



AC/DC **BRIAN JOHNSON** INTERVIEW

TWIN GTs

ONE COUPLE, TWO
SHOW-STOPPING
MINI BUILDS

restore • modify • enjoy

mini
mag



170bhp full-race
KAD twin-cam,
mag split-rims,
Jenveys, trick
dampers - the lot!



**PLUS:
LATEST
EVENT
REPORTS
INSIDE**

**KAD 16-VALVE
ULTIMATE HILLCLIMB MINI**

SPEED DEMON

Mk1 ACTION DAY

All the cars and stars
from the Mk1 trackday
at Blyton Park

1960s APPEAL PERIOD-MODDED SEVEN

HOPKIRK TRIBUTE MODIFIED SALOON

THE POSH MINI TUNED Mk3 RILEY ELF



Future

DIGITAL ISSUE

JULY 2014
ISSUE 226

PLUS INSIDE:

+ HIMLEY HALL PICS + PROJECT CAR REBUILDS

TECH / 998 STAGE 1 KIT TEST **TECH / ENGINE BREATHERS**



mini spares

www.minispares.com



Check out our updated website

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

See website for up to date prices

Buy on-line at **www.minispares.com**

or visit one of our 3 Official Outlets



Sales Showroom & Mail Order

HEAD OFFICE (London - A1M/M25)
Cranborne Industrial Estate,
Cranborne Rd. Potters Bar, Herts.
EN6 3JN (Close to A1M & M25)

Tel: 01707 607700 (UK)
Tel: (+44)1707 607702 (Export)
Fax: 01707 656 786
Email: sales@minispares.com

Visit our branches...

Mini Spares - NORTH

Unit 6, 2 Freeman's Way, Wetherby Rd.
Harrogate, North Yorks. HG3 1DH
Telephone: 01423 881800

Mini Spares - MIDLANDS

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

From our Customers...

"This is amazing! Only 24 hours from order to delivery in Poland. Good job guys!"

Artur Szczegółka - POLAND

Choose Genuine or Quality Alternative Parts

Want the GENUINE part?

Original UNIPART Swivel Pin Repair Kit part number **GSJ166** **£19.30**

Want a cheaper alternative?

Mini Spares approved part number **GSJ166MS** **£7.56**

Clearly Identified MINI SPARES part number

Cheaper Price Super Quality

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

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

Keith Dodd



55th Anniversary T-Shirts

2014 is the 55th anniversary of the Mini! To celebrate the occasion Mini Spares have a range of T-Shirts in red, white or blue, each with a different design on the front. Available in Small, Medium, Large, X-Large and XX-Large.

They all retail at £15.00 each



Cooper S Distributor

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

Any 1275 pre A plus with vac 12G4180 ... £102.00
998 A plus ADU5789 distributor £91.80

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

Engines

We stock all standard and performance parts



8 Port Head Kit

5 port alloy head - road C-AHT347 ... Coming Soon
5 port alloy head - race C-AHT348 ... Coming Soon
8 port head kit from £1860.00
8 port head - larger valve - race £2340.00
1380cc built up 1/2 engine by Bill Richards ... £1090.28
Mega pistons 20/40/60 and 73.5 £236.69
73.5 EVO pistons 9cc dish C-STR311 £189.60
Camshaft evolution001 exchange £68.40
Ultimate performance cam follower set C-AEG580 £31.20
Oil pumps ... from £15.83 to CNC race type £101.26
Forged 1.5 rocker set C-AHT436 £133.33
Alloy 1.5 hi-lift rocker set C-AHT446 £181.79
Duplex timing kit C-AJJ3323 £27.20
21A1902 Mini Spares genuine profile engine mount £8.34
21A1902MS Non-genuine mounting £3.00
21A1902ST threaded mounting £3.78
Evo minimum stretch timing chains available



Gearboxes & Diffs

Comprehensive range of road/rally/race gearbox parts including 5 speed gearbox and Evolution diffs. Only RHP and top quality bearings stocked. No cheap imports that fall apart!
Original market leading Evo crosspin diff
Over 3,000 sold since 1994. C-AJJ3385 ... £163.39
Competition bulk ring C-22A1741 £23.99
Hi-tech oil pick up pipe C-AHT54 £27.00

