, Washington, Tyne and Wear. All Minis are welcome.

www.durhamminiclub.co.uk

July 31 - August 2 Cambridge Mini Chill

A lazy weekend of barbecues, local bands and Minis, taking place at Marley Eternit Social Club in Meldreth, Hertfordshire. Entry is £5 per person, with proceeds to charity.

07852198529

knowles.madhouse@virgin.net

August 16 2015

Brilliant Mini event taking place at Santa Pod raceway. Camping and entertainment on Saturday night, followed by traders, club displays, live arena, dragstrip action and more on Sunday.

www.minishow.co.uk

September 13 2015 National Mini Show

Long-running annual event at Stanford Hall, near Lutterworth. Includes concours, club displays, trade stands and autojumble.

www.miniownersclub.co.uk

October 25 2015 WMS Devon Gathering

The second of Westcountry Mini scene's Devon Gatherings, again at Sutton Harbour, Plymouth

www.wcminiscene.co.uk

May 12-16 2016

Mini Fun Club Belgium will host the 2016 International Mini Meeting at Kristalpark near Lommel. This is set to be a traditional IMM, with added Belgian beer and chocolate. Search for IMM 2016 - Belgium for more information.

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

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 NightsOn the first Friday of each month from May to September at The Red Lion, Redbourne. 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

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Letters



A-grade coffee

I thought you might like this coffee table I've just finished making out of a 998 A-Series, which came out of my Aussie '77 Clubman when I upgraded to a 1380. I built by ripping out all the heavy internals and using the main cap bolts to secure it some square hollow section. I then sourced some tempered glass and built the top support to size. It's illuminated with four LED bulbs powered by a small 12-volt battery with an on/off switch, while the castors are rated at 40kg each so the whole assembly rolls along smoothly.

Justin Fidge

That's very impressive work, Justin. Has any one else made their household furniture out of redundant Mini parts?



New ink

Thanks for printing pictures for my Issigonis AD015 drawing tattoos in your October issue. I thought I'd better follow up by sending you the latest Mini-related inkings, an Austin and Morris logo, one on each calf. The artwork for these came from I Say Ding Dong Ltd (www.isaydingdong. co.uk) and the tattoos were again done by the very talented Charlotte Ross at Aurora Tattoo in Lancaster. Jon from up North.

We admire your dedication! Can anyone else top Jon's inked devotion to Minis?

Start 'em young

This is a picture of my grandson Finley Knight, one of Wessex Mini Owners Club's younger members. He's two years old and already into his Minis. He can't wait to join his 'Grumps', Mum and Dad, Uncle Robin and Auntie Katie on some local runs around Southampton area!

Rob Molineaux

We throughly approve of his educational reading material!

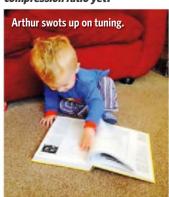


And younger...

This is our son Arthur, whose first Mini show was Mini in the Park in 2013 when he was just a babe in arms. As you can see, now he's 18 months old, he has progressed to reading David Vizard's Tuning the A-Series Engine book. We're thinking that the Haynes Manual is going to make a terrific bedtime story book because he's going to love the pictures.

Sam and Matt Pinnington.

Has he calculated your optimum compression ratio yet?





Find my old Mini

I know this might be a needle in a haystack type of question, but I wonder if anyone could help in trying to find my old 1989 Austin Mini. I sold it in 2010 to a 16-year-old lad whose dad brought it for him. It's still taxed and MoT'd according to the DVLA, so I'm hopeful someone is looking out for it. It was the first car I brought myself, and the worst thing I ever did was to sell it!

Rowan Chilton

Are you the owner of Rowan's former Mini? Let us know and we'll pass on any messages.

Halloween, and I thought I'd share.

Fraser Love, via Facebook.

Great effort. We tried similar, but it ended up looking more like the holes in Jeff's floorpan...





Space saver Well let's be honest....it is called a Mini after all.... Jeff Robinson, via Facebook.

Even the Ford 'Fiesta with a hat' Fusion looks big in comparison!



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 fantatstic 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

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

YOUNG DRIVER

Name: Lvdia Clarke Car: Mini Equinox **Location:** Essex

I'm Lydia, aged 11 and I've been learning to drive in a classic Mini since I was just 10 and a half. I asked family friend John Collins if I could have a go in his Mini, and he said yes, if he could find a private road. He found me an old airfield and I started learning

in his 1970 Mini Clubman. I got the hang of the Mini after a few lessons although the gears were a bit stiff. I even got to drive it on my own once.

One day I found out that John had bought

another later Mini, which I have named Abbs. He lets me drive this one as well, saying, "you'll find the gears a lot easier."

He tells me it's an Equinox with belts in the back so my little brother can come along as well. My mum came along on the next trip to the airfield to video me driving, which I'm hoping will earn me a special badge in my Scout Troop.

John said he'd put the Mini in the magazine in

my name, but he had one more surprise - my own personal number plate for the pictures! Some of my school friends didn't believe I could drive they do now!





WORTH THE WAIT

Name: Clive Watson **Model:** Mini Mayfair **Location:** Heathrow area

■ I bought my first car, a damaged 1965 Mini Traveller for £65 which needed a 'bit' of repairing. I had great fun thrashing it around everywhere, but it wasn't the coolest car to own at 17 so after only a year it was sold and I went down the Cortina route.

Fast forward 42 years and now I have the Mini I really wanted. It's the result of a two-and-a-half year restoration, with the help of my son Adam, who wanted a Triumph GT6 but it wouldn't fit in the garage (too long and I couldn't open my beer fridge!). Luckily for me he was keen on doing a Mini as well, a plan was hatched and this is the result - a completely stripped and rebuilt 93 Mini Mayfair repainted in Nissan 350Z Graphite, Happy days.











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COMMERCIAL GAINS Name: Alex Docherty and Lynne Punton Car: Austin Minivan

I purchased this restored 1972 Austin Minivan in March 2013 as a joint 50/50 adventure with my best friend, Lynne, who I met five years ago through a conversation at work involving Minis! This is Lynne's first classic Mini and my 10th, excluding my BMW MINI Clubman S. The transport company we used to deliver the van used a static caravan haulage trailer, which made it look very small.

The van was restored by a previous owner, and we have a photographic album detailing the whole transformation. We contacted DVLA to trace the history and found out it was originally owned by the Greater London Council (GLC) Transport Division from 1972 to 1980.

A few upgrades include new SPAX dampers and 7.5 inch disc brakes, and we have switched the standard steel wheels for a set of nicelyrefurbished OEW Dunlop reverse rims wrapped in Yokohama A032R tyres. Under the bonnet there's a rebuilt and modified 998cc engine with twin carbs, and it also has a Maniflow exhaust system.

The interior features a OEW colour coded 100mph Cooper centre binnacle, and magic wand gearstick. Custom door cards and dash lining are embroidered with cream stitching, while newly refurbished saloon seats replace the Cobra buckets that were fitted. Lynne wanted a small tribute to her late father Eric, so we added an 'Esso oil drop waving man' rear window sticker and a restored '60s AA grille badge. It's subtle touches like these that make the van special to her. She has memories of her father owning a 1960s model with pull string door handles.















CUSTOM STYLE

Name: Richard Trendell Model: Mini 1275

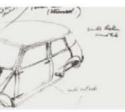
Location: Nottinghamshire

■ Here's my 1993 Mini, which I purchased in pretty good condition. Much of the had been done, including new wings, new front panels, inner sills, outer sills, A-panels, A-posts, front floor pans, a new heel board, a boot floor and a new powder-coated rear subframe.

I had the car transported to a bodyshop where it had a strip down and repaint in a custom metallic red, which has a really nice copper metallic shine in the sunlight. The bodyshop also blended Sportpack arches, and relocated the side repeaters relocated to the A-panel.

The exterior has had lots of work; everything is pretty much new including a fibreglass bonnet, new chrome grill and surrounds, new headlights, spot lights, indicator units, bullet mirrors and chrome handles. It's also got a smoothed bootlid and new hinges, plus new window rubbers and inserts, wiper arms and windscreen washers, a centre fog light and new rear lights. Opening rear windows have been added to replace the original sealed ones, too.

Inside, the dash and steering cowling that have been colour-coded to match the exterior, with a new headliner, seats and doorcards in black. The steering wheel is removable, and there's a new Bluetooth head unit with speakers in a stealth shelf under the rear seat and in door pods. New 13-inch wheels with Yokohama tyres have been added too, and there's also a twin exhaust, which sounds great!



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ome iconic movies continue to have a lasting effect on viewers, even several decades after their release. Quadrophenia, for example, prompted the Mod revival back in 1979, and there can be no denying the ripple we are still experiencing from The Italian Job. Matt Stockdale is one of the many people who credits the film not only with inspiring his love for the Mini, but also his desire to travel across mainland Europe and beyond.

Matt started the current rebuild of his

Mini after spotting a small hole in the doorstep, which in typical fashion turned into a complete rebuild requiring just about every panel to be either repaired or replaced. This was the start of a steep learning curve for Matt, but with a deadline looming, he enrolled the help of local Mini specialists Mini Preservation to complete the repairs and apply some much needed paint. As is often the case that deadline has long since passed and the car is still a little way off being finished, but he's hopeful that it shouldn't be long now.

With his love for long-distance jaunts in mind, Matt has made a few upgrades in the engine department to help to ensure that journeys are as trouble free as possible. The main change has been to remove the stock ignition set-up in favour of the ever-popular Megajolt, a programmable ignition system that does away with the stock distributor. It's a digital DIY solution that can be fully mapped to give reliable, optimum power, and should also mean that one of the most common Mini maladies is a thing of the past. "No more wet dizzy caps for me!" says Matt.





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ON THE JOB



What got you started on the road to Mini ownership?

I first got interested in Minis from watching The Italian Job as a kid. I had several years of running around in what can only be described as old sheds, and always had to work on them at weekends to ensure I could still get to work the following week. As soon as I could afford it I bought a decent car, but I missed tinkering at the weekend so I bought myself a Mini unseen from eBay, went down to pick it up from Dartford and drove it all the way back home.

So how did it go from being a road-going Mini to a full on restoration?

Well, I took it off the road around seven months ago to repair a thumb sized hole in the door step. This has since turned into a complete restoration, with just about every panel apart from the roof needing replacement or repair.

What part of the work have you enjoyed the most?

I found the welding to be the most enjoyable part, even though a blob of weld burnt through my hoody and t-shirt whilst doing the sills! Painting the engine bay was also good as it was really mucky and untidy. Tidying up the wiring loom and adding lots of DSN goodies has also really smartened it up.

Has it taken longer than you expected?

I did set myself a deadline of Stanford Hall this year. but it was looking very tight so I talked my mate Simon Hall at Mini Preservation into doing the front end and painting the shell. Needless to say, the deadline still wasn't met as I decided I didn't want to rush it and overlook something. It also needed way more work than I expected!





You mentioned that every panel has been either replaced or repaired, what exactly has been done?

So far it's had new front floorpans, inner sills, outer sills, a driver's side rear quarter panel and doorstep, rear valance and closers, boot floor corners and repairs to the hinge panel. The passenger side quarter panel and doorstep have been repaired too, and small patches have been made to the flitches. I also swapped the doors for ones that weren't completely rotten —I could get my fingers in between the skins and the frames and flakes of rust would fall out them every time you shut them. At the front it's had A-panels, a front panel and wings, and I broke my windscreen trying to get it out only to find the lip on the scuttle was rusty too.

What about the mechanical side of things?

I fitted a rear subframe a couple of years ago, but was disappointed with it as it was plagued with surface rust, so I've now had it blasted and powder-coated. I had the radius arms reconditioned by Simon as they were showing signs of play, and there's new ball joints on the front. The front subframe has also been cleaned up and painted with Hammerite.

Has the engine been rebuilt as well?

I pulled the engine out to refurbish the engine bay, but I had previously rebuilt the motor on the day of the Royal Wedding in my mum's garden, so that didn't need any work. I wasn't really interested in the wedding so I just put some Metallica on and built it all up. It was good use of a day off work if you ask me!

What do you plan to use the car for when finished?

I love long distance runs, so I've built an engine that is reasonably quick but extremely reliable hence fitting



the Megajolt ignition. Me and my best mate Glenn go for jaunts across Europe for various charities under the guise of Team Sombrero! So far the highlights include nearly understeering into the barriers on the Nürburgring and cruising down the Stelvio Pass in the bright sunshine. Hopefully there will be many more highlights to come once the car is finished.

How did you go about fitting the Megajolt?

I bought it second-hand from a mate and spent a few hours sorting it all out when I got it home. I used some of the maps available online and then took it down to Sleaford Mini Centre to have it set up properly on the rolling road.

Do you have any further plans for the car in the engine department?

I would love to put a seven-port head on it when funds allow. Until then the ported 12G940 will just have to do! I run twin HIF38's too, which make people stop and look at shows as there are no external floats, and I believe they were never factory-fitted to the Mini. Mine are from an MGB but put onto a Mini manifold with custom linkages that I made myself. I have also fitted an alloy radiator for better cooling as the old one was well past its best and likely to be the original. It didn't help that it was also full of body filler!

Who would you like to thank?

My long suffering girlfriend Laura who allowed me to spend six months working on the Mini in the back garden and waffle on about it constantly. Simon at Mini Preservation (01205 871595) for helping me finish the car and putting up with my stupid questions. Plus special thanks to my friends and family who have supported me.

FINISHED SPEC

COLOUR: Cream

ENGINE: 1293 rebuilt a few years ago

GEARBOX: Rebuilt at the same time

SUSPENSION: Hi-Los on the rear.

BRAKES: Metro four-pot callipers with vented disks

INTERIOR: Chequer door cards with black Corbeau classic bucket seats, black carpets, custom Riley Elf dash

WHEELS: 12-inch Mambas to get it back on the road, but have 10-inch banded steelies to go on eventually



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If John Mitchell's MkI Morris Cooper looks familiar, then it might be because this star of the small screen was recently engaged in a televised battle with the elements...

Words Dan Furr Photography Chris Wallbank

hat kind of Mini owner are you? The kind that rushes their Mini home into a giant garage-bound plastic bubble at the mere sniff of bad weather, or one that isn't afraid to pitch their pride and joy into a head-on battle with the elements? Belonging firmly in the latter camp is MkI Morris Cooper owner and Mini fanatic, John Mitchell. "I don't mind using it in the rain," he stresses, "I understand the obsession with cleanliness that many owners have when competing on the concours scene, but I don't want to be afraid to use my car whenever the mood takes me."

It's this train of thought that resulted in John's magnificent machine guest starring in Channel 4's recent television series, For the Love of Cars. "To my surprise, I was approached by one of the show's researchers," he explains. "They had a classic Cooper lined up for filming in January of this year, but the weather was horrendous and the car's owner refused to allow it to be wheeled out in the wet. This left the production team with a fast-approaching deadline and a distinct lack of Mini! I was only too happy to help, and it's my MkI that could be seen with Philip Glenister sat behind its steering wheel when the series aired in April."

The episode in question focussed on the acquisition, restoration and subsequent auction sale of an Almond Green Cooper from Ireland (ten points to those of you who spotted Mini Magazine's resident tech guru, Keith Calver, making an appearance on your tellybox!). As the host of the show, Glenister took time out to investigate the social









The Mini's TV appearance on For the Love of Cars saw Life on Mars star Philip Glenister take to the wheel (left) for a thrilling drive over Snake Pass (centre). The pic on the right shows him leaving Minidivision in Stockport.







BUILD, AND REBUILD

John's car as new in the 1960s (top left), and as found in Devon back in 1991 (top centre and right). It was rebuilt and put back on the road in 1997, but an accident in 2009 led to another rebuild, and now it's better than ever!















"I was reluctant to leave without the Mini I'd driven all that way to collect..."

scene associated with each featured model, often meeting with owners club members in order to gain an insight into scene trends that may influence the direction of the project. In this instance, his research took place from within the confines of John's MkI... over Snake Pass in the pouring rain!

Not that John is any stranger to the hard graft involved in a thorough Mini build himself. In fact, the very same car that was praised as being a fantastic example of a surviving MkI Cooper has found itself in a state of disrepair on more than one occasion. "I bought it as a wreck, and it was almost written-off by a fellow road user twelve years after I'd painstakingly restored it," he recalls. Needless to say, his is a story that involves as many lows as it does highs.

BARN FIND

We cast our mind back to the summer of 1991 — a time when the UK was emerging from a crippling recession (sound familiar?) and Bryan Adams was doing his best to convince us that "everything I do, I do it for you." Meanwhile, John's 19-year-old self was about to buy a vehicle advertised as an Old English White MkI barn find. "I was already in

possession of a 1275 GT that I'd put to good use as my daily driver, but I was keen to get my hands on a decent project car," he says.