Clutches & Flywheels

AP Clutch road and race plus flywheel

Flywheel puller for all types CE1 £21.78
3 piece AP clutch assembly pre Verto GCK100AF £43.81
3 Piece Verto clutch pre-inj 180mm plate GCK151MS £91.76
3 Piece Verto clutch inj 190mm plate GCK152MS £98.27
3 piece turbo kit GCK371AF £108.00
Verto 20% upgrade pressure, fits all C-AEG485 £64.15
Standard diaphragm GCC103 £25.37
Orange diaphragm C-AEG481 £34.84
Standard clutch plate GCP204 £20.40
Race clutch plate C-AHT596 £82.50
Clutch lever arm pre Verto 22A2204MS £12.30
Clutch lever arm Verto DAM5355 £18.28
Master cylinder GMC1008 £45.50



Suspension

Suspension Cone

The only genuine cone springs on the market made from original Rover tooling.
Order as FAM3968. £40.69



Minispares Dampers

Minispares 28 point adjustables - front or rear

EACH **£46.20**

EACH **£40.80**

GAZ Dampers

Bump & rebound adjustable - front or rear

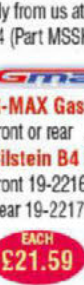
KYB/Kayaba Dampers

Std premium damper each £14.78

Super gas damper 25%+ upgrade each £24.01

KYB/Kayaba self-adj. gas shock £29.40

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



G-MAX Gas Dampers

Front or rear each £21.80

Bilstein B4 Dampers

Front 19-221694 £21.59

Rear 19-221700 £21.59



Bilstein B36 Dampers

Performance non adjustable

Front B36-037 £69.30

Rear B36-0380 £69.30



Easier to set-up

Evolution Dampers

Top of the range 8 point adjustable

743039 each £53.59



Geometry Kits

Complete Kit with adjustable tie bars and adjustable lower arms. With correct performance bushes. Order as MSSK3008 £84.00 full kit

Forget all the poly and sprayed bushes when different lower arms or tie bars are fitted. What you need is an offset rubber bush to compensate with the extra distortion caused when correcting the geometry on Minis.
Car set of lower arm bushes ... £12.26 Part No C-STR632



Hi Lo 'Dry' Suspension Kits

Also improves suspension performance! Our HiLos are the original cast Ripspeed type, with the patent No cast into them, and are the only RAC Homologated type to date.

HiLo front kit ... £45.18 HiLo rear kit ... £56.02

HiLo front & rear kit package price ... £91.08



Budget Dry Suspension Cones

Budget car set of adjustable ride height cones (not the same as Hilos) UK made
Less knuckles C-STR644 £51.96
With 4 knuckles C-STR644A £57.25

See website for damper and adjustable suspension packages MSSK3000-3006

Body, Mechanical & Trim CATALOGUE

The 6th edition of our AKM2 catalogue. Completely re-written to include all models from 1959-2000. Now 219 fully illustrated pages. If you've got a Mini you need an AKM2 which has received rave reviews.



NEW!

£7.50

CV Joints

We will not sell the cheap, inferior CV joints so readily available elsewhere.

We ONLY sell **DEPENDABLE** components

1275 and 1984 on - stamped GCV1013 ... £30.60

Early small 1.125" nut type pre 1984 GCV1105 ... £30.60

Correct fitting inboard type GCV1102 £36.00

Steering & Bearings

New steering racks - L/H or R/H drive

FAM7306/7 £59.23

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

Genuine track rod end GSJ1106 £10.78

Non genuine GSJ734MS £4.80

Swivel pin kit genuine GSJ166 £19.30

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

Mini Spares swivel pin kit GSJ166MS £7.56

Timken front wheel bearings GHK1140 £49.14

Tried and tested non genuine front wheel bearings -

with sales of nearly 5,000 per year and no

breakages - GHK1140MS £13.80

Rear Timken GHK1805 modified - late cars ... £32.40

Non genuine rear bearing GHK1548MS £14.39

Plastic Interior Mirrors

As fitted from 1964 on

Grey 24A1750 £29.40

White 24A2110 £30.30

WHITE **£30.30**

GREY **£29.40**

As fitted from 1964 on

Grey 24A1750 £29.40

White 24A2110 £30.30

WHITE **£30.30**

GREY **£29.40**

Door Mirrors - pre '80s

Original pre '80s door mirrors. Flat

glass, stainless steel head

Right hand - GAM215A £17.16

Left hand - GAM216A £17.16

Also fits later cars using M90999

fitting kit £3.00

Domed Mirrors - '80s on

4" diam.

For right hand order as GAM112.

For left hand order as GAM113.

Pair £46.98 Order as GS25317

Black also available GS25319 £30.62

All types available separately

EACH **£25.80**

Door Mirrors - '80s on

Original white backed type as

fitted to post 1994 Minis

pair £36.00

Order as GS25320

PAIR **£36.00**

Door Mirrors - '80s on

Original black plastic type.

pair £30.62

Order as GS25319

PAIR **£30.62**

Torpedo Mirrors

GENUINE - Torpedo

Mirror - fully adjustable

for door fitting only.

Right hand - GAM107 £25.78

Left hand - GAM108 £25.78

EACH **£25.78**

Prices shown include VAT @ 20%

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

mini spares.com
See website for up to date prices

Why buy from Mini Spares Centre?

As the original and only true 'Mini Spares' our sole business is to supply parts for the classic Mini and as the largest supplier of Mini spare parts in the world we make it our business to check the quality and fitment of all items available.

As a customer you have no idea what you are buying from some vendors who use original part numbers, but you can be assured when purchasing from us the part has been tried, tested and clearly described - If there are any problems we listen and react immediately - we get professional material analysis and testing done, plus trying the parts on our own or race Minis.

If a part is advertised cheaper than ours - it is probably inferior as the market is being swamped with cheap, untried imports. We take the spurious parts problem seriously by taking the problem away from you, ensuring our prices are rarely beaten on like for like quality.

Maybe this is why we were voted No1 for Best Aftermarket Supplier, Best Tuning Product Retailer and Best Mini Website, by Mini Magazine readers?



APPOINTED HERITAGE DEALER
GENUINE CLASSIC MINI PARTS

Owners and stockists of RC40 systems.

- Flowbench tested and using proven optimum size 1.75" (1.625") internal tubing for maximum efficiency and performance.
- Even our mild steel versions have stainless steel tailpipes and inner baffle box pipes. Most competitors don't even have these stainless internals in their 'stainless steel' silencers!

Rose Petal Alloys



The Rose Petal (John Cooper Design) as per Appendix K Historic Racing design. 4.75x10 in alloy inc. spacers + special sleeve nuts £146.39

We are main dealers for Minilife/Minilite and Rose Petal wheels and stockists of Yokohama, Falken, Dunlop R7 and Nankang Tyres

Fuel Systems

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

- Right hand tank 21A2183 £333.24
- Genuine van tank 21A291 £210.60
- Van tank - s/steel version 21A291MS £162.00
- Genuine SU electric fuel pump AUF214 £71.56
- Non gen electric fuel pump AUF214MS £57.60
- Fuel pump only SPI - WFX100811 £65.28
- Fuel pump only MPI - WFX100812 £53.76

Brakes

We keep a full range of road and race brake parts

Visit our website for all your needs.

- Cooper S 7.5" disc and EBC pads MS35 Pr £53.60
- 8.4" disc and Mintex pads MSSK014 Pr £29.32
- 8.4" vented disc and pads MS39 Pr £42.35
- S caliper Mini Spares R/H 27H4656MS £69.00
- S caliper Mini Spares L/H 27H4657MS £69.00
- 8.4" type Mini Spares caliper R/H 37H8128 £60.84
- 8.4" type Mini Spares caliper L/H 37H8129 £60.84
- S Disc conv. + Mini Spares caliper C-AU4028MS £430.42
- S Disc conv. + AP caliper + Timken bearings £540.00
- S brake disc shield set MSSK1400 R/H £21.90
- S brake disc shield set MSSK1401 L/H £21.90