John admits that his mechanical expertise was nonexistent, but he was excited by the prospect of repatriating a classic while gaining spanner-wielding knowledge at the same time. Besides, he'd hankered after a white MkI for a long time, and he wasted no time in hitching a trailer to the back of a borrowed truck before embarking on the 600-mile round trip from his native Manchester to the car's resting place in Devon.

"It was red!" he cries. "I'd travelled all that way, only to find that the car had been subjected to a paint job at some point in its life. I'm still not sure why the owner thought that listing its factory colour of Old English White was an accurate way to describe the shade that I was presented with! Regardless of my bewilderment, I was reluctant to leave without the Mini that I'd driven all that way to collect. Besides, I was impressed enough with the rest of the car to be convinced of its potential,"

Manufactured in 1967, John's new toy featured its original engine and gearbox,







but it had been in a state of suspended animation since 1984. "The previous owner had bought it as a restoration project, but spent a long time away from home with the Royal Air Force. The car remained untouched until I loaded it onto my trailer," he explains.

Nevertheless, it was about to see plenty of action thanks to a strip-down that saw it reduced to a rolling shell as soon as it was parked up at its new home. Sadly, this uncovered excessive corrosion around the windscreen, rotten inner and outer sills, a questionable bulkhead, wings that showed signs of slapdash repair work and rear quarter panels that were well past their best. To make matters worse, the car's gearbox appeared to have suffered some form of impact, with a hole in the casing that had been patched up with fibreglass!

RUST REMEDY

Although he was surprised by the amount of remedial work required to get his MkI in a roadworthy state, John was determined to see the car hit the nation's highways once again. He delivered it to a friend's bodyshop with a request for all new replacement panels to be used, and he left instructions for an Old English White respray topped by a glossy black roof.



MKI COOPER



Meanwhile, the car's neglected engine underwent something of a transformation, thanks to a rebore that saw its displacement increased to 1014cc. A Mini Sport camshaft, hardened valve seats for unleaded fuel, a twin core radiator and a Maniflow exhaust were added to the parts pile too, while a fresh gearbox was drafted in to replace the damaged original.

Wherever possible, John retained and refurbished his MkI's factory-issue trim, and he's proud of the fact that it can still boast its standard seats, door cards and headlining. "The upholstery isn't in the best condition, but 'shabby chic' was a theme that my limited budget forced me to adopt," he tells us. "This approach also meant that I wasn't afraid to use the car as my daily driver after the sale of my 1275 GT.'

Externally, the car's look was completed with colour-coded Group 2 wheel arches, reverse rim steel wheels and a Works-







inspired front end with a quartet of spotlamps. The suspension was also revised with AVO adjustable dampers and Hi-Los, before the Cooper was returned to the road in 1997. John used it to ferry him to work and back, and he took it to various summer shows and automotive get-togethers as the years rolled by.

Disaster struck in 2009, however, when an unobservant Volkswagen Golf driver recklessly ploughed into the back end of the car as John sat waiting patiently at a set of traffic lights. "I couldn't believe it," he gasps. "The impact at the rear caused the front end to dive into the vehicle ahead of me. Every one of my treasured Mini's body panels seemed to be damaged, and I was certain that it was beyond repair. Thankfully, insurance assessors were a little more optimistic, and they offered to settle a claim that saw the injured MkI remain in my custody," he grins.





TECH SPEC

BODY 1967 Mkl Morris Cooper, all new body panels including inner and outer sills, front panel, nearside inner wing, rear quarters, rear valance, rear subframe mounting panel, rear seat pan, new floor crossmember, doors, bonnet, bootlid and boot floor, new bumpers and brightwork, new grille, new rear lights, original headlamp surrounds, Lucas front spotlamps and rear reversing lamp, clear front indicators, vintage RAC badge, BMC rosettes, stick-on front numberplate, restored rear registration plate. Paint: full respray in Old English White with gloss black roof.

ENGINE Cooper A-Series, block rebored +20thou to 1014cc, Mini Sport camshaft and roller rockers, hardened valve seats, duplex timing chain, original coil and dynamo, NGK ignition leads, original fuel pump, two-core radiator, rebuilt twin SU 1.25-inch carburettors, Maniflow stainless steel LCB exhaust manifold, Works-style steel straightthrough exhaust system with single upswept tailpipe.

TRANSMISSION Four-speed manual remote-change gearbox with central oil pick-up and 3.44 differential replacement clutch and gaskets.

SUSPENSION 'Dry' suspension with AVO adjustable dampers all round, Hi-Lo adjustable trumpets, painted suspension components.

BRAKES Cooper S discs, pads and callipers (front), spacer drums (rear), braided hoses and copper brake pipes fitted throughout.

WHEELS AND TYRES 4.5x10-inch Cooper S wheels powder-coated in Old English White, Yokohama A008 . 165/70x10 tyres

INTERIOR Factory seats and headlining, replacement carpets, Les Leston three-spoke wood-rim steering wheel, Kwik fire extinguisher, standalone Smiths rev counter, vintage map reading light.





SECOND CHANCE

Another trip to the bodyshop followed, and a spell on a jig saw the car's shell straightened and its door gaps reopened. New exterior panels were fitted in place of their damaged predecessors, and the opportunity to evaluate the overall appearance was taken too. John opted to ditch the Group 2 arches, and swapped the reverse rims for some powder-coated Cooper S rims with their greater positive offset. The previously appointed front spotlamps were binned in favour of a trio of Lucas equivalents (along with a standalone rear reversing lamp), and a vintage RAC badge was attached to a shiny new grille.

Elsewhere, a new wiring loom was added, while a Maniflow LCB was joined by a Works-spec centre exit exhaust with a cool upswept tailpipe. The original interior still remains, but some suitably choice additions including a period map light and fire extinguisher to complete the pseudo weekend rally car look. With some period BMC rosettes on the wings and a few choice graphics, the freshly-repainted car was back on the road and undertaking its duties as John's daily hack a short while later.



that was needed to return his Mini to its former glory. It wowed audiences thereafter, and amazingly it even attracted the attention of its original owner, who

subsequently enquired about the car's availability for purchase!

We're assured that it's not for sale. But more importantly, John confirms that he intends to continue using his Cooper whenever and wherever he likes – come rain or shine!



Reverse rims were replaced by Cooper S steels.

THANKS TO:

John would like to thank: "Tim Harber at MiniMail, John Williamson for help with the engine and gearbox rebuilds (and for showing me the ropes!), John and Kevin at Apollo Motors Bury for the accident repair work and for their fantastic attention to detail, David Fogg at Elton Motor Bodies for the excellent paintwork, the Lancs region of the Mini Cooper Register for organising some awesome events, and to my wife, Tania, for her patience over the years (and for tolerating my occasional frustrations with the car!)."





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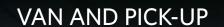


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COMMERCIAL PARTIES

Like most Mini specialists, Huddersfield Spares has a fair few workhorses amongst

its fleet. But this Minivan and Pick-up combo are business vehicles with a twist. Words Jeff Ruggles Photography Chris Wallbank

VAN AND PICK-UP

ommercial vehicles are an essential part of virtually all thriving businesses. Not only is a van or a pick-up truck an essential for transporting stock, it can also act as mobile advert for the company as it does so. Therefore it should come as no surprise that Huddersfield Spares has a number of cavernous vans amongst its fleet, transporting the firm's various goods to Mini shows all over the country. But there are two particular commercial vehicles that fly the company flag in a completely different way.

This brilliant matching Minivan and Pick-up combo are working vehicles, but not as we know it. Rather than traipsing all over the place crammed with stuff as they would've been in their '60s and '70s heyday, these commercials serve as the ultimate demonstration vehicles, showing off the company's products, wowing folk at shows

and providing an impressive spectacle in its Milnsbridge-based showroom.

EARLY DAYS

Visiting the firm's impressive premises, you'll see plenty of cars for sale and a host of bolt-on goodies. Yet, chatting to boss Andrew Ratcliffe, it soon comes across that he has a far deeper involvement in the Mini than that. While there's a number of cars that he will part with, there's several you suspect he won't. And hidden in various nooks and crannies is a whole host of rare goodies that the casual observer just wouldn't expect to be there. Eight-port heads, Cooper S blocks — it's all here.

Huddersfield Spares has been officially trading since 1992, beginning from Andy's house and expanding ever since. There's even an upstairs area that could be used for club meets, and there's plenty of scope for a museum should he want to do it – he's

certainly got enough treasure. Even before officially starting the business though, Andy was heavily involved in the Mini race scene, selling competition parts as a hobby.

The early years were particularly dedicated to finding scarce items, with Andy able to build up a strong collection of rare Minis at the same time. "Back in '96, an American guy bought my Cooper S," Andy recalls. "At the last minute he asked me to put some Sportpack arches on. I refused—it'd been my pride and joy for ages. In the end he tried to buy all of my Minis. But I couldn't sell the whole lot—I just couldn't."

It was actually Andy's refusal to modify a rare example that led to the build of this Minivan almost 20 years ago. It began with an extremely early Minivan in Marigold (a bright orange), which was believed to be the first example of its kind. "It had only done 14,000 miles and was absolutely stunning," says Andy. "A guy asked if we could





restore it for him, but I said to him we couldn't cut the wings away for big wheels like he wanted. I found this van for him instead, but he didn't come back in the end."

Nevertheless, Andy decided to continue with the project, which turned out to be a full-on restoration. The shell was stripped and rolled on to its side, before being treated to new floors and sills, plus a new saloontype front end. It was resprayed in red, and

then fitted with a bit of Huddersfield Spares trademark – big 7x13-inch alloys and wide arch extensions. The firm were one of the first to sell the popular 7x13 Superlight-type wheel, with demand far outstripping supply. "Putting wheels and arches on was big business," says Andy. "People would come with a standard car, we'd fit the wheels and arches, and their old wheels would go in a massive stack to be sold on. Of course, now

it's cheaper to buy new wheels than to buy and refurbish secondhand ones."

Mechanically, Andy modestly describes the specification as "nothing major," but it's still enough to provide a considerable improvement over standard. A 1275cc A-plus engine from a Metro has been tweaked with a cone airfilter, LCB and stainless exhaust, while the suspension has been treated to adjustable trumpets and Gaz dampers. The bigger

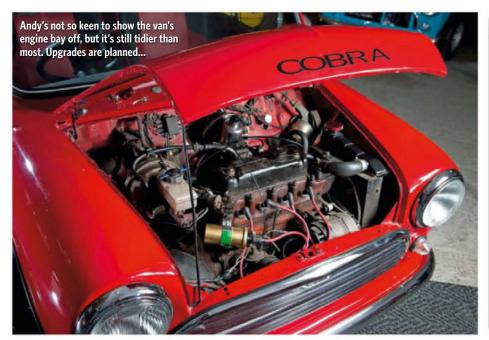








VAN AND PICK-UP



"Andy wanted to put the company stamp on it with his own finishing touches..."

wheels have allowed for a straightforward 8.4-inch disc brake conversion too, with a late-model servo added for assistance.

PICK ME UP

"The van was finished 15 years ago, but it's changed a fair bit since," says Andy. "It was actually a different shade of red to what it is now, but it didn't look right so we painted it the same colour as the Pick-up. which was Solar Red – the nearest late colour to Tartan Red.'

Talking of the Pick-up, that was purchased around seven years ago. Unlike the van it had already been rebuilt, but Andy wanted to put the company stamp on it with his own finishing touches. The eagle-eyed amongst

you may have noticed that this particular Pick-up is left-hand-drive, and although it was purchased in the UK, it had recently been imported. "It came from Germany, from a guy who used to work at a Rover garage," says Andy. "It was restored, but I didn't like the wheels and I didn't like the arches."

As a result it now has Huddersfield Spares' own Group 6 arches, which have been specifically chosen as they clear the external door hinges. And making the most of that extra width are 7x13 deep-dish Alleycat rims shod with Yokohama A539 tyres. It's a combination that really suits the red paint, so it's no surprise the van now wears matching wheels and arches too.

Of course, much of these Minis' appeal

TECH SPEC MINIVAN

BODY Minivan, restored with new floors and front end, front wings trimmed for 13-inch wheels, Group 6 arches with black rubber trim, Evolution Tex Bullet mirrors mounted through glass, chrome wipers, Mkl Morris Cooper-style grille, clear front inficators, Huddersfield Spares and Cobra sign-writing.

ENGINE Standard 1275cc A-plus Metro engine with Lucas Sports coil, two-piece radiator cowl, cone airfilter, LCB manifold and stainless single-box exhaust.

TRANSMISSION Standard four-speed with 3.44:1 final drive.

SUSPENSION 'Dry' suspension with adjustable trumpets and Gaz dampers all round.

BRAKES 8.4-inch disc assemblies (front), finned alloy drums (rear), servo assisted.

WHEELS AND TYRES 7x13 Huddersfield Alleycat wheels with 175/50x13 Maxxis Victra tyres.

INTERIOR Rover Cooper instrument cluster, charcoal wooden dash, late-model top dash rail, black door cards and carpets, Cobra Signature Clubman bucket seats in red and black vinyl, mock chequer plate load bay lining.

comes with their matching appearance. They often go to shows on a double trailer, and aside from the obvious difference in body shape, there's not a great deal to separate them externally. The Pick-up has front bumper overriders and corner bars, different mirrors, side repeaters and a Morris bonnet badge, but other than that, they're virtually identical.

SKIN DEEP

Under the skin however, there's a little more scope for variation. The Pick-up's motor is a touch more exotic than the standard 1275cc unit fitted to the van. Based on an A-plus engine, it's been bored to 1293cc and features a balanced bottom end, lightened steel flywheel, Stage 3 big-valve head and Cooper S forged rockers. Fuelling is courtesy of twin 1.75-inch SU carburettors, and there's an LCB manifold and RC40 exhaust system too. The gearbox is a Metro Turbo item with















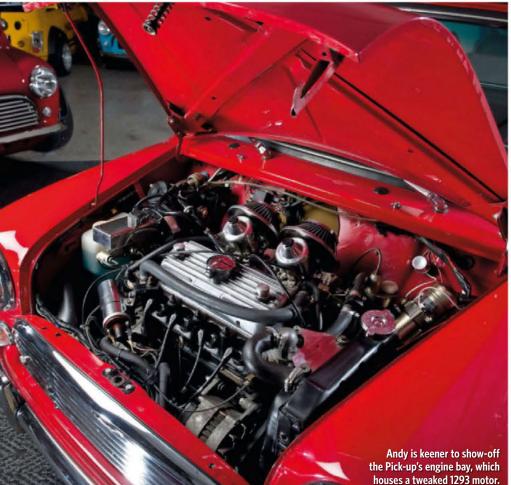












"It's red, has exceedingly large wheels and is really good fun..."

helical gears, with a 3.15:1 final drive to ensure it's a decent all-rounder.

There are mild differences in the suspension and braking department too. The Pick-up runs on smaller 7.5-inch Cooper S disc assemblies up front, although both are fitted with ally finned drums at the rear. It also has Spax dampers as opposed to Gaz, along with adjustable tie-rods and trick rosejointed bottom arms.

They're also rather different inside. The van features a line-of-sight instrument cluster from a Rover Cooper, a full-width Charcoalcoloured wooden dash and a modern-looking steering wheel, while the Pick-up is an altogether more traditional affair with its classic centre speedo, Riley Elf-style walnut

dash and wood-rim steering wheel. And though both are fitted with Cobra seats in the same trim pattern, the van has fixed Clubman buckets while the Pick-up gets neat Le Mans recliners (although they obviously can't recline!). Huddersfield Spares retails a wide range of Cobra Signature seats in exclusive trim patterns and packages, so the two Minis are ideal for Andy to demonstrate the different options to customers.

EVER EVOLVING

And that really sums up the point of these two cars. They catch the eye as a pair, but they can also showcase various different options when it comes to upgrades. In the future they will no doubt evolve further, as

VAN AND PICK-UP

TECH SPEC MINI PICK-UP

BODY Pick-up restored in Germany, Group 6 arches with black rubber trim, classic-style chrome mirrors, Mkl Morris Cooper-style grille, Morris bonnet badge, front bumper overriders and corner bars, chrome wipers, tonneau cover for load bay, clear front indicators and side repeaters, Huddersfield Spares and Cobra signwriting. Paint: Solar Red.

ENGINE A-plus bored to 1293cc, balanced bottom end, lightened steel flywheel, Stage 3 big-valve head, Cooper S forged rockers, steel-bladed fan, finned aluminium rocker cover, twin 1.75-inch SU carbs, twin cone airfilters, LCB manifold, RC40 exhaust, stainless brake fluid reservoir cover, coil cover and coil bracket.

TRANSMISSION Four-speed Metro Turbo gearbox with 3.15:1 final drive.

SUSPENSION 'Dry' suspension with adjustable trumpets and Spax dampers all round, rose-jointed bottom arms, adjustable tie-rods.

BRAKES 7.5-inch Cooper disc assemblies (front), finned alloy drums (rear), servo assisted.

WHEELS AND TYRES 7x13 Huddersfield Alleycat wheels with 175/50x13 Yokohama A539 tyres.

INTERIOR Centre speedo in wooden dash, vinyl-covered top dash rail, wood-rim steering wheel, black doorcards and carpets, Cobra Le Mans seats in red and black vinyl, mock chequer plate load bay lining.

fashions change within the Mini scene. These examples lean towards the more custom end of the market, but a glance around the showroom reveals chunky 13-inch wheeled Minis sharing space with rare Cooper and Cooper S models, and even a humble Russet Brown Mini 1000. And while the bolt-on parts will always play a huge part, Andy is returning to his roots by adding more refurbished parts to the project range, plus ready-built items such as fullyassembled and powder-coated subframes.

But before there are any changes made to the van and Pick-up, Andy has a new toy to play with - and a third addition to his fleet of Mini commercials. Well, that's a bit of a loose description, as it's actually a Mini Moke – a car that was originally intend for the commercial market but was never classified as such. And with its 1380 engine and low stance, this one couldn't really be further removed from your typical tabloid-stuffed-behind-thewindscreen hack. It's also not much good for carrying things, but like the other two, it's red, has exceedingly large wheels and is really good fun. Yep, working with this little lot must be a real chore...





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SUPPLY SIDEMAND

After a 20-break from the Mini scene, Kevin Taylor has masterminded the restoration of a car that's very special in more ways than one – thanks in no small part to some very good friends.





MINI 1100 SPECIAL

THE BUILD The car looked tidy enough beforehand, but the roof especially was hiding horrors. Kevin's pal Dave Webb fully stripped the car, replaced all the corroded metalwork - including that roof - before repainting it inside and out. It was rebuilt with a mixture of new and refurbished parts, plus a fresh vinyl roof.



"Survivors are now very rare. The general consensus is that fewer than 20 silver examples remain..."

billed as the most lavishly-equipped production Mini ever, the 1100 Special was the only UK-built round-nose Mini to feature the 1098cc engine. With a host of neat extras it proved to be a real hit, and an impressive 5100 Rose and silver examples were eventually produced. However, survivors – and the unique parts that were fitted – are now very rare. The general consensus is that fewer than 20 silver examples remain.

Before parting with the cash for this one, Kevin did a search through the forums and ended up having a long conversation about the car with one of the previous owners, Paul Jeffries, who bought the Special back in March 2011. "The guy I bought it off had stored the car for five years in a barn," Paul tells us. "It was on eBay, and we agreed on £750 for him to end the auction early. He brought it round the next week on his trailer, saying he'd had about 30 emails afterwards offering him silly money for it."

During his ownership, Paul spent much of his time trying to get the car back to original. "There was over six months trying to find a Sundym front windscreen for it," he says. "Then there was the knackered driver's seat. I got in touch with a guy up in Scotland who had another trim set, and because he was coming down anyway, he put it in his car and delivered it to me."

Not much was done to the bodywork at this stage, but Paul did go to town on the engine. "It was tired, so I re-honed the bores and rebuilt it with a Cooper head, 266 camshaft, refurbished twin 1.25-inch SUs and a GT close-ratio gearbox with straightcut drop gears. It made 74 bhp, with 60 at the wheels."

A SPECIALIST JOB

Sadly, in between Paul selling the car and Kevin buying it, the car had been somewhat neglected. It still looked tidy enough, but would definitely need a patch in the boot. And as it tuned out, a chance encounter would unearth the perfect man for the job – Dave Webb. It's fair to say that Dave and his wife Ruth know their way around Minis, with their beautifully-restored Innocenti Cooper the first ever Italian-built example

MINI 1100 SPECIAL



to win the prestigious Beaulieu Cup at the National Mini Cooper Day. Not only that, but like Kevin they're also from the West Midlands, and quickly became friends. "I had my car on show at Stanford and Kevin came over to talk to us, asking where I was from," Dave recalls. 'The comment was 'you've never driven that here' and it sort of escalated from there..."

And escalate it did. In the end Dave had





to replace the floorpans, which had been bodged over the old ones, plus the complete boot floor, the mounting points and strengthening plates for the rear suspension, both inner arches, the rear valance and closing panels, the boot hinge panel, heelboard, sills, A-panels, A-posts, scuttle and front end. He also repaired the tops and bottoms of the quarter panels, the bulkhead and the front damper mounts, as well as fixing the door bottoms and replacing the skins. "I think the most impressive part is probably where the eyeball events go into the body," says Kevin. "He made it all out of a flat piece of steel. And the gutters as well."

Hold on, gutters? Yep, there was also the small matter of replacing the vast majority of the roof structure. The 1100 Special is known for its quintessentially '70s vinyl roof, but a lack of factory paint under the material means moisture can get trapped



and rot the metalwork. "The vinyl was the only thing that held the roof together," Dave tells us. "We started to drill out the spot welds for the roofskin, but we soon realised the drip rails were shot as well, so we thought we might as well cut the whole lot off. By this point I could see the colour was visibly draining out of Kevin, but I was able to knock up replacements and weld them back on."

"That was probably the most expensive aspect," adds Kevin. The time for Dave to cut the old roof off, put the new one on, and it's got to absolutely right. Then to put the vinyl on it, and get the roof lining in. The new vinyl came from Maurice Linton at Moss Trimming in Tipton. It's very good; it's the right material, the right stitching and the joins are in the right place. It's probably been a grands-worth of cost to end up looking like it did before!"







Proud owner Kevin now has what surely must be



Superb boot area is one of Kevin's favourite features.

Remarkably, Dave was even able to tackle the paintjob in the confines of his single garage - with stunning results. The car is now resplendent in its original shade of silver, both inside and out, and underneath. "It seems wrong to have carpet over it inside," jokes Kevin. "The thing I am most pleased with is the boot. It'd had a rattle can paint job at some point, so even the battery was covered in silver paint. That was the biggest change, because it's absolutely perfect in there now."

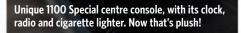
ORIGINALITY QUEST

There's no doubt that Kevin could've saved a few quid by simply having the roof painted rather than recovered with vinyl for example, but that wasn't the point. "There are so many cases where the Special was the first Mini to have a certain part, so you've got to try and maintain that originality, which has been the theme for what we've all tried to do with the car," he says.

This meant Kevin has to be clever when fitting the car up, using a mixture of refurbished parts and new items. "We were quite disciplined, as there was no point putting rusty stuff back on," says Kevin. "There's been a lot of late nights in the garage, cleaning up, polishing and painting, but I've enjoyed that - it's quite satisfying." New items, meanwhile, included the grille, the carpet and the headlining, amongst others. "I felt a bit like the supply chain manager, in terms of all the fetching and carrying," Kevin continues. "Every other day I was going to Mini Spares in Oldbury for something - John there is excellent."

Unfortunately, some of the Special's unique parts were too far gone to rescue, and couldn't be bought new either. Paul had already replaced some of the interior trim, but by now it was looking shabby again. "I







68 min



"All of a sudden it went from being a silver car to a Mini Special..."

bought a separate set of seats from Winchester, and I went to Maurice the trimmer and gave him the two sets to make the best of," Kevin reports. "You can't get them perfect because it's 35-year-old fabric, but I'm really pleased with the way it's come out." Fortunately, the other rare parts such as the two-spoke steering wheel and centre console were still present, as was the rather unusual dash tray fitted to these models. "They're worth a million pounds now," jokes Kevin.

Moving outside, Kevin was keen to make sure the original-fitment Exacton alloy wheels were looking their best. Paul had bought them in 2011 as new old stock items but they'd tarnished a little over time, so Kevin had them refurbished by a place in Wolverhampton. "They did an amazing job," he says. "You didn't want to put tyres on them; they were that good. And the nice thing about them is that they were made about 50 yards from where I used to live as a kid in Walsall."

It was the similar story with the bumpers. The Special model had the squarer Clubman rear bumper fitted to both ends, but they're not available new. So Kevin took four of them to a place that deals with Aston Martins and told it to rechrome the best pair – expensive, but worth it.

"The other good one is the grey washer jets," he adds. "None of the Specials I see have them and they should. They don't actually look as nice as black ones, but that's not the point. You can't get them, so I spent about two evenings spraying them up in the right grey."

The final touch was to replace the Special's trademark side stripes, which came from Sticky Fingers and were actually produced using measurements that Paul had taken from the car during his ownership. "That was a nice moment, when Dave's mate put them on," says Kevin. All of a sudden it went from just being a silver car to being a Mini Special."

FUTURE PLANS

In all it took Dave about five months of evenings packed full of solid graft to get the car completed by June this year, virtually all with Kevin in attendance. "I was the apprentice, handing him the tools." says Kevin. "I couldn't have been one of these who just sends it away, that's not me at all.

TECH SPEC

BODY 1979 Mini Special fully restored with complete boot floor, mounting points and strengthening plates for the rear suspension, inner arches, rear valance and closing panels, boot hinge panel, heelboard, sills, floorpans, doorskins, A-panels, A-posts, scuttle, front end and roofskin. Repaired quarter panels, inner wings and damper mounts, door bottoms and roof gutters, new vinyl roof, new grille, new old stock grille badge, correct 'Mini 1100' bootlid badge, reproduction side stripes, grey washer jets, rechromed bumpers. Fully repainted in original metallic silver.

ENGINE Original 1098cc A-series block, re-honed, new piston rings, crank reground, new big end and main shells, Kent 266 camshaft, competition cam followers, Duplex timing chain kit with modified backplate, 12G295 Cooper big-valve cylinder head with new valve guides and valve seats recut, Kent VS2 double valve springs, rebuilt twin SU HS2 carbs on Cooper inlet, Cooper S airbox, Maniflow Cooper Freeflow exhaust manifold, RC40 twin box exhaust system. Power: 60bhp at the wheels.

TRANSMISSION 22G1832 gearbox casing, chemically cleaned and fitted with 22G1040 close-ratio S/GT gearset, new bearings, baulk rings and rebuilt synchro hubs, competition layshaft, central oil pick-up pipe, competition diff pin, 3:44:1 final drive ratio, Min-its 1:04:1 ratio straight-cut drop gears, standard pre-Verto clutch assembly.

SUSPENSION Fully refurbished 'dry' suspension set-up with rubber springs and telescopic dampers.

BRAKES 7.5-inch Cooper S disc assembles (front), drums (rear).

WHEELS AND TYRES Refurbished 5x10 Exacton Mini Special alloy wheels, 165/70x10 radial tyres.

INTERIOR Fully refurbished to original Mini Special specification using two sets of seats, two-spoke Mini Special steering wheel, three-clock dash binnacle, factory centre console with radio, speaker, cigarette lighter and clock, factory under-dash tray, new headlining and carpet.

THANKS TO:

"Dave and Ruth Webb, for the knowledge, patience and endless tea, Paul Jeffries, Maurice Linton at Moss Trimming and John Erra at Mini Spares."

To be involved and see it all change was the thing for me. I did over 1000 miles back and forth, and there were lots of cups of tea!"

Suitably inspired, Kevin admits he'd like to try and do more himself with future projects. For now though, he's chuffed to bits with the Special – although there's more to come yet. With the motor having already been rebuilt, the engine bay was the only thing left untouched. And while Kevin was initially happy with its appearance, Dave often joked that he'd eventually relent and want that done too – rightly, as it turns out. "The objective is to get it to the same standard as the rest," says Kevin. "I might change the straight-cut drop gears while the engine is out, too."

No doubt that will mean Kevin reprising his project manager role as he seeks a little help from his friends. "I think I've got the bug now," he says, with more than just a hint of understatement...

THE PIONER R

Lynx AE's Yamaha R1-engine kit looks to bring a whole new breed of budding racers onto the scene with a cost-effective complement to the high-end A-Series Mini Miglias. Too good to be true? We head to Silverstone to judge for ourselves...

Words **Stephen Colbran** Photography **Matt Woods**



R1 MIGLIA

ove it or loathe it, the A-Series is an intrinsic part of what makes the Mini a Mini. The chunky torque delivery, induction noise, whining gearbox, oil leaks and head gasket failures; it's all part of a Mini owner's highs and lows, and we couldn't be without the old-fashioned iron lump. But what happens when you fancy a bit more power, or even a spot of racing? From experience, things soon start to get very expensive when you set your sights high. Before you know it, everything needs replacing or uprating, the machining costs spiral and you're looking at four or maybe even five-figure sums to get your standard 1275 motor and gearbox professionally rebuilt. In the case of a tightly-regulated race series, engine rebuilds can exceed many people's annual salaries, and

you'll probably want a spare unit, too. If you can afford it, why not, but let's be honest – competing in a series like Mini Miglias is probably beyond most of us. Or is it...?

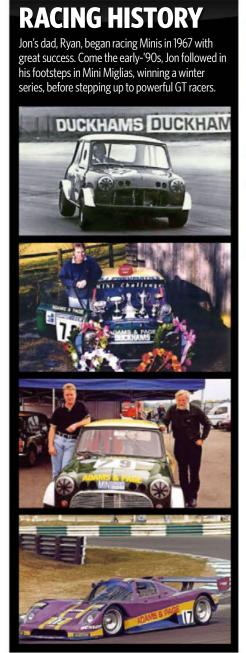
RACE ACE

Jon Lee of Lynx AE, which incidentally stands for 'Auto Electrics' — the company's former speciality before race car preparation and design — has come up with a bold new plan to try and introduce new entrants to the Mini Miglia series. In between developing and building his own bike-engined race cars, he's spent the past seven years developing a kit that allows the installation of a Yamaha R1 engine into an otherwise standard Mini saloon. This £3600 kit, he hopes, may persuade the Mini 7 Racing Club to adopt a new more affordable class within the Miglias

– like the invitation class but with standardised and restricted Yamaha power units. Priced between £500-1500 second hand, these 150bhp Japanese four cylinders are plentiful and relatively cheap, just like the A-Series once was. It sounds promising so far.

The R1 concept may sound a little alien to traditional Mini race fans, but Jon's no newbie to the Mini 7 Club, having won the Miglia winter championship way back in 1993. "I raced Minis from 1991 'til '96," he says. "Before that it was motorbikes, but Dad preferred that I got into cars instead, and he'd raced Minis himself since 1967. After winning the winter title, we were leading the main championship but had successive problems with the car and were running out of money. I blew up my gearbox at Spa and Owen Hall hit me up the back, and that's







when I said 'that's it - I can't afford to do this anymore'." Jon continued to race with the Miglias on and off, but then the race car prep at Lynx AE really started to get busy, immersing him in Pro-sport 3000s and various other high-brow customer projects.

But despite going on to develop two separate prototype GT race car models and set-up a successful rolling road centre, Minis never really left his mind. "It was very difficult to get out of racing a Mini," says Jon. "The GT cars were a big buzz, but I knew lots of people with Minis and you never really get away from it."

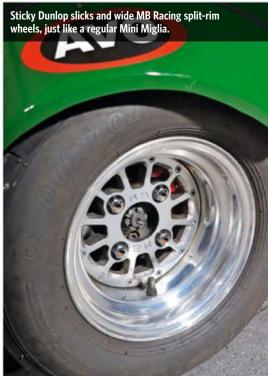
That interest in the marque came to the fore once again having converted a friend's MG Midget to run under Yamaha R1 power. "Graham Thorne was the instigator of the Mini project," Jon recalls. "He saw the MG and said 'do you reckon you could put one in a Mini?' I had Dad's Mini in the workshop with no engine in, so I measured it up and

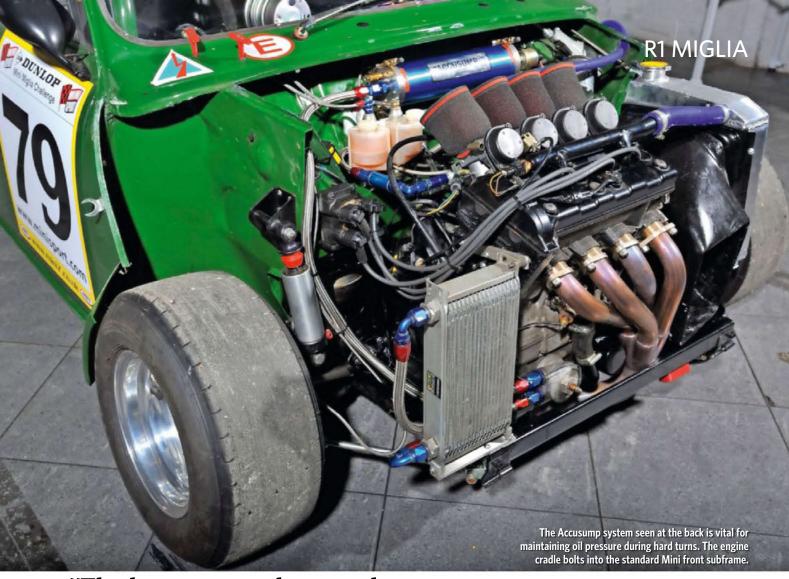
thought that it would be touch-and-go but I could probably do it. The whole point was that Graham didn't want the car to look any different from the outside, as he'd had Bob from the Mini Hospital fix the bodywork up and it was a genuine MkI shell."