Brake Master Cylinders and Servos

- Mk1/2 brake servo cast body 21A1293 £216.00
- Mk3 servo and non gen fitting kit SEN43 £144.00
- Servo 1988 on GSM119 £134.40
- Single line plastic canister GMC171 £44.40
- Single line metal canister GMC171 ORIGINAL £66.96
- Single line Cooper S - just larger metal tank GMC172 £72.00
- Diagonal split GMC167 £102.00
- Front to rear dual line - pre servo GMC227 £73.20
- Front to rear dual line 1988 on GMC90376 £80.40
- Rear brake pressure valve 21A1774 £73.20
- Brake limiter valve PDWA 1978 on FAM7821 £87.60

Exhausts

RC40 Range

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

RC50 Millennium range

Designed for all classic and injection Minis

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

See AKM2 Catalogue or website for full range

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

Manifold Exhausts

- Most popular types stocked (inc. Van) Others available.
- Side exit 1.75" bore twin box C-ARA331 £97.20
- Single box C-ARA331SB £75.60
- Centre exit twin box C-ARA332 £97.20
- Single box C-ARA332SB £75.60

Manifolds

We stock a whole range of exhaust and inlet manifolds

FROM £71.94

Freeflow manifold

FROM £71.94

Long centre branch manifold

- Freeflow manifold for std RC40 exhaust C-STR816 £71.94
- LCB std bore for RC40 - C-AEG365 £71.94
- Millennium LCB - C-AEG364 £54.00
- ST alloy torquemaster inlet C-AHT770 £35.40

Cooling

We keep a super range of our own radiators for all Minis PLUS radiator hoses - plain rubber or silicone including real Kevlar stranded hoses unlike others advertised on the market. Heater valves & matrix + operating cables

£140.93

Aluminium type rad. C-ARA5000

Radiators

- Std Mini 3 core radiator ARP2000 £57.54
- 3 core rad. Historic racers ARP1106 £108.00
- Mini Spares unique 2 core radiator C-ARA442 £114.96
- As above but with sender unit '91 on C-ARA443 £123.36
- Mini Spares orig. Larger capacity 4 core C-ARA444 £117.60
- MPI all metal radiator GRD974 £82.68
- Minispares electric fan kit C-ARA4401 £155.63

Oil Coolers

- 13 row oil cooler - union fitting C-ARH221 £36.24
- Mini oil cooler pipe kit, pre engd starter MOC1015 £25.58
- Mini cooler pipe kit, inertia starter type MOC1013 £22.68
- Oil pipe kit 1992 on 11/16" UNF threads MOC1014 £36.43

Bumper and Brightwork

All Mini Spares chrome and brightwork items are top quality, UK made, to fit correctly.

£55.20

Our own stainless steel bumper - fits BETTER than Rover original! Part No.DPB10166

- (Wrap around ends) £55.20
- Non-genuine s/steel DPB10165MS £33.60
- Non-genuine chrome 14A6779MS £24.00

Brightwork

- S/steel Mk1 overrider/corner bar kit MSSK025 £102.88
- Inner/outer door moulding car set Mk4 > MSSK2104 £43.91

Minispares headlamp rings

- Stainless steel 500929MS £9.42
- Chrome-on-brass 17H5143 £15.60
- S/steel inner ring DHF100010SS £10.00

- Fluted deluxe chrome wheel arch trim GZF105A £15.60
- Flat standard chrome wheel arch trim GZF107A £7.80
- S/steel seam moulding vertical pair 8B12400 front £23.52
- S/steel seam moulding vertical pair 8B12401 rear £23.52

Subframes and Body Panels

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

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

£380.00

Rear Subframes

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

Body Panels

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

Examples

- 'A' panel Mk3 upgraded thickness £12.85
- 'A' panel Mk3 budget £11.02
- Mini wing genuine £95.00 Non gen from £43.20
- Front panel genuine £175.00 Non genuine £61.02
- Narrow sill panel gen. £37.50 Non genuine £13.42
- Bonnet Mk2 genuine £165.00 Non gen £90.00
- Bootlid Mk3 genuine £185.00 Non gen £65.29
- Mk3 door hinge car set 1970 on MSSK017B £72.00

Engine Electrics

All new - outright sale. Upgraded Alternators with pulleys

NEW!