REVERSIBLE REVERSE

Being fixed to the standard round-nose Mini gave Jon some challenges in the packaging department, but he was determined to retain the standard front subframe and inner wings to make sure it's all completely reversible. "I built three different versions of a cradle to sit the Yamaha engine in," he says. "When I was happy with the fitment, we made a jig for it. There are a couple of small mods needed to the subframe, but nothing major. You can use the standard motorbike wiring loom in tandem with the Mini's - all of it can work on the bike speedo, so you leave the Mini stuff alone. The idea is that you can go back to an







"The best we got the gearchange was down to 12 milliseconds!"

A-Series in a weekend if you wanted to."

Unlike some other kits, this one sits the engine with the exhaust manifold up front and the carbs/throttle bodies at the rear. The standard six-speed Yamaha gearbox drives a notably short chain to a custom sprocket on a limited-slip diff. Like the LSD, the stainless steel manifold is a progression from Jon's work on the bike-engined race cars, as is the electronic reverse system and pneumatic gearchange, which itself is an optional extra.

"I've been involved in the gearchange development for 14 years," says Jon. "A guy called Ian Haley began the development and Ford then got involved too. We were lent a Puma development car, Hewland put a sequential gearbox in it and we got it all up and running on the rolling road, albeit not

very well to start with. Ian did work on it sporadically and it was getting much smoother. The best we ever got the gearchange was down to about 12 milliseconds! You don't need the clutch – just keep your foot buried on the throttle."

The MIL Instruments pneumatic gearchange was developed in the Lynx AE sports prototypes, so by the time Jon came to developing the Mini conversion, it made sense to include it there too. A separate ECU controls the super-fast gearchange with paddles on the steering wheel, reminiscent of a modern racer, but it should be said that this high-tech system adds almost £5000 to the conversion. A more affordable option is a familiar manual gearlever with a fore and aft movement, although the clutch and 'box are

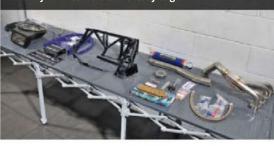
the same standard Yamaha items regardless.

"We use the standard Mini clutch hydraulics to drive an arm that pulls the original R1 clutch cable." Jon adds. "You've already got those hydraulics on the car, so it makes the conversion much easier for those with less mechanical knowledge."

Another learning from the sports prototype cars is the Accusump oil system, which Jon highly recommends if you plan to ever go on track: "The system is plumbed into the main oil feed to the crankshaft. As soon as the oil pump starts to reach cavitation, where it starts to see air and loose pressure, the container instantly pumps it back in to maintain the pressure. It protects the big end bearings during hard cornering. Some recommend a baffled sump, but then you have to split the engine and that's besides the point." Indeed, the whole ethos of this conversion is bolt-in budget performance. With 145 to 164bhp at 10,000rpm and a



A new Lynx AE conversion kit ready to go.















considerable weight saving over the A-Series, there's absolutely no need to tune it up further. As Jon's race Mini proves, money is best spent on the gearchange system and the car's handling. With the standard-spec engine in there, it should prove reliable too — more so than most 140bhp A-Series engines in any case. And if you blow it up, there's no need to re-mortgage the house.

MIGLIA CONCEPT

The idea was always to build a full-on Mini race car to showcase the kit, which is probably best suited to weekend weapons and race cars than daily drives, just because of the nature of a bike engine's rev-happy power delivery. "The car started off as an £1100 eBay find," says Jon. "It was a basic shell, supposed to be done for rallying, so I took it completely apart and then tubbed the rear wheel arches and took all the steel I could possibly get out of it just to reduce the weight. Then I started building it back up into a Miglia-spec car."

"I had a younger owner in mind with the project, someone who goes to the shows, likes their Minis and already has quite a few of the parts we run on the Miglias – the Hi-Los, competition cones, aftermarket wheels. So they can afford to do that but not take the next step and buy a competitive A-Series engine. With this kit you'll be able to keep up with a regular Miglia but on a tighter budget."

But therein lies the difficult issue – how to persuade the Mini 7 Club to welcome such a conversion without stepping on the toes of both current racers and engine tuners, who obviously all have a lot riding on the A-Series. The solution was to go for fuel injection and a Polestar ECU, as opposed to the Yamaha carbs or locked-down standard ECU of the later EFi engines. Jon spent two days on his rolling road to gauge the fuel and ignition requirements of the R1 engine, then enlisted the help of Polestar's Mini racing owner, Neil Turner, to develop a suitable

R1 MIGLIA

The interior is all about weight saving. Gearshift paddles look like they've come straight from the BTCC.







"There will always be value in the A-Series; this is to get the youngsters involved..."

aftermarket engine management kit.

"We had Neil build an ECU so we can carefully control the performance and limit the revs to 9000rpm," Jon continues. "So if anyone thinks they can buy the kit and go straight out to beat the Miglias, it isn't going to happen." And the tweaking of this engine management was all part of the day we spent at Silverstone for the photoshoot. In unrestricted form, the first demo saw Jon lapping the circuit almost two seconds faster than the current Miglia lap record, which is impressive to say the least. Gradually Neil of Polestar began to reign-in that performance, and after a few sessions on track, lap times were matched to that of an A-Series car. So with the technology tested and proven,

there's just the racers to convince now.

"We approached the Mini 7 Club a couple of years ago with the idea," says Jon, "and whilst the committee appeared open to it, unfortunately it seemed to be portrayed elsewhere that it would take over from the A-Series if introduced. That was never what we were planning to do - there will always be value in the A-Series; this is to get the youngsters involved. Most of the people out there racing are 40-plus, and if we're not careful the series will start to decline. So that's my motivation behind it."

And if that doesn't come to fruition, there are other race series where the kit could be used in anger of course, plus hillclimbs, trackdays and even for extremely fast road

TECH SPEC

BODY Body Mini MPi shell stripped and rebuilt to Miglia spec, polycarbonate windows, Miglia arch extensions, removable carbon-fibre front end, lightened doors, aerodynamic mirrors, external fire extinguisher and battery cut-off pulls, stainless steel bumpers, single windscreen wiper, tubbed rear arches, GRP bootlid, rain light at rear.

ENGINE Engine 5PW 998cc from 2002 Yamaha R1, 20-valve, double overhead cams, completely stock, 27,000 miles on clock, standard fuel injection, Polestar engine management system, Lynx AE engine cradle, stainless steel exhaust manifold, Lynx AE clutch rod, silicone coolant hoses, alloy side-mounted radiator with ducting, oil cooler, Accusump oil system. Tested maximum power: 144bhp at flywheel (compared to typical 136bhp of top-spec Miglia).

TRANSMISSION Standard Yamaha R1 six-speed sequential gearbox, MIL Instruments pneumatic gearchange system, paddle shift, multi-plate clutch, Lynx AE sprocket on limited-slip differential, Lynx AE short-length chain drive, offside Cooper S driveshaft, Lynx AE nearside shortened driveshaft, electronic motor used

SUSPENSION Strengthened and lightened subframes, competition rubber springs and double-adjustable Avo dampers all round, Hi-Los, Lynx AE rear anti-rollbar, Mini Spares adjustable lower arms and tie-rods.

BRAKES Alloy four-pot callipers and 7.9-inch vented discs front, Minifin drums rear, adjustable brake bias valve, stainless steel braided hoses throughout, standard pedal box.

WHEELS AND TYRES 7x10-inch MB Racing split rims with Dunlop slicks.

INTERIOR Fully stripped-out, Safety Devices rollcage, Sparco wrap-around bucket seat, TRS four-point harness, plumbed-in fire extinguisher system, dash rail removed, lightweight race battery, single tacho instrument pod, gear indicator digital display, fuel and brake lines routed internally, G&H foam-filled fuel tank in boot, swirl pot and fuel return, removable steering wheel, steering column relocated with universal joint.

cars. Personally I'm a fan – it's proportionally perfect, offers comparable performance to a top-flight Miglia and seems to be an expertly engineered and completely reversible modification. To compete fairly against A-Series cars, performance would have to be very closely monitored with a clear set of regulations in place to ensure equality. Clearly the main focus of Mini Miglias should always be the original engine and the tuning industry that supports it, but as an entry point for budding young racers, the club should take a serious look at this kit and the benefits on offer. It's clever, neat and a overall makes a very interesting alternative.

Jon would like to thank: "My long-term sponsor, Les at Adams and Page, Nigel at Avo dampers, Bob at the Mini Hospital, Neil at Polestar and Richard Pulley for the spannering.'







other than Black Sabbath and The Rolling Stones; the latter before a crowd of 80,000 at the Stade de France in Paris. And as Luke and his band's careers progressed, so did the Mini. "I did an album with Mike Oldfield called 'Man on the Rocks' and got a bit of an advance for that, so I decided to go to Paul at Tupman's Minis in Kingsteignton for the car to have a bit of a refresh," Luke explains.

SOUND PURCHASE

As it turned out Luke had bought well, with the Mini in surprisingly good condition for an '80s example. This was probably helped by the fact it had only covered a mere 45,000 miles when he got it. "Paul's done a brilliant job," says Luke. "He got all the rot out and gave her a full Waxoyling underneath. He sorted out the wheel arches and the boot lid too – someone had given it a right kicking, it had a huge dent in it, but you'd never know now. It had been debadged before I got it -I like it, I think it gives it a more sporty feel."

Luke has kept things fairly simple, with a new coat of paint in the original metallic Zircon Blue (like his song says: 'Gonna paint her new, make her baby blue') alongside new bumpers, overriders and corner bars. He's also retained the stock 998cc engine, albeit with the addition of an airfilter and exhaust







Luke's bandmates are spread around the UK, so more often than not he's behind the wheel of his Mini, heading across the country to meet up for rehearsals or before heading off together on tour. "People said I was daft buying a Mini, but I don't regret it one bit," he says. "It's been fantastic."

And though it might not be the most radical or modified example to grace the pages of Mini Magazine, it's acted as real



LUKE SPILLER'S MAYFAIR



"I thought 'let's write about my car' - the words just flowed from there..."

inspiration for Luke. "When I'm writing a song I always try and find a potent subject matter for it. We were in the studio and we'd come up with this kind of Pulp, Supergrass-style synth line. It was quite sharp and I thought 'let's write about my car' – the words just flowed from there."

The story of the song will be familiar to any Mini owner, as Luke reckons it's a caricature of all us. "This guy loves his Mini so much that his friends and family have almost turned away from him, the Mini is all he cares about," he says. "I wanted a song that symbolises what it's like to own and drive a Mini."

With the song written and recorded, it was added to band's album Everybody

Wants. The album itself is a cracking collection of rock tunes, with clear influences from the likes of The Beatles and Queen, as well as '90s bands like Supergrass and Garbage. The album is just like the Mini in the sense that it drives along with real purpose, but with a sense of fun to it. And when it came to My Machine, Luke was clear with his idea for the song's video. "We've got brilliant fans and a lot of followers on our YouTube channel, so I thought why not get everyone involved?

"The video is going to feature as many Minis as we can get in. I've been asking for people to email me pictures of their Minis and we've had hundreds of replies. Even if it means each car only gets a few seconds of

TECH SPEC

BODY 1983 Mini Mayfair, rust removed and bodywork refreshed, Waxoyled, smooth bootlid and relocated numberplate, blended-in Sportpack arch extensions, chrome bumpers with overriders and corner bars, headlamp peaks, bullet mirrors, chrome wipers, blades and bezels, Aston-style flip-top fuel filler cap, MkII Cooperstyle grille, clear indicator and rear light lenses. Paint: Zircon Blue.

ENGINE Standard 998cc A-Series with K&N air filter, aluminium rocker cover, LCB manifold. twin-exit stainless steel exhaust.

TRANSMISSION Standard four-speed manual gearbox.

SUSPENSION Standard 'dry' set-up with rubber springs and telescopic dampers.

BRAKES 8.4-inch disc assembles (front), spacer drums (rear).

WHEELS AND TYRES 7x13-inch Superlite-style aluminium wheels, Yokohama A539 175/50x13 tyres.

INTERIOR Mayfair brown velour seats, Walnut dash, '60s Moto-Lita wooden rim steering wheel, Walnut door cappings, JVC head unit, red vinyl centre console with speakers, rollcage.

on screen time, I want to include them all."

BACK HOME

The band are looking to break the American market in 2015 and are set to play a headline set at the Isle of Wight festival. But this success means that Luke is often away from home, and his car, for longer and longer periods. "It's good to come home and be able to drive the Mini" he admits. "There's such a charm about her. If you're in traffic people turn and look at the car and smile. You can't help but fall in love with her. If ever I'm stuck for a lyric I go for a spin in the Mini and park up with a good

"You need to be slightly mad to own a Mini, I think," continues Luke. "I hope that I can keep her for a very long time – she's part of me. And now that she's been embodied in a song, how can I get rid of her? Let's face it, the Mini is a car for lovers..."

Devonshire view. That usually helps.







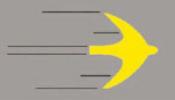




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BEFORE STARTING



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.



PRE-WINTER WIRING CHECKS

Bad electrics are the source of many winter breakdowns. Ensure your wiring is in good order before the cold strikes.

inis needn't be unreliable through the gloom of our UK winters, yet we doubt many hardened daily drives will make it through the cold without at least a hiccup or two. As with any maturing classic, there are bound to be niggles along the way, not least of all in the wiring department. Wiring issues have to be one of biggest causes of roadside breakdowns and embarrassing nonstarts, but most are actually very easy and cheap to remedy.

Many faults are the result of corroded contacts, insufficient charging system capabilities, or aging components like wornout wiper motors and broken indicator stalks. But unfortunately many are also the result of

bodges by lazy owners or those who simply don't know any better. It never ceases to amaze us how many owners claim to know absolutely nothing about electrics before delving straight into a job, installing quad spot lamps up front or a new sound system perhaps. You wouldn't do that with an engine rebuild, so why would you do it with electrics?

Admittedly we've learned from our mistakes too, but given the value of most Minis these days, it's certainly not worth the risk of a fire for the sake of a little research and careful planning. So ahead of the cold season, here's a look at some common Mini wiring problems and everyday bodges, with some recommended fixes and upgrades for reliable safe motoring.



Many batteries supplied for the Mini have the terminals on the left, so check clearance to the metal battery strap. This owner has chosen to wedge the battery in place with a piece of foam, to avoid contact with the over-sized, un-insulated positive terminal. These terminals are truly awful, with a grub screw to loosely wedge down on the main battery feed and a high chance of contact with the boot floor.



Equally nasty are these screw-in battery clamps. The cable crushes down unevenly and can loosen over time. Here the clamp's fixing bolt has even been omitted, perhaps due again to unsuitable battery selection. Battery terminal poles are not standardised in dimension, so check carefully before you buy.

Aftermarket earth straps are cheaply available with the correct terminal clamps professionally crimped in place. This 12-inch strap from Mini Spares is under £4, and caters for a range of battery terminal positions.



That's far too long for this particular application, so rather than have an awkward earth strap floating around in the boot, we chose to trim it down.



Large ring terminals such as this one need equally large crimping tools for a satisfactory crimp. 12 Volt Planet sells this budget tool, which works pretty well for occasional jobs, especially when used in a vice or press rather than simply smacking it with a large hammer.



Attention should be paid to the battery's earth connection on the boot floor, keeping it free of paint and rust. With excessive strains placed upon the battery from an insufficient charging system, or if the battery is not earthing to the body effectively, accelerated corrosion of the earth strap can occur from the excess heat of electrical resistance.



If the earth strap appears corroded at all, replace it before the winter arrives. The cost far outweighs the hassle and expense of a flat battery. And with the battery itself, once left discharged for any periods of time, lead sulphate crystals can form on the internal plates, eventually causing a short circuit and reduced cranking power. A dry-cell race battery may cost three times more, but in our experience they are far more durable than a lead acid type.



This car was missing the essential rubber grommet on the live cable. The insulation around the main power cable might be thick, but a sharp edge like this will soon cut into it, shorting on the battery and in all likelihood, setting your pride and joy alight.



Here the standard bullet connections under the slam panel for the lights have been swapped for nasty screw-in types. Exposed to the elements, corrosion here will soon cause overheating, further accelerating their decline and potentially causing damage to the wiring too. Stick with the standard bullets, applying electrical contact grease for protection.



The convoluted plastic sleeve is there to protect the wiring insulation from cuts and the elements, so why someone has routed these wires outside of it is quite puzzling. It's messy, lazy and potentially dangerous if the wires have not been adequately fused. There's no added cost in spending a little more time to route everything safely.