£43.49

- 16/17ACR 45 amp to 1980 £43.49
- A127 70 amp 1980-1996 £60.00
- Twin point std. alternator GNU2521 £102.00
- Hi torque starter, pre-eng. or inertia £172.80
- Pre-engaged starter motors £93.81
- Inertia early starter motor £86.40
- Dynamo £51.04
- Original push button starter solenoid £16.80
- Printed circuits behind speedo - all types £61.23
- Original type gold sports performance coil Pre 1982 MSC105 £18.60
- Lumination coil 1982 to 92 DLB111 £30.00

Grilles and Grille Kits

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

Mk 1 Classic Grilles



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

Austin Mk1 wavy grille slat grille

- 14A7299 £67.73
- Mk2/3 style also available 8B12507 £67.48

Austin Cooper and "S" Mk1

- 11 thin slats 24A198 £68.71

Morris Cooper and "S" Mk1

- 24A2158 £66.48

Morris Cooper Mk1 stainless steel, with 6" spotlight holes

- 8B12506 £73.04

Mk 2/3 Grilles

- Black grille Mk2/3 CZH4015MS £42.12
- Black grille Mk2/3 with 3 surrounds/seatings and fixings Order as GRILLE 03 £69.12

Brightwork grille Mk2/3

- ALA6654MS £46.26

Brightwork grille with 3 surrounds, seatings and fixings

- Order as GRILLE02 £72.97

Cooper Grilles

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

Internal release, full slat, alloy, genuine, brightwork grille

- ALA6669 £45.11

Above grille with 3 surrounds/seatings and fixings

- Order as GRILLE 05 £64.97

External release alloy genuine brightwork grille

- ALA6668 £45.11

Above grille with 3 surrounds/seatings and fixings

- Order as GRILLE 04 £64.97

Also available in GOLD, BLUE or RED anodised finish £48.52

Mk2 Stainless Steel Grilles

- Heavier duty 430 automotive quality s/steel grille £59.66 - 8B12504

As above, with spotlight holes £76.61 - 8B12502

Grille Surround - Mk2

- Grille surround kit - Order as Grille 10 - £37.99

Also available separately

- Sides each £9.32
- Centre bonnet £13.38

Includes plastic seatings FULL KIT £36.34

Grille Surrounds - Mk1

- Mk1 surround £70.62

- Side finishers each £8.52

Each Mk1 Sides £7.92

Cable Bonnet Lock

- Order as GS130273 £18.60

Internal release type, as fitted to all the late Minis from 1992/3 on. Includes catch with bolts, correct length cable and bracket.

Tel: (Parts) 01249 721421 Fax: 01249 721316 Email: spares@somerfordmini.co.uk
Unit 2, Broadfield Farm, Great Somerford, Chippenham, Wiltshire SN15 5EL

NEW LOOK WEBSITE! More than a website, this is the most useful resource tool in the business.
Over 12,500 parts fully illustrated and many are available to buy online, visit...

www.somerfordmini.co.uk

We EXPORT
all over the
world!

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

COUNTER SALES OR MAIL ORDER

Phone for postage rates, it's CHEAPER than you think!

Scan me!



RESTORATION

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



REFURBISHMENT

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



OTHER SERVICES

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

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

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

BADGES

MK0 Boot scripts; Mini or Cooper/Seven/Austin	£10.00/£8.00/£9.00
'S' Script - MK0 (Large or Small)	£5.00 each
1275 or 1275i / 1000	£8.00/£10.00
Austin Cooper / 'S' Bonnet MK1	£12.50
Austin Cooper / 'S' Bonnet MK1	£22.22
Morris Cooper / 'S' Boot MK0	£26.67
Cooper 'S' MK2 Boot insert - Austin / Morris	£10.00
Cooper 'S' MK2 Boot (real)	£25.00
Cooper MK2 Bonnet insert - Austin	£12.16
Cooper MK2 Bonnet insert - Austin / Morris	£13.82 each
Mini Minor MK0 - Boot	£16.71
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.56
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£13.82 each
Morris MK0 - Bonnet badge	£29.22
Austin MK0 - Bonnet insert	£16.38
Austin MK0 - Bonnet badge	£17.30
MK3 Cooper 'S' Boot	£16.69
Mini Special boot badge	£16.52
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£16.52 each
1275 GT boot - Silver or Black	£16.69 each
1275 GT grille badge	£12.00
Down front rocker cover plate	£10.00
MK1 Horn push - Austin	£29.20
B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers etc all in stock	£25.54
1275 GT stripes, 8 colours in stock	£54.00
Clubsman Estate stripe sets	£19.00
Winged Mini badge (non genuine)	£18.00
GB badge (chrome or brass)	£18.00
Paddy Hopkirk accelerator pedal	£18.00