Winter reliability will benefit enormously from retaining the distributor shield, protecting the ignition system from the rain and snow. On carb-fed Minis, upgrading the unreliable points ignition to a transistorised electronic type is highly recommended, as you'd soon discover when moving the shield in and out to regularly reset the points gap due to poor quality parts.



With increased use of the lights and heater comes extra strain on the alternator. This unit had developed a fault and was no longer charging sufficiently. The drive belt is also clearly in need of replacement.



With the battery disconnected, the grille removed and the alternator plug released, begin by loosening the lower adjustable bracket fixings.



Access is much easier up top for the 1/2-inch AF bolts. Once these and the 9/16inch AF fixing on the sliding bracket below all are loosened it will be straightforward to remove the fan belt from the pulle and carefully extract the alternator.



To change the fan belt, it's much easier to loosen the top radiator bracket fixings and one of the top hose clips and give yourself a little extra clearance. Be careful not to fully remove the top hose from the thermostat housing, or you may loose coolant.



Pull the belt free and around the fan blades. Note that someone has also installed the fan blade back to front here - the next job on the 'to do' list...



Check that the new belt is the correct length for the job. The water pump pulley varies in diameter, so not all fan belts are equal, hence why we have temporarily refitted the old one, as the replacement was too short. Apply tension to the belt with a large spanner as you tighten the fixings all round.



We've chosen an uprated 70-amp alternator from Mini Spares to see us through the winter. For reliability, we also decided to uprate the standard loom from the alternator to the starter solenoid. This car features a twin-feed plug to the alternator for extra current flow, but a heavier gauge cable will do no harm, within reason. Too large a cable and there will be too much resistance, negating any benefits.



Double check the battery earth is disconnected and remove the nut securing the brown alternator feed to the starter solenoid, here on the starter itself. Earlier inertia-type starters have their solenoid on the offside inner wing. The process is the same, although slightly less fiddly with a later pre-engaged set-up.



A new alternator plug was also sourced, which comes with fresh non-insulated 90-degree spade terminals. These are a tad awkward to crimp with ratchet-type tools, but the basic ones are adequate.



We were not satisfied with the crimp alone, so out came the soldering iron and crocodile clips for a much more substantial and water-resistant connection. The entire charging circuit relies on two of these terminals so it needs to be a very good connection.



The leads clip securely in the AMP alternator plug from behind.



Wire protection is a personal preference, but a length of heatshrink over the twin 4mm-squared cables looks tidy. The ring terminal is also soldered in place. This is capable of a 78-amp nominal load. An electric heat gun is your friend for the heatshrink tubing.



On goes the alternator plug cap, with the brown and yellow charge light wire similarly soldered to a new terminal. When you're building a wiring loom from scratch, it's nice to heatshrink all three cables together, but here the charge light disappears off into the loom, making that rather awkward in situ.



That said, you can still wrap the new loom section up in tape. Use adhesive PVC tape to stick down the ends of non-adhesive tape and follow it up the loom for protection.



The length and routing of the charging lead should be very carefully considered to avoid chafing on the engine block. A problem like this may go unnoticed for some time, until the system no longer functions, the battery runs flat and you coast to a halt. It's possible to cause a fire, or at least burn out the wiring.

On my own car I decided to make a small angled bracket from the block to firmly hold the charging leads in place. The neater the wiring, the simpler the fault finding if anything goes wrong.



Most alternators do not come with a new spring clip for some reason, so you'll need to reuse the old one to hold the plug securely in place. That's not the only aspect to the charging system, however. Earths and the live feed itself should also be considered. Sound-off competitors regularly upgrade the main battery feed for a larger gauge cable.



We're not going to those extremes here, but effective earth straps are essential for a strong charging system. This strap is not only heavily frayed, but in a rather untidy and awkward location. Earthing to the slam panel is also an unusual choice.



It's more beneficial to replace the top engine steady earth strap if that's in poor condition. The bolt here was quite loose, giving a poor electrical contact, and not to mention the high likelihood of shearing it off in the block.



Again, earth straps are readily available from the Mini specialists and also from motor factors and high-street car shops.



Two earth straps from the engine to the body/ subframe are recommended. The lower front engine steady is a convenient point on this car.



On 1976-1996 Minis, the familiar Lucas four-fuse fusebox is another common failure point to check ahead of the winter. The terminals frequently corrode from behind, causing all manor of unusual problems and annoyances. Removed from the bulkhead, test for high levels of resistance across the box with a multimeter.



Also in the area, ensure that the wiring loom up on the bulkhead is not caught up on the air filter housing, pulled overly taught or in contact with any sharp edges or the bonnet hinges. On later cars with thick sound insulating material, the area can be quite congested with cabling and relays.



Moving inside, the 1976-1996 headlamp toggle switch is worthy of note. The full power of the headlamps surges through this plastic-bodied switch, so failure is not uncommon. To access it from behind, drop the heater down by undoing the two self tapping screws under the dash rail.



The switch itself is quite robust, but the addition of extra lights to the standard circuit, or a bodged installation somewhere along the line, means that they can quickly overheat and short out. If in doubt, install a four-way 12-volt relay for your additional lighting, or run a separate ignition-live switched feed.

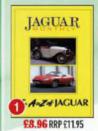


The indicator stalk, by design, can become frail over time and again failures are not uncommon. Thankfully new stalks are all readily available from the specialists, including those for MPi Minis.



Another potentially dangerous issue spotted on this car was the interior light. I'd planned to recommend lower ampage LED units to reduce demand on the electrics, but here it was missing entirely. The connector is a permanent live feed, and although fused, needs better insulation if disconnected.

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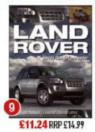


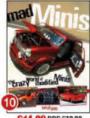








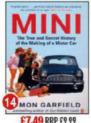










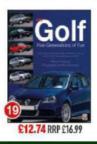




















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QUICK TECH DOUBLE SOCKET INSTALL

Add a handy dual power socket and twin USB port hook-up to your dashboard.

Words and photography Stephen Colbran

t's surprising how many Minis are still driving about without the luxury of a cigar lighter socket. It was never something installed as standard, unless you have an upmarket special edition or suave Innocenti Mini, but if you travel any reasonable distance, it's an essential. So how about installing one of these instead from 12 Volt Planet? Here's a dual socket - nothing revolutionary there you might think - but one with twin USB five-volt outputs on the right.

It seems that every new smartphone, sat nav or MP3 can now be charged up from a USB socket with the correct lead. In fact, most phones don't even come with a mains USB adapter anymore, so you'll either need to find an old one or

charge up from a computer. We think that's actually quite helpful when it comes to charging on the road, however, as gone are the days of expensive devicespecific car chargers. Now you can just install one of these bad boys and take a USB cable with you rather than chargers galore.

You need to ensure you're not over-loading the wiring, but in theory you could charge up a phone, sat nav and even your MP3 player on the move simultaneously. So there's no need to distract yourself from driving while juggling between coiled-up chargers on the passenger seat.



Firstly we need to find some 12-volt power for the socket. Whether you opt for an ignition live or a permanent feed is entirely up to you, although be wary of flattening your battery with the latter. We're using thin-wall 3mm squared cable, capable of a 33 amp load.



We'd recommend non-insulated crimp terminals with the separate rubber sleeves for the most secure connection. Additional solder here would probably give the ultimate terminal.



On a standard car, feeding from a spare fused ignition-live terminal on the fuse box makes sense. Check your workshop manual's wiring diagram to see which feed may be best suited. If in doubt, always install an extra in-line fuse.



Feed the cable through the bulkhead in a suitable, neat location, remembering to protect it with a rubber wiring grommet.



We found a handy location already on the bulkhead to pass the cable through. Move the interior sound deadening to carefully pull the cable from inside.



Now we need to fit an earth. Screwing a ring terminal to a suitable point under the dash rail will suffice. Test the earth cable's connection with a 12-volt multimeter or circuit tester.



Because we're dealing with a dual socket, it requires two live and two earth terminals. You can piggy-back the connections from one to the other, again ensuring sufficient cable gauge for the job.



This surface-mount socket will either require a custom bracket to install it under the shelf...



...or it may look good in a full-width dash like so. Excuse the artist's impression! Here's road trip convenience in one simple add-on.





Ask the expert Your Mini questions answered by Keith Calver.



SPECIAL 1098

At the risk of returning to an old chestnut I was intrigued by your reference to fitting a 'torque-tastic big bore 1098' in place of the 1275 in your Clubman Estate in the September issue of Mini Magazine because 'it should have a 1098'.

I have a right-hand-drive 1978 Belgian 1100 Special which has been in the family for nearly 30 years, and for which I definitely have a soft spot. It is basically a Clubman with a rounded front, vinyl roof, walnut dash - a pretty car. It has had one body restoration some 15 years ago, and apart from a Stage 1 kit and a Mini Sport Stage 2 head, as far as I know the 1098cc engine has not been touched from original.

So what to do, including giving it some more power? All my Mini friends say put a 1275 motor in, but I would quite like to keep the original engine. I know a 1098 has the potential for good torque, and that is attractive in a road car, but I

also want more acceleration up to 60 mph or 70 mph.

Is your torque-tastic big bore (I assume at about 1218cc) with a suitable cam, distributor and carb as good as, say a standard Mk3 Cooper S in terms of horsepower and torque? And how does it compare through the rev range? If it is not as good as a MK3 S, where does it fit on the scale of things?

What other modifications to the car would you recommend, such as brakes, gearbox, diff and cooling? I'm hoping this will help me, and perhaps others, to make a decision.

Mike Rainey

Though a number of these 1218cc motors have been built and are turning good performance, I am not yet ready to produce specific dyno results as I am still working on optimising the cam spec for them. However, a recent test running basically the same engine build as I did for issue 187 back in July 2011

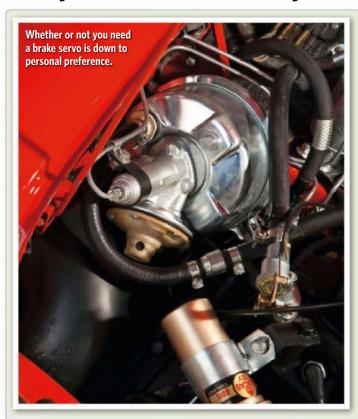
Mike is looking to give his Belgian-market Mini Special a power boost.

(+0100-inch bore, Russell Engineering pistons, Piper BP255 cam, CST Stage 3 big valve head and a single HIF44 SU on a modified Mini Spares inlet manifold), but at 68mm bore this time, gave a very useful power spread culminating at 84.3bhp at 6000rpm, 79.9lb.ft torque at 4500rpm, and an excellent 59.3lb.ft at 1500rpm. I am confident a slightly different cam spec will better those figures - especially in the torque department. Even so, with an offthe-shelf cam that is pretty impressive.

The performance of this engine would be more than capable of pulling a 3.1:1 final drive ratio easily. I'd be sorely tempted to go with a Mini Spares Clubman straightcut gear kit to get the close-ratio set-up with a more useful first gear. I would also very strongly advise going to the Cooper S 7.5-inch front disc brake set-up to boost stopping power.

The standard radiator is only just about enough to cool a stock 1275 engine, and once the motor is making more than around 70bhp, it struggles to keep coolant temperatures under control. And that is when it is new, with clear core tubes. I would advocate fitting one of the super-cool two-core rads. Having too much cooling is better than marginal, that way at least the temperature will be controlled by the thermostat.

"I would strongly advise a Cooper S disc brake set-up..."



SAFE SERVO

Hi, I'm swapping to 10-inch wheels on my Mini, so I'm fitting a complete Cooper S disc kit I've bought brand new. My Mini is a 1983 Mini Mayfair, without a servo. Do I need one to make the brakes work correctly? Or is there a better choice of brake pad I can use to make it stop without stamping on the pedal? Alex Mathers

Stamping on the brake pedal is to be avoided at all costs, no matter what the situation. Unless the aim is to trash a pair of tyres in the attempt of producing skid marks. The Cooper S brakes originally came with a remote servo plumbed in to the system, so you could say the system was designed to work with one. Whether vou personally need the servo assistance to give confidence in the brakes is impossible to tell until you try them with or without. Doing so will only be feasible if you know folks that

have such braking systems fitted to their cars. Otherwise it's a case of suck it and see. Since the servo unit is a remote type that is plumbed in independently of the master cylinder, unlike the latest spec systems, you could try the system without a servo first, then add the servo later on if you feel the brakes as they are do not give you confidence. I personally prefer them without a servo as it gives more feel of what is going on. You will find that the many racers do not use servo assistance for that very reason.

Whether you use a servo or not will not really affect the pad type used, as that is more a case of what you are going to use the car for. If for standard road use, then the EBC BlackStuff pads work very well. If you are going to be rorting about in the car at elevated speeds, then a better suited grade pad material will be needed. Again, EBC offer their GreenStuff pads that work well. However there are also options from Mintex, Pagid, Ferodo, and so on.

MANIFOLD CHOICE

I've got a 1993 Mini Sprite that I bought with just 22k miles on the clock. Unfortunately, it seems the engine has not done this mileage at all, but far more! Fortunately my father is a Land Rover specialist, so we've be able to re-hone the bores, fit a fast road camshaft and polish the ports in the head a little bit. I now want to fit a Stage 1 kit, with an LCB. However, I plan to use the car on a regular basis, so my friend says I should the Cooper Freeflow manifold instead of the LCB because it doesn't have the troublesome Y-piece. I'm hoping for around 70-75 bhp, so will the Freeflow be too restrictive? Also, is it worth upgrading the HIF38 carb for a bigger one? Jim Miles

Exhaust manifold types should most definitely not be chosen for ease of fit. A decent quality LCB will fit well enough if a little attention is paid to it when fitting it to the car. I covered this exact subject in the last issue of Mini Magazine (issue 231, November 2014). Which exhaust manifold you need to fit for best performance depends more on the camshaft spec you decide to use. A fast road cam would typically need an LCB to get the best performance from it. As for the carb, a 1.5-inch SU typically becomes restrictive at around 70bhp. But it would give better torque from low to mid range. Given that you are looking to fit a fast road cam, it suggests you are probably going to drive it with some verve, so I would advise fitting a single 1.75-inch SU instead. The big bonus of SU carbs is their variable choke design, which gets around a number of size compatibility issues.



CRACKING SEAMS

I've just rebuilt a 1977 Clubman Estate, giving it new wings and a full respray. It looks great, but after only a few hundred miles I've noticed the seams cracking between the wing and the scuttle. I was told to fill them as it keeps the water out, but now it looks untidy. What should I do with these joins to avoid this problem?

Simon Withers

The first issue is why are they cracking in the first place? It suggests the front end is being flexed around. Being a 1977 car, if standard it will have the rubber-mounted front subframe. Once the various rubber mounts start to perish, the subframe is allowed to move around, which will be flexing the front panelwork. The standard rubber mounts allow too much movement of the front end anyway. I always advise changing the tower to bulkhead mounts for a kit that will better locate the subframe. To avoid excessive road noise being transferred to the cabin

area, use a kit that has polyurethane bushes between the subframe towers and the bulkhead and solid bushes between the tower bolt heads and the bulkhead. Also check the rear subframe leg to toe-board mounts to make sure they have not split - for the cost of them I would suggest fitting new ones anyway wing to scuttle joins.

its flange meets the scuttle panel again, any filler used in the joint will inevitably crack as the panels flex separately. The water then gets into the joint and rust will inevitably follow. It is far better to use a flexible seam sealer around the wing to front panel and

"It will eventually cause any set-solid body filler to crack..."

to be sure. As standard there are also rubber mounts fitted between the front panel and front subframe front cross member. These tend to shear through first out of all the mounts, so just replace them with new ones as well.

It may be that the front panels were not fitted properly, with too much stress used to get the correct alignment. This causes a springing action in the panels that will eventually cause any set-solid body filler to crack. The same can also happen if the wing has not been welded underneath where

CARB CLEARANCE

I've fitted an MG Metro engine to my 1990 Mayfair, but the carb (an HIF44) is now very close to the bulkhead. I know the Cooper of this time had the engine mounts further forward, but I don't want to remove the engine again. Are there any other solutions? Fraser

On account of literally thousands of Mini owners doing the very same engine transplant to Minis for years. it is not likely to be a problem. I have also done this transplant many, many times without having any issues, but that's providing the engine mounts and steady bars, plus their associated brackets and bushes, are all in proper working condition. This is where many folk fall down, and then have issues with the carb clonking the bulkhead on take off and when changing gears. I always very strongly advise fitting the two extra engine steady bar kits that fit to either side of the gearbox (under the flywheel housing and on the speedo drive housing), their bars connecting to the subframe rear legs, and changing the standard rubber bushes supplied with them to something

more resilient. The standard rubber bushes are dreadful quality these days, so go for the polyurethane options instead. I also highly recommend using the later one-piece bonded metal and rubber bush for the top engine steady as these are superb - so much better than the multipiece originals.

Alternatively, if you do have issues with the carb clonking on the bulkhead, try fitting one of the length-adjustable after-market top engine steady bars. They are available in an array of designs from those using the conventional type bushes as used on the ERA Minis to aluminium bodied, spherical rod-end equipped race type. Lengthening the bar will not only push the engine forward, but will rotate it about the engine mounting points, gaining extra carb to bulkhead clearance. Because the lower engine steady kits have brackets with elongated slots in them, they should accommodate a small amount of engine attitude. The downsides to doing this are the engine mounts will be put under more severe shear pressure and the exhaust will be forced to point upwards, causing strain on the exhaust mountings.

REAR BEAM

I'm building a lightweight fast road Mini, with the idea of using it for track days. As I can't afford to go mental with the engine spec, I'm planning to make it as light as possible. Part of this will be replacing the subframe for a rear beam set-up. The question is, will this make the car more dangerous on the road? Would the old rear subframe would protect again a crash better if the worst happened?

Mike Creighton





CV JOINTS

How can I tell visually if my outer CV joint is worn? I'm putting on a new suspension set-up from the remains of an old project, but will need new CVs as the ones from the project were damaged when I angle-ground the castle nuts off. What symptoms would I get if my CV joints are worn out?

Jason

Using a replacement rear subframe beam section will not make the car more dangerous on the road from a driving perspective, providing it is a decent quality unit with good integral strength that has been properly installed, suitable rate rear springs used and suspension geometry set-up correctly. Some units on the market are pretty weak.

If you mean does the fitment of such rear suspension make the car less strong/resilient in a rear-end punt situation, the answer has to be yes, unless steps are taken to increase the strength and stiffness around the rear of the car that the standard rear subframe gives. The standard item is bolted to the rear floor pan and heel board at all four corners, with the rear mounts and cross-beam section of the subframe providing some resistance to crumpling. With the replacement beam you are relying on just the boot floor and rear quarters for protection. It would be entirely feasible to replace some of that lost strength by careful positioning of added metalwork in the form of tubing. The layout needs to be carefully thought about though, so that the structure is properly supported.

MAGIC WAND

I wish to fit a 1275cc A-plus engine to my 1970 Mk3 Mini 850, but I want to retain the 'magic wand' gear change inside the car. I'm told that as it's a rare four-synchro magic wand gearbox, I should be able to fit it to the 1275 engine without a problem. But what to do I need to do about drop gears and the clutch? Also, it is possible to change the final drive on these gearboxes? I love the 850 but it's too slow for the distances I cover.

Steve Gotobed

Yes, you can fit the 1275 engine to that magic wand gearbox, no problem. And changing the final drive is no problem either unless you go for one of the super-low ratios such as the 2.95 or 2.76, and sometimes the 3.15. The

You will need to thoroughly clean all the grease out of the inside of the bearing cage, so that the cage, balls and ball flutes are completely clean. Then while holding the CV joint steady in either one of your hands, or maybe a vice (careful not to damage the outside of the bearing shaft), pull/push the inner ball cage in and out, and attempt to rotate it clockwise and anti-clockwise. There should be no free play at all.

pinion gears for these ratios have a much larger outside diameter than all the other final drive options, causing the to foul the inside of the main bearing retainer. Careful grinding of the retainer will allow fitment, but I have only done this for the 2.95 pinion, not the 2.76 one so do not know how much more needs taking out. The obvious issue is one of strength. You can not simply fit the bearing retainer from the later rod change gearbox that these final drives were fitted to as there is a gear selection stop on the pre-rod retainer that needs to be there.

You will need a 1275 pre-A-plus primary gear as they have a different tooth profile to the A-plus ones. The tooth form is much squarer at the tooth tip, while the A-plus ones are very much more pointed. The part number is 22G1053, but they are not cheap! Close on £100. But finding a good used one may be difficult. Try the various used Mini parts vendors that advertise in the mag. Make sure you sort the primary gear end float, and take the opportunity to check and re-set the idler gear end float whilst you are there. You need the correct 1275 primary gear as the 1275

Any free play in CV joints indicates they are worn out

crankshaft has a stepped-up journal size nearest the engine. You can not simply bore the 850 primary gear out to take a 1275 bush; the cost would be very high as the front bush bore would need grinding out - the steel is very hard.

The clutch will need uprating to take the increased torque of the 1275 unit. Very straight forward as it just means fitting the 'blue' coded diaphragm spring, part number GCC103. I would advise against fitting anything other than a genuine Borg & Beck diaphragm. There are some real hooky, non-genuine, refurbished ones out there. Fit a new clutch plate whilst you are doing the conversion (part number GCP240AF). Again genuine Unipart type advised. I would also highly recommend getting the flywheel and clutch assembly balanced as the diaphragms are just a pressed steel component, so not precision made. And the tooling these days is somewhat long in the tooth so they are a whole lot less accurately made than the originals, and the diaphragm is easily the most potentially out of balance component of the assembly.

"The clutch will need uprating to take the increased torque..."



NOISE ANNOYS

I've recently had my Mini rebuilt, with a fresh new paintjob. The engine used to be fitted with a cone air filter, but I don't really remember it being that noisy. Now it seems unbearable, and I've fitted a normal plastic air filter casing to try and quieten it down. It's still way too noisy though. The only think I can think off is that the bulkhead sound-deadening wasn't replaced, but would that really make a difference? Please help! Sally

You haven't said if the paint job done was exterior only, or the whole body shell inside and out. Since painting the outside only would not include removing any sound deadening materials, I will assume the interior of the shell was done as well. Without any sound deadening materials fitted the cabin area is going to be very noisy because of panel vibration aside from just the noise created by the engine and suspension. I have seen hundreds of Minis that have had restoration work done on them without the sound deadening materials re-fitted. This tends to be because the majority of it is destroyed when it is removed, either from heavy-handed workmen simply ripping it out, or where it has fallen apart with age and/or water ingression. I presume that the folks doing the restoration think the owner won't notice the fact there's no sound deadening materials as the dash cards cover the area where it would have been. Especially if they destroyed it on removal from hamfistedness rather than it having fallen apart from decay.

The other source of a lot of noise getting in to the cabin from the engine bay is an unsealed hole in the centre of the bulkhead where the majority of the cables and speedo cable pass through from cabin to engine bay. An amazing amount of noise can get through here if not properly sealed up or at least covered over on the engine bay side. The only way to check whether there is any sound deadening material behind the dash cards is to take a look. Just be careful not to bend/ crease or tear them when removing them. If the car is fitted with an aftermarket flush-fit-type dashboard, then simply looking in the glove box may reveal the situation if no dash cards have been re-fitted.

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£243.60 set

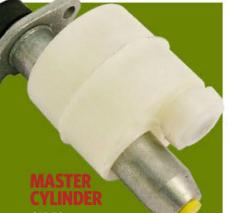
New additions to the Russell Engineering high quality cast aluminium piston range are for the 1275 large bore A-Series at +0.040-inch and +0.060-inch. High silicon content makes them extremely strong and durable, minimising shape distortion even under extreme heat. All-up weight is just 371g. These have been intensively developed to optimise ring pack position and crown design to maximise squish effect, burn and performance. Proven

in road, race and forced induction

01653 691380

applications.

www.calverst.com



Aging brake and clutch master cylinders systems. If you find that your clutch master cylinder has become worn or is leaking, try this one-part-fits-all item from Mini Spares. This later plastic-bodied cylinder will fit all Minis from 1959-2000, regardless of the model or clutch type.

01707 607700 www.minispares.com

CARBON-FIBRE PLATE SURROUND

This Mkl-style numberplate surround panel is produced using 100 per cent carbon-fibre and a compression moulding technique. This panel is exactly the same size and thickness as the original for an easy fitment, but it weighs just a fifth of the standard item at only 150g. If you're on an ultimate weight-saving mission and would like a cool touch of exposed weave carbon-fibre, contact the Carbon Weezel for the full range.

- ben@carbonweezel.co.uk
- www.carbonweezel.co.uk

£15.10

This would be a pretty helpful addition to your Mini's interior electrics - a the left there's the usual socket for in-car chargers, whilst on the right you get twin five-volt USB charged with a standard USB connection

sat nav. Or maybe you're connecting up an MP3 player to your stereo and it needs a separate power source. It'll charge that too.

01491 838 761 www.12voltplanet.co.uk

1.4:1 RATIO ROCKERS

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Extensive development using dyno, road and race testing by leading A-Series engine specialists has culminated in this latest British-made product investment cast steel rockers in 1.4:1 ratio. Precision design gives optimum rocker stiffness and pad profile for greater valve control and minimised valve side-loading, while solid shaft bushes maximise stability. Rocker assembly weight is a mere 83g! It can be supplied as just a rocker set or with shaft and corrective steel posts.

ww.calverst.com, www.swiftine.com, www.russellengineering.com.au





CALVER'S CLASSROOM WINTER HIBERNATION

Prefer to take your Mini off the road for winter? Keith gives his tips on preventing headaches come spring.

n unusually mild autumn has allowed for some extended romping round the countryside in our beloved Minis, but with the winter months and cold weather approaching, many will be getting ready to store their pride and joy away until next year's play time can start again. If all you do is park the car in a dry garage you are inviting long term reliability issues to start to get a hold, and potential stumbling blocks when it comes to getting back on the road next year. So here are a few tips to ensure neither blot your motoring fun when the weather breaks.

CORROSIVE CHEMICALS

Engine damage from contaminated oil needs to be avoided at all costs. When the car is used the engine oil absorbs corrosive chemicals from combustion deposits, and water vapour from

the atmosphere. These contaminants are held in suspension in the oil. Left for any long period of time, they will start to affect the metal surfaces within the engine. Of particular concern are the bore walls, piston rings, crankshaft journal surfaces and crankshaft bearing surfaces. It is the piston rings that are at most risk since the contaminants, especially water droplets, will corrode the rings and rust the bore walls where the rings are pressing against them. The pressure exerted by the rings on the bore walls eventually minimise, if not remove altogether, the oil film that should be normally separating them. As a result the ring faces and bore wall surfaces will be torn to pieces and severely scored when starting the engine for the first time.

To guard against this get the engine up to proper running temperature over a reasonably



1978, before a five-year stint at the Mini Spares Centre (London) in the early '80s. Now independ

knowledge are also main focuses.

Keith builds race engines for numerous disciplines. His

1275 GT race car and sharing his vast amount of Mini

long drive, preferably on a dual carriageway or motorway if feasible (stop-start traffic is no good). But before doing that, if you are not confident that the coolant in the system has a decent level of good quality corrosion inhibitors in it, drain the coolant, getting as much of it out as possible. Refill with a strong anti-freeze mix that has corrosion inhibitors in it, or simply add a good strong dose of Red Line Water wetter as

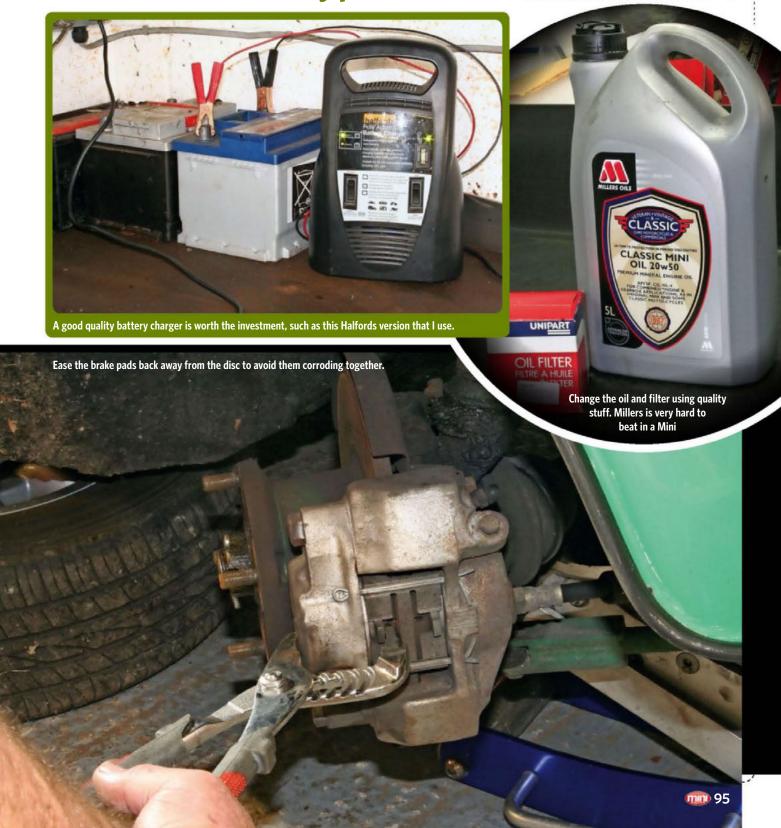
this contains excellent corrosion inhibitors. Go for the drive, drain the existing oil out and remove the oil filter, then fit a new one filled with the fresh oil. Satisfied you have as much of the old oil drained out as possible, refill with good quality fresh clean oil. Remove the spark plugs and spin the engine over using the ignition key/starter motor several times to thoroughly distribute the clean oil throughout

the engine. Do not restart it. Periodically turn the engine over a little by hand to prevent the piston rings from sitting in the same place for too long.

FUEL

Any fuel left in the system, including everything from tank to carb jet, will be totally useless in a months time, never mind after several months. Modern fuels turn almost to water when stored for any period. Drain as much of it out of everywhere you can, ready for refilling with fresh fuel when the time comes. When you come to fire

"Modern fuels almost turn to water when stored for any period..."



the motor up, it is helpful to fill the float bowl with fresh fuel to get the engine started quickly.

BRAKES

Seized up brakes are another irksome issue. Despite leaving the handbrake off, it is feasible that the rear drums can corrode sufficiently to jam the shoes up on the drums. I have suffered this personally many years ago, despite backing off the shoe adjusters all the way out to maximise the gap between shoes and drums. I tend to remove the rear brake shoes and use a couple of hefty tie wraps to retain the cylinder pistons should the pedal be depressed accidentally. Depending on what the car is, the front brakes may also corrode up. No matter which type of brakes the car has, the handbrake being left off does not release the

front friction linings (pads or brake shoes) from close proximity to the metal surfaces they rub against. Where discs are fitted, use a pry bar, or large adjustable pliers, to ease the pads away from the disc surfaces. Where drum brakes are fitted, I'd remove the shoes and retain the wheel cylinder pistons with tie-wraps as per the rears. Before carrying out these operations, I would strongly advise considering sitting the car on axle stands for the duration. Aside from having to re-fit the wheels after sorting the brakes, it will prevent the tyres from flat spotting, especially if they deflate in storage, It will also take the full vehicle weight off the rubber suspension springs, prolonging service life.

CAREFUL STORAGE

Try not to put the car away wet, and make

"Try not to put the car away wet, and make every effort to air it..."

every effort to air the car before storing it away. On bright days, leave the car with its windows open for as long as possible. Where feasible, it's a good idea to remove all carpets or at least lift them to allow the floorpan areas to air. Leave all the opening windows open a little to help circulate dry air and allow any moisture to escape. Using some form of absorbent materials will help - there are some great products on the market for this now, as well as the often-recommended cat litter! Read any instructions carefully as some may need changing/drying out after specific periods.

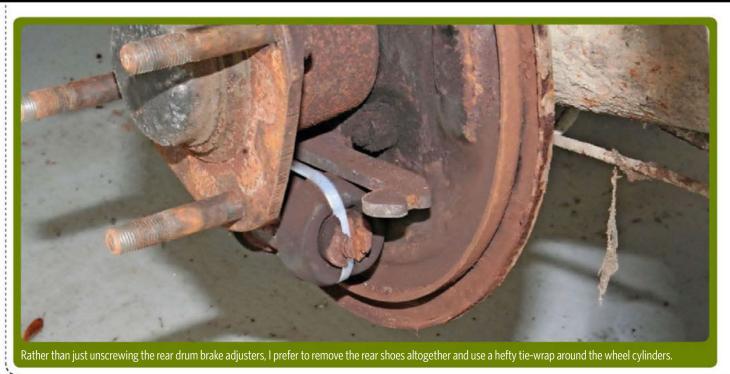
Disconnect the battery too; some just disconnect the live/positive cable but I advocate doing both. In fact, I always remove the battery altogether and sit it somewhere that makes connecting to a charger easy. A periodic charge up is a good move to keep the battery in top condition. And removing the battery will allow the battery box to dry out. They often rot through where water is trapped underneath the battery.



Leave any window that will open slightly open to allow the interior to breathe.



Either take out or lift the carpets so allow any moisture trapped to escape.



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Our Minis



It was great to finally get out on the race circuit, where the Mini felt right at home.

Pic by Andy Green.