SUSPENSION & STEERING

Spax/Koni adjustable (Std, Lowered or Estate)	£58.00/£62.50 each
Standard shocks / Gas-a-jet	£18.38/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering rack upright	£72.22
Reconditioned radius arms (exchange)	£70.46
Hydrokotic pipes - Nylon / Copper	£35.75/£37.78
Koni coil	£40.08 each
Sealed joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£13.05/£4.96
Steering rack boot kit (pair)	£5.72
Front subframe - Front mount / Rear mount	£33.60/£57.70
Displacer dust cover	£7.14
Bottom arm bushes	£18.00 each
Tie rod bushes	£10.08 each
Front toweye	£10.20
Negative camber bottom arms 15 degrees	£9.24 each
Adjustable tie rods (road use)	£28.60
Adjustable rear camber brackets	£46.90 pair
Adjustable suspension units - Standard / Competition	£26.40/£30.00 pair

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twinn box - Side or Centre exit	£99.18
Single box - Side or Centre exit	£73.08
Maniflow Stage 2 LCB - Standard / Injection	£95.96/£130.40
Maniflow LCB Standard / Big bore / Injection	£73.08/£122.00/£130.40
Maniflow Twinn box 850 / 998	£73.08
Van/Estate - Single box / Twinn box	£103.54/£127.02
Catalyst box - Single / Twinn box	£26.40/£30.00 pair

OTHER EXHAUST SYSTEMS

RC40 - Twinn box / Single box	£64.80/£50.00
Works replica only system (1980/07)	£19.40
Sportex rear box single tailpipe	£60.90
Maniflow geyser - Standard / Big bore	£110/£153

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	£91.80/£50.50/£19.02
Clear indicator lens kit including bulbs - Early / Late	£7.66/£9.68 pair
Clear rear lens kit including bulbs	£41.90
Stainless drilled A/V	£10.20
Chrome wheel beads (including nut & gasket)	£4.20 pair
Stainless wiper blades	£5.52 pair
Chrome twin wiper sets (no drilling required)	£5.52 pair
Dakota gear knob (rubber or wood)	£7.14 each
Stainless chrome door handle	£3.00
Seal adjuster kit	£4.08
Carb dashpot covers 1275, 15, 175	£7.06 each
Grille buttons - Quick release (Black / Chrome)	£11.28/£8.39
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NEXT ISSUE ON SALE: 4 July 2014

Distributed by Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT Tel: 020 7429 4000. Printed in the UK by William Gibbons and Sons LTD on behalf of Future.



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WELCOME

What a great time it is to be a Mini fan right now. With the 55th anniversary celebrations getting into full swing, it seems everyone wants a slice of action – and we're just loving every minute.

Over the last few weeks there's been small screen appearances for the Mini on Channel Four's programme 'The Love of Cars', as well as 'Cars that Rock with Brian Johnson' on Quest. We were lucky enough to catch up with the AC/DC star at Goodwood recently, and you can read our exclusive interview with him from page 80.

But it's not just on TV that our favourite car has played a starring role. The readers of the world's oldest car magazine, Autocar, recently voted it best British car ever, beating the likes of the Jaguar E-type and McLaren F1. We had no doubts about the Mini's popularity of course, but it's good to have our thoughts validated by the wider motoring world.

The last month has also played host to some great Mini events, including the all-new Mkl Performance Conversions Action Day at Blyton Park. One visitor described it as the Woodstock of Mini events, and

such an accolade was in no way wide of the mark. With star cars and famous names aplenty, the occasion has injected a fresh buzz into the classic Mini scene, especially for enthusiasts based in The North. You can read about all the action from Blyton, the Suffolk Run, Himley Hall and the thrilling Brands Hatch Mini Festival from page 20.