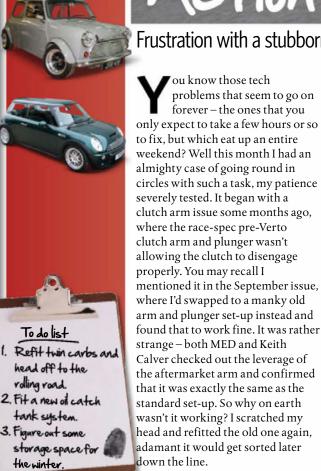
Stephen Colbran

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



Coincidentally, I had a leak from

perhaps naively installed it without the proper insertion tool some time ago. It made a good chance for a in the bag, it was reassembly time. Conscious of how mullered the old clutch arm was, it seemed like a backwards step to refit it. To have the ball snap off the end would be an disengage the clutch. Upon removal

over the next fortnight. The first problem we stumbled across was a clearance issue between the crank bolt and the thrust plate on the clutch diaphragm. The engine's builder, AC Dodd, suggested I dab a bit of paint on the head of the crank bolt, reassemble it all and try to

Frustration with a stubborn clutch mechanism, followed by fun at Castle Combe. the primary gear oil seal, as I'd Five full days of work followed

'how to' guide though, and with that

"Five full days of work followed over the next fortnight..."

annoyance to say the least. A new arm had to work somehow, so I ordered up a standard replacement from Mini Spares with the hope of that fixing the problem. So new arm and plunger in place, the hydraulics re-bled and we were good to go. Well, except that it still didn't disengage the clutch even after adjusting everything countless times. Damn. Every avenue was tested and nothing was helping.

it was clear that the thrust plate had been touching on the crank bolt not good, but a promising solution. So I blatted down late one evening to AC's workshop and he kindly machined down the bolt head. This won't usually happen, but AC likes to machine down the 'ears' on the clutch backplate to alter the way the spring sits when the clutch is all bolted up, reducing the wear placed upon the primary gear thrusts and



giving a better pedal feel. Combined with the uprated MED flywheel bolt, clearance gets a bit tight in there, so bear that in mind if you ever try such a combo.

Back at the workshop by midnight, it was all bolted back together, and guess what - still no clutch. I gave up and went home, fed up. Having tried a few more suggested fixes, the next few visits only brought more frustration, but then a potential answer; what if the primary gear was binding on the crank after the recent replacement? I couldn't remember whether or not we'd applied some lube to the bush, and a few knowledgeable friends





including AC Dodd, seemed positive that that could finally be the answer. And that was it, after days of struggling. Our mechanic Matt gave me a hand to clean up the bush and crankshaft tail on which it spins, we applied some cam lube and the clutch was finally disengaging again. So two problems that were really confusing matters, but at least I've learnt everything there is to know about pre-Verto clutches!

Sorted the afternoon before Castle Combe, it was a relief to make the final outdoor event of the year. Thanks go to ACW Motorsport Plastics for letting me have a space on its trade stand, where I was parked between a seven-port rally Clubman and Sam Summerhayes' Miglia racer. I even had the chance to go round the track during the slightly faster parade lap. If you fancy going round the track faster than the regular parade lap, for £15 you can get up to about 60mph behind a pace car. For me it was ideal, as the engine's not yet tuned-up and I didn't want to risk holing a piston, especially not in front of a big crowd! It was a great way to round-off the show season after what seemed like a lifetime in the workshop swearing at clutch arms. 🏻 🗰











Our Minis



Alex Kinsman Contributor

MINI LIFE The first car I ever rode in, at six days old, was a modified Mkl Elf. I grew up with Minis, met my wife at a Mini show in Florida, and married into Minis Unlimited. We then moved to a bigger house and rented an industrial unit so we could enlarge our collection further.

MINI SPEC Named after the character in 'League of Gentlemen', Tubbs is the ginger step-child of the fleet. Abused and neglected, she is a hotch-potch of parts thrown together and generally only gets any attention when she chucks a strop and goes wrong.

MINIS OWNED 1985 City E 15 others in assorted conditions...



Alex's optimistic timescale for Betty's rebuild doesn't entirely go to plan...

etting and achieving ridiculous or near impossible deadlines is a bit of a trademark for me.

Sometimes they come off and sometimes they don't, but more often than not the end result is a victory for doing daft things.

True to form, my bodywork chap Tim and I set a ridiculous deadline for finishing the rebuild and Union Jack repaint on Betty. Following my return from a trip to the USA, I stripped the car to a bare rolling shell in a couple of days (carefully labelling and storing the bits removed so reassembly ought to be a doddle), ready for delivery to the bodyshop. The objective was to do all the metalwork and paint the car while I was away at the IMM in Kent.

Reassembly ought to take no longer than dismantling (or so I thought) and the impossible target was to have Betty back on the road in time for a grand unveiling at Mini in the Park. A fortnight ought to be enough time, I thought...

As is always the case, we ended up replacing more panels than anticipated as the vinyl had done a superb job of hiding some nasty things, but it was fairly obvious from the outset that we weren't going to be ready in time for MITP. And anyway, as it turned out, I was actually quite glad we weren't ready in time – Mini in the Pond was hardly the ideal venue for taking a freshly rebuilt car. I think she may have dissolved.

With a fortnight of annual family

Metalwork finished

for final paint prep.

and guide coat applied

holiday looming, Tim tried his utmost to deliver the car before he went away, but the masking and painting of the stripes to an exacting standard isn't a quick process. Tim was spending far too much time in the paint booth, and after a couple of minor masking errors it got to the point where I made the decision to stop being silly – possibly a first for me – and we reset the delivery date to "when it's ready".

Now, removing a delivery date can be a dangerous thing with some bodyshops, but in this case it

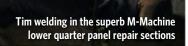




1. Finish Betty.
2. Clear enough free space in the engine-building garage to put Tigger inside.
3. Finish the new engine for Tubbs as shes sadly dying.

100 @









worked, as progress slowed to a more healthy level of activity but didn't stop altogether. I will admit to being rather excited as I collected the incredibly shiny car in the first week of September, and resisted the urge to tinker with it until I'd finished my set of night duty. With three weeks until the Action Day at Castle Combe I could afford to slow down some more, enjoy the rebuild, enjoy the Revival at Goodwood where I had my pedal car entered again, and still be ready in time for Combe.

But then another snag. We had collected all three Union Jack cars in my vard for a tinkering session in preparation for the Italian Job, and while heaving on a pair of high-grip pliers to change a seat base, the painful POP from my right wrist was loud enough that my friend Paul actually heard it. Best part of a day wasted in casualty told me that there were no broken bones, but I'd have to be splinted up for a couple of weeks and I'd have a floppy hand until whatever internal damage had repaired itself.

Sure enough, it was well over a fortnight – a deeply frustrating fortnight which saw me climbing the walls before I could even contemplate wielding a spanner again. But, having actually done what the doctors told me for a change, there was still a chance to get Betty rebuilt in time for Combe. Heck, it ought to be possible to rebuild a gearbox, change a head, and totally reassemble a car in three days – after all, Mini Spares did it at the IMM, right?

Thanks:

Tim Wickens Collision & Restoration -07747 788490

Mini Spares – www.minispares.com M-Machine-www.m-machine.co.uk

"The masking and painting of stripes to an exacting standard isn't a quick process..."







Ceith Calver

MINI LIFE Started out as 'a hand with the spanners' to my cousin Peter who'd just stárted racing in Mini Mi Spent fortunes at Mini Spares Centre building a couple of Miglias before joining the company for 5 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 SPECClubman shell undergoing a serious diet. nitial engine will be 1380, trying out one of Swiftune's DC5 crank, rods and pistons kit in a block prepped and raced by Swiftune at Goodwood in the DART that Nick drove to an excellent win. Cam will be a Graham Russell 308 full race cam using bigger diameter can followers for reliability and accuracy of valve timing. New spec cylinder head done, 1.5 ratio MED roller tip rockers with 'W' shaped posts for extra valve train rigidity, MSC competition push rods. Starting season on a Weber 45DCOE on MSC 5" inlet manifold. MSC Clubman s/cut or MBE Race ngineering dog box, MSC O drop gears and LSD, AVO dampers, 8.4" slotted discs, MSC 4-pot ally callipers, Mintex F4R pads, 6 12-inch MB split rims, Yokohama AO48R tyres.

MINI SPEC

1275 GT Racer 1990 Mini City 1985 Ol' Red 1973 Clubman







Red resurrection

Plenty of bodywork lies ahead for Keith in the coming months...

aving had a very pleasant few days in North East Ireland, swanning about the beautiful vehicle-less roads, seeing such stuff as the rope bridge, Giants Causeway, Dunluce Castle ruins, (London) Derry, travelling via the scenic Causeway Coastal route, then down to Hillsborough, it was back home to the daily grind. And trying to get my head round what to do next.

I know I have to get the Clubman ready for long-term storage, and properly assess the general state of Ol' Red, but surveying the scene in the garage at home, my attention kept being drawn to the race car. It's quite some time since I did anything to the race Clubby, though I know exactly what needs doing next – complete the bodywork mods in the weight reduction and lowering scheme. Rejoining the various cut-out sections is being done by bronze-welding (NOT brazing, as my mate Kevin keeps pointing out). The problem here is I am not sticking at it long enough to get proficient at it once again. Poor hot metal joining vexes me somewhat, the problem with the bronze-welding for me is getting the fluxing correct. I have what is considered the best

fluxing compound going, but can't get the tidy results I am after. Some conversations with Kevin and another motor sports man George, both sickeningly skilful at fabrication and hot-joining metal, it would seem the answer is a liquid flux unit. Instead of either making a paint-on paste from the powder type flux (as I use now), or heating the bronze rod and dipping it in to the powdered flux, passing the acetylene through liquid flux produces a fluxed gas. This means the area you are working on is permanently fluxed in a controlled manner. A pleasing side effect is that the flame is turned a rather pleasant green colour. After some advise on how one is made, then some cajoling by me, George has agreed to make me one. We all agreed it was not something that you could afford to make a mistake on. So the race car is on hold again until I get my fluxer.

As for Ol' Red, just moving it out of the storage garage at the unit threw up some immediate issues. Pulling/ pushing on the windscreen corners whilst moving it uncovered an immediate problem. They just dissolved in to rust flakes that scattered on to the floor. Oh dear. Not

a great start as I do not like using the screen corner repair panels and underside inserts generally available as they are not well shaped and take a great deal of fitting to look right. So that means at least a screen surround and scuttle panel. Looking around the rest of it, superficially there is quite a bit that needs doing: doors both sides, quarter panels in front of the rear wheel arches both sides, and the A-panels – the latter because whoever fitted the ones on there now made a right pigs ear of it. The rotting side panels is a concern as this often leads to rotten sections in the bottom of the companion bin/rear subframe mounting support panel work. Oh, and a front end of course; it had been using a removable steel front to make engine swaps and such a doddle. This time around I am planning on fitting a welded-on front with removable inner wings. First things first though, I need to get Ol' red sat on axle stands and fully stripped down to its bare bones to give the job a proper appraisal.

With all the bodywork that looks like it needs doing, I'd better have a root through the tool collection to see what I have left in the way of tools for the job in hand.

Rotten doors.





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ADRIAN FLUX

MINI

ROVER MINIJET BLACK



1988, £3,895. Limited Edition Very Rare. Very Few Left. 998cc. £2,600 spent on recent restoration.Bill History.Tax till end of December 2014 MOT till end of January 2015. Exceptionally good condition throughout.Recently Tuned & Serviced. Runs really well. New Exhaust System. Contact Robert. East Sussex. 07711-149816 (TS)

1000



1974, 41,500 miles, £3,995. 1974 Mini 1000 Auto Teal Blue. A lovely car in excellent condition. Disc Brake Conversion. Gearbox totally refurbished approx 12K miles ago. 07584 062771

1000



1980, 99,990 miles, £1,250. Red and White with Union Jack roof, remember Butterflies! His body was completely dismantled and renovated circa 1997, picture record available. He has been stored in our garage for the last 13 years and he still looks amazing. Now has to be described as a non runner but his engine turns over nicely. 01453 835125

1000 CITY F



1990, £600 ono. Automatic, unfinished project, engine starts and runs well, some panels needed, basic shell very good, no interior, no tax, no MoT, many new parts fitted, too much to list Hampshire 07967 425533 (MC)

1380CC STAGE THREE TUNED



1967, 4,309 miles, £11,995 ono. Owned since 2000 and re-shelled and re-sprayed in 2001, since then always garaged, fitted with a 1380cc Stage 3 tuned engine with extremely high spec which has only done 4309 miles. Please email for full details. Six point Safety Devices roll cage with door bars, classic buckets seats with harnesses, Cooper S brakes, fully adjustable suspension with coil over conversion on 10" mamba alloys. Just mot'd and rolling road tuned weighing 630kg and 98bhp at 6000rpm by Stuart at Vmaxscart. 07711167923 (KH)

30



1989, £2,400. Full MoT, new interior, leather seats, boot lined & carpeted, new brakes, serviced, loads of spares, paintwork & bodywork, vgc, alloys. Staffordshire. 07432 572621



1994, 66,800 miles, £2,500. 35th Anniversary Model. 1275 cc. MoT May 2015 Taxed. New subframe. New coil, distributor cap and plugs. Very good running order. 07887 517117

998



1992, £3,000 ono. MoT September 2015, good condition just serviced, good runner/drive, spare set twin SU carbs c/w manifold. Call after 7pm for more information. Lincolnshire. 07515

AUSTIN MINI VAN 95L



1981, 53,303 miles, £8,500. Stunning X reg. Cream. Recently lovingly restored and painted underneath, stone-chipped and painted. Red interior and red accessories, 998 Engine, lots of new parts. 100% rust-free, fully restored. MoT 'till July 2015. 07971 741984

BRITISH OPEN



1992, 60,000 miles, £4,500. Limited edition, one of only 1,000, 1275 manual, original, 13 months MoT, British Racing Green, Webasto sliding roof, Supalight alloys, Sterling alarmed, IW registered. Bedfordshire. 07900 080449 (GD)

CITY



1985, 29,000+ miles, £3,995 ono. Lovely original condition, red, perfect inside and out, never restored, one owner 29 years, full MoT, phone evenings. Leicestershire. 01858 288743

CITY CUSTOM



1992, 27,000 miles, £3,995. History File with old MoT's. Restored & tastefully improve to high standard. New paint in original Rover Diamond White with black roof, no rust must be one of the nicest mini's around. 07836 686866

CITY E AUTO



1991, £995 ono. Winter project: original and unmolested condition in running order. Cranberry red, replacement A panels and sills. Dry stored five years, no MoT/Tax, appreciating classic suitable for light restoration. 01702 309412

CITY E AUTO



1990, £995 ono. Winter project: original and unmolested condition in running order. Cranberry red, replacement A panels and sills. Dry stored 5 years, appreciating classic requiring light restoration and suitable for the enthusiast. 01702 309412

CLASSIC MINI



1979, 1,600 miles, £3,000. Built from scratch with much love but not been used for last 9 months so does need MoT, was used daily before this. S reg shell in pic, sandblasted to bare metal and welded up. New sills, boot floor, A-panels. Then painted in Ford diamond White. Full nut & bolt restoration. Standard 1275 GT engine. Call for more info. 07722 610659 (HP)

CLASSIC RED HOT



1988, 58,000 miles, £3,400. This Classic Mini as been totally restored due to mechanics letting us down we have been unable to refit engine & gearbox, the car as been rebuilt to 70%, we have tried to keep it as original as possible, Would make great winter project. 020 8850 0655

CLUBMAN



1980, 22,711 miles, £3,000. Automatic 998cc, brown, MoT until April 2015. Original paintwork and interior Excellent condition. 4 new tyres, new battery, 4 new flexi hoses, new fan belt, new washer motor. The vehicle is currently SORN. Paulton. 01761 415850



CLUBMAN 1098 SALOON



1976, 64,097 miles, £4,000. A rare example of a classic clubman in antique gold. It had a full restoration 3 years ago. Only needing one sill and full respray, rest of body is factory finish with no rust or rot, only minor blemishes. Fuel pump has been replaced recently and starts first time and runs perfectly. Currently sorn and dry stored since 1992. Current mot till 6th July 2015. 07476 003457

CLUBMAN AUTO



1979, 88,266 miles, £2,995. 1979 Mini Clubman Automatic Vermillion Red, The car is in fabulous condition having had only 3 owners and benifits from being totaly standard. the car drives perfectly with a long MoT. Both sets of keys, original wallet and hanbooks are present. 01243 262943

CLUBMAN ESTATE



1975, £3,995. Very original, many new parts fitted inc fuel tank, pump, carb, master cylinder, wheel cylinders, front shocks. New MoT. Devon. 01752 895137

COOPER



1994, £4,450. Automatic, 1275cc, Rover BRG. Restoration includes brakes, engine, gearbox etc. Tax and MoT to June 2015. Rare car, air condition. A wolf in sheeps clothing. One for the enthusiast. Herts. 01923 681596 (GD)

COOPER



1991, 12,000 miles, £5,200. Carburettor, 1380cc, engine/gearbox, 288 cam stage 4 head, 100 BHP, Full cage, MOT September 2015. Spare gearbox/wheels/tyres,near works reg. Staffordshire. 01782 771453 (TS)

COOPER



1998, 84,000 miles, £6,000. Tahiti Blue/White, Full Surf Blue Leather, Walnut Dash, full length factory electric sun roof, tax/MOT, Sport pack, CD player, immobiliser/alarm, absolutely beautiful. 01245 401462

COOPER



1998, 108,500 miles, £2,750. Occasionally jumps out second gear but engine runs great. Bodywork requires some attention. New rear subframe and rear brakes. New suspension all round. Blue led dash bulbs. MoT till July. 07791 641188

COOPER 1.31



1995, 59,000 miles, £4,200 ono. British Racing Green metallic, genuine Cooper. MoT until September 2015. Four new tyres, chrome sports pack, good service history, all original except sports exhaust. 07715 994100

COOPER 35TH ANNIVERSARY



1996, 50,000 miles, £8,000. 35th Anniversary Cooper, extensively restored with minor modifications. This is a genuine UK edition of only 200 built. 1275spi engine with alloy radiator, silicone hoses and Maniflow exhaust. Very good condition with no rust, waxoyled and only driven in summer. Black carpets with full green leather interior. Documented MOT and service history. 07825 033895

COOPER SPORT



2000, 26,000 miles, £8,995. Full MoT, 4 months Tax. Great condition. Loads of extras. Stage 1 Kit. Waxoyled. Sound system. Number plate worth £700!. Campbeltown. 07847 246443

DESIGNER (MARY QUANT) 1979, 90,428 miles, £POA. This is my Daughters car and she is away at uni, unfortunately it is an MoT failure and we don't have the funds to repair. Would love this car to go to someone who could give her the time and attention she deserves. dtaylor952@

DOUBLY RARE MINI 30 COOPER CONVERSION



1989, 70,000 miles, £3,199. Mini 30 Cooper conversion No 137 performed at Cooper Garages Ferring, certificate signed by the man himself. Twin Carb, very quick, good condition, tax and MoT. Must see! London. 07850 671397 (KH)

KENSINGTON 1.31



1997, 43,000 miles, £5,500 ono. Very rare Itd edition. Factory air con, full cream leather interior, auto 'box, full MoT, all old MoT certs to prove mileage. Genuine Moto-Lita wood rim steering wheel. Absolutely stunning Mini, no rust, never welded and all original. For more details and pics please contact me, 07894 484546

LIMITED EDITION RED HOT



1988, 58,000 miles, £3,450. Totally restored Red Hot Mini, body panels replaced where necessary, including complete front end, undersealed and painted in correct type paint and colour all original windows fitted and new rubbers all round, new carpet fitted. As we are body people the two machanics that were to fit the engine and brakes have let us down, engine and some parts available with the sale of the car. 07958 432748 (HP)

MAYFAIR



£800. MoT - 03 April 2015. Accident damage to shell, however excellent runner. Recent new radiator, clutch master cylinder, head lamps (with spares). Would make a good project or spares. Staffordshire. 07816 556130

MAYFAIR



1986, 61,000 miles, £4,250. 1000cc, 2 door, white, black roof. Restored, includes repaint, new wheels and tyres, brakes and engine overhaul. MoT, tax, now looks and drives almost like new, one for the enthusiast. Herts. 01923 681596 (GD)

MAYFAIR



1991, 61,000 miles, £2,950. Automatic, 998cc, Red, Union Jack roof, MoT August 2015, family owned for 13 years. Suffolk. 07899 872734 (GD)

MAYFAIR



1985, £4,500. Tahiti Blue with Old English White roof, professional respray, Stage 1 DTM exhaust, Sportspack Arches, Alloys, new Interior, Waxoiled, CD Player & 6x9's. Boot tidy. Sorned, 01285 713738

1000 - FULLY RESTORED



1977, 43,000 miles, £5,995 OVNO. Fully restored 1977 Mini 1000. Full list of works carried out and pictures available on request. If you wish to view ring me. 07590 050827

FOR A QUOTE CALL 0800 0818989

ADRIAN FLUX

MINI



1972, 69,899 miles, £2,295. 848cc, Harvest gold, MoT January 2015, tax exempt, garaged, tidy car, phone after 6pm. Devon. 01822 613480

MINI 1000



1979, 9,300 miles, £5,300. This car has been completely nut and bolt restored in 2011. The number plate included with the car is AMG 206T (valued at £350) Please call for more information. 07825 998363

MINI



1972, £2,750. Classic 1972 Mini, loads of upgrades, MoT till end April tax exempt. Very solid little car. 07737 000825 (MU)

MINI MAYFAIR



1991, 61,000 miles, £2,950. Automatic 998cc, MoT September 2015, 3 previous owners. Suffolk. 07899 872734

MINI MPI



1998, 41,000 miles, £3,995. Full years MoT. New Superlite wheels with Yoko a539 tyres, stainless exhaust, lovely interior with great black leather seats. Electric windows! In excellent condition all round. Bodywork great, runs and drives very well. 07790912607. 01233 750508 (MU)

MORRIS MINI MK1 850 1962, 47,000 miles, £POA. Rare opportunity, in family since 1965. All original interior, parts and full documentation. Off road and requires full restoration, an ideal project. Bristol. 07713 312272 (GD)

MPI



2000, 44,000 miles, £7,500 ono. Lovely little car was restored last year by mini sport, had a few engine mods but kept all orignal parts. 07720 394389

NEON

1992, 67,000 miles, £375. Unused since 2005. Complete. Rusty. Sorn. Both keys. Buyer to tow away. East Sussex 01825 840601

PHIL HEPWORTH ENGINE 1430 £15,000 ono. Raced N West Saloons on Swiftune Dogbox 3.9LSD split 45 Webbers, see Minispares gallery Oulton PK2013img1447. Derbyshire. 01457 857686 (GD)

PICK UP



1980, 66,000 miles, £8,000. Mini pickup in brooklands green, 998cc. thousands spent too much to list, full MoT. excellent pickup, priced to sell. contact me for full details. 07894 484546

RARE CONVERTIBLE



1981, 57,000 miles, £2,995. Solid red, rear convertible black cloth interior, 4 seats, 1.0 petrol, 4 speed manual, service invoices, hpi clear, MoT 30/07/2015, 2 keys, 4x new tyres. Beckenham. 07762 290915 (HP)

RESTORED 1380CC



1967, 4,311 miles, £8,750. Stage 3 tuned Mini, owned since 2000 and re-shelled and re-sprayed in 2001 since then always garaged, fitted with a 1380cc engine with extremely high spec which has only done 4309 miles, please email for full details, six point Safety Devices roll cage with door bars, classic buckets seats with harnesses, Cooper S brakes, fully adjustable suspension. 07711167923

ROVER COOPER

1998, £6,699 ono. 1.3 MPI. All original no mods except serviceable items, battery, alternator, exhaust pipe. MoT May 2015. Excellent body and underside. Smiffy detailing in engine bay. Shropshire. 01630 685745 (BM)

ROVER COOPER



1993, 76,000 miles, £2,500 ono. 1275 spi British racing green fantastic restoration project not to much to do for mot solid shell, good engine runs well, new pads & discs, new master cylinder, chrome bits, polybushes, walnut dash, half leather interior. 07908 690443

ROVER COOPER 1.31



1995, 50,600 miles, £3,800 ono. One lady owner since 1996, as original. MoT to April 2015. Full service history. Overhaul 2012, Minispeed Byfleet, cost £2,200. SS exhaust. Surrey. 01252 546835

ROVER MINI



1991, 92,000 miles, £2,795. Rover Mini 1991 H reg 998cc (formerly 1275 Cooper - changed engine this year). Red (with metal flake). MoT Sept 2015, immobiliser, 13" alloy wheels with Yokohama A539 tyres, stainless RC40 centre exit exhaust, stainless rear and front bumpers. Garaged after every use and over winter months. Genuine reason for sale (just bought first house). £2795. 07792 281039

ROVER MINI 35



1994, 69,000 miles, £3,250. Great condition purple Mini 35. 1275cc, twin SU carbs. Bucket seats & roll cage. 12 months MoT & 4 months tax. Dry stored. Feel free to call for more info. 07848 453507 (BM)

ROVER MINI 35 ANNIVERSARY EDITION 1.3L



1995, 68,000 miles, £3,500. Full restored front and rear of car, over £1,800 spent. 8k miles in the last 3 years lady owner good condition throughout. MoT due July 2015 all service history Tax Oct 2014. 07825 634969

ROVER MINI COOPER 1.31



1999, 65,600 miles, £4,750. Good condition Reg plate valued over £500 Almost new Stainless Steel Fletcher rear exhaust. Fairly new set of matt black alloy wheels with 4 very good tyres. Also included the original Rover alloy wheels (see photo) New CD, new battery & new alternator. Excellent cream interior with the superb walnut dash. 2 sets of keys, all the handbooks & original Mini document wallet. Some service history when we bought it with 55,000 miles. 11 months MOT. 07752 826543

ROVER MINI SIDE WALK



1995, 11,470 miles, £4,995. Kingfisher Blue, MoT August 2015 Tax Feb15, This car is standard, Rover radio cassette sunroof, it has all handbooks 2 sets of keys. Car in Cumbria. 07710 456776

ROVER NEON



1991, 66,000 miles, £POA. 998cc Recent professional exterior respray, very clean and straight car. All original just as it left the factory, runs and drives great. One of only 1000 built. 07543 352334



SEVEN MK1



1960, 35,000 miles, £8,995. The Mini has been restored and developed as a track day car with full racing spec and 1275 engine. The car is also road legal. 01325 567994

TIME WARP 30



137 miles, £13,995. Dry stored for 25 years+ now lightly re-commissioned, running well and can be MoT'd if required, comes with original brochure and anniversary book by Rob Golding, great investment opportunity, or a fantastic car to shine and show. 07968 170363

VAN



1962, 60,000 miles, £Offers over £10,000. Early 60's tweed grey 850cc one owner from 1991 has had new rear subframe, rad, clutch. Taxed, MoT garaged. 01494 813903

PARTS FOR SALE

1968 HYDROLASTIC SUBFRAME

1975, £150 ono. For sale as seen. Good condition, new 1975, been stored, buyer must collect, no cheques (fitted to Mini for one year only). Tyne And Wear. 07909 604057 (GD)

CHANGING RACE MINI TO ROAD SPEC



€50. Selling Mocal oil cooler. thermostat and braided hoses, all nearly new. Bargain. Surrey. 01276 23078

CHROME BUMPER FROM 1980'S MINI



£20, Good condition, 07899 807242

COOPER S CYLINDER HEAD



£225. 12G 940 1805 big valve Cooper S head with spare brand new bronze valve guides and 8 double valve springs. 07854 767483 (HP)

MINI 5X10 ALLOY WHEELS



£225 ono. Mint condition no damage whatsoever fitted with Dunlop 165/70 in as new condition. 07870 751815

MINI BONNET



1980's, £30. Grubby, but no rust or dents (oily engine seems to have protected it). Buyer to collect. 07899

MINI SPORTPACK HERITAGE BODYSHELL



£600 ono. Has rust in places but not enough to justify replacing panels. Ideal first project car. 01902 632584 (MC)

MINI/MG 1300 CYLINDER HEAD £100. New valves etc. Turbo also available. Bristol Area. 07502 032532

MK1 MINI SEAT



£35. East Yorkshire. 07979 406536 (MC)

RE-BUILT VAUXHALL NOVA 1.6 ENGINE CONVERSION



£2,350. Allspeed front subframe. All new and reconditioned suspension (ball joints, bearings and CVs). Modified brembo front calipers. Runs on standard injection. 01902 632584 (MC)

PARTS WANTED

MINI SHELL

Wanted. Cash waiting. Solid mini shell or partiality restored projected wanted. Must be completely solid. Would prefer to view before purchase. Cheshire. 07795 990027 (MU)

MINI COOPER

1960s, Wanted. 1275cc, S block, Mk1 engine casting no AEG312 to rebuild for Cooper S, Mk1-2. 07840 400569

MINI COOPER'S' MK1

Wanted. Mini coopers block 1960s mk 1 engine casting No AEG 312. To rebuild, crank rods for coopers. Avon. 07840 400569 (BM)

MINI COOPER MK1

Wanted. Project car and parts wanted. Cooper S 1275 block. Mk 1/2 shell wanted. S Cooper engine. S gearbox, genuine Cooper Mk 1/2 speedo + trim wanted. Any Mk1 Cooper genuine parts wanted 07840 400569 (HP)

LITERATURE FOR SALE

MINI 30 & MINI 35 SOUVENIR **MAGAZINES**

£POA. Souvenir magazines from the 1989 & 1994celebration events at Silverstone. Mini 35 in very good condition, Mini 30 not as good with creasing and small tears on cover. braggers@hotmail.co.uk

MINIWORLD MAGAZINES

£POA. 69 editions from September 1992 (issue no 3) to April 1998, except for April 1997. Mainly in very good condition with many in mint condition. Supplements, stickers, badges, etc. where applicable. Will consider splitting by year. braggers@hotmail.co.uk

MISCELLANEOUS FOR SALE

BUTLINS CAR RALLY BROOCH



1950, £75 free post. Pin on back, 2 year tags EAMC, enamel finish, size 2in top to bottom, very rare. Middlesex. 07527

CAR NUMBER PLATE

£5,000. DS8088 (Chinese lucky numbers) was on an old 1929 Ford Model A Car. Cornwall Area. 01726 828081

HOUSE FOR SALE

£899k. Three rear garages plus yard, five bed, three bath (incs. self-contained granny flat), w/shop, utility, dining, breakfast, sitting, telly room, r.garden, fr.garden with parking three vehicles. Edwardian semi, leafy s.London, 300m Clock House stn. sandy@dircon.co.uk

OFF 562

£Offers. Registration number for sale. Ready for immediate transfer to your vehicle. On retention. Certificate already. Private sale. Bristol. 07840 400560

PRIVATE PLATES RCO3PER -COO5 PFR

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WHITWORTH/BSF SPANNERS



£30. A varied selection of spanners mostly large open ended and two pipe benders in fair condition. Suggest collect only due to weight. Welcome to come and view. 01302 320441 (HP)

WANTED

INFORMATION

Wanted. My last Cooper K968 XDH, 1/7/1993, black, white roof, love to know whereabouts. Also following Minis | owned JOB 293E 19/11/1967, JNP 356K, OJW 604X, 01216 084882

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Drum brake shoes	£12.50
Brake shoe spring kit	£4.50
Brake adjuster	£3.50
Stainless caliper pistons	£7.50
Caliper seal kits	£3.75
8,4" brake pads	£8.50
7.5" Cooper S pads	£14.50
8.4" Green Stuff pads	£20

Adjustable tie rod kit: Adj tie rods, adj rear £41



camber brackets,

bushes



Link utpo LCB

Reducer pipe



Side exit & link upto £46 Centre exit & link upto LCB £46 £30 LCB manifold £45 Alloy inlet manifold



ULTIMATE ENGINE STEADIES ea



MISC PERFORMANCE





£51 Stainless quality sumpguard £40 £16

Alloy quality sumpguard Cone performance air filter Lift Reverse quickshift £39 Std quickshift £29

Front foot well £12 Full floor pan £77 £59 Front panel £81 Bonnet Scuttle full £49 £16.50 Scuttle qtr £7 Under scuttle Wing £36 £8.50 Door step Inner sill £12 Outer sill wide £13 Mounting panel £6.50

Doorskin £25 Doorskin alloy £40 Door repair pan £14.50 A panel van £16.50 Seam capping £7.50 £205 Subframe rear Rear floor £22 **Boot lid** £60 Rear lower valance £14.50

Hinge panel £12.50 Rear side full £21.50 More panels available check out our website

WWW.MINISPARES-ONLINE.CO.UK













































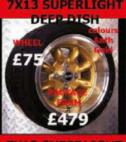


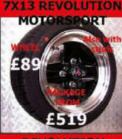
















ATIN BLACK







200 YARDS TURN RIGHT AT FOUR HORSESHOE









Telephone: www.midlandwheels.com 01926 817444

Cornwood Farm, Napton Road, Stockton, Warwickshire CV47 8HU Fax: 01926 817784 Email: sales@midlandwheels.com

Information

UK Mainland Delivery Prices: Set of 4 Wheels Only £17.87 Wheels & Tyres £22.98 Contact us or use our website for carriage charges for all areas outside UK Mainland.

- * All prices include VAT @ 20% *
- * STOCK SUBJECT TO AVAILABILITY *

Minilight - 10"



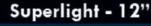
Minilight - 12"



Minilight - 13"



Mamba











Rally Special





Q



BRM







Cosmic



NEW - CSR