As I write we've just returned from a scorching hot and absolutely brilliant London to Brighton Run too. You'll have to wait until next month for a full report though, as the sheer volume of great features this issue means we simply don't have the space to cram it in! We've got a truly fantastic range of cars for you, covering everything from Rachel Dingle's restored Austin Seven to Carl Jones' 170bhp KAD twin-cam monster. And as if that wasn't enough, you'll also find a beautiful restored Riley Elf, a concours Mini Mayfair and a pair of stunning slab-fonters.

In other words, there's plenty for you to enjoy from a buzzing Mini scene. And with highlights such as the forthcoming IMM/Mini 55 bash at the Kent Showground still to look forward to, it seems that the fun is only just getting started...

Jeff Ruggles Editor, Mini Magazine



The brilliant inaugural Mkl Performance Conversions Action Day at Blyton Park proved to be a real highlight this month.



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Riley Elf saved from the scrapyard



AC/DC's Brian Johnson talks Minis



One couple's pair of custom Minis

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FOR THE LOVE OF CARS

1964 Austin Cooper Brought Back To Life



The finished project Mini looked fantastic.

Car fanatic TV star Philip Glenister and renowned car builder Ant Anstead have been on a mission – to scour the barns and lock-ups of Britain for wrecked treasures to bring back to life. Six cars were restored for a new series called *The Love of Cars* on Channel 4, and on Sunday May 11 it was the turn of an Almond Green Mk1 Mini Cooper.

The car featured was a Downton-tuned 1964 example that had been sat in Don Larkin's dusty garage for 20 years. "Some of our team met the Mini owner Don Larkin at



Philip and Ant pose with the fully restored Mini Cooper.

an auction last year," producer Gavin Whitehead told *Mini Magazine*. "As part of our hunt for the right cars we rang round the usual sources and any contacts we had in the classic car world. As luck would have

it Don had a Mini in his shed, which fitted the bill perfectly."

Ant was similarly impressed with the choice of project car. "The Land Rover was my favourite, but the Mini always makes you smile!" he said. "I had one as a kid. I paid £50 for it and working on our Mini reminded me of the one I had. The car had masses of character and driving it with the Downton engine made it buzz like a little wasp. It was great to get it back out, buzzing about the road. It was quick too!"

Aware of the car's prominence, Ant was keen to restore the car properly. "Sourcing parts was probably the most tricky bit, as we wanted to get as much Mk1 stuff as possible," he said. "We were conscious about being really

careful with the engine because if that went wrong it's probably the only bit on the car that's genuinely irreplaceable."

Having painstakingly resurrected the Mini, we asked Ant if he'd been tempted to buy a classic Mini for himself. "I actually have! In fact last Sunday I attended the Mini event at Brands Hatch and had a nose round some of the 'for sale' cars. I didn't buy one, but if I did it would be another project car."

Judging by the positive responses from Mini fans both on and off screen, the Cooper's sympathetic restoration proved to be a success. The car was auctioned off in the final episode, where it fetched more than double than what Ant paid for it – a whopping £24,780!

Dragged from an Irish barn, the car needed a minor restoration.



BEST IN BRITAIN

Autocar poll puts the Mini as number one

■ The Mini has topped the list of British all time greats, according to a survey of Autocar magazine readers. It beat the Jaguar E-type and McLaren F1 as the public's best British car ever. The poll named 100 cars, including everything from a Hillman Avenger to a modern Swindon-built Honda Civic. The MINI also came in 19th ahead of fierce competition including the McLaren 12C super car.

Chas Hallett, Autocar brand editor, said "It comes as little surprise that the original Mini has topped the list of all-time British greats. It's such an iconic vehicle and represents a lot more than the British car industry; the Mini is associated with Great Britain around the world and, in many ways, it was ahead of its time.

"Everyone loved and still loves an original Mini; it ensured a fabulous drive every time, with a wheel literally at each corner and a low centre of gravity, plus it was cheap to own and run. Many a former owner will undoubtedly be wishing they had held on to theirs, as good examples are now worth tens of thousands of pounds."

We had no doubt over the Mini's popularity, but a new Autocar poll has confirmed it.



WIN A RILEY ELF

Attwell-Wilson Museum's latest raffle prize



You could win this tidy 1967 Riley Elf.

■ Would you like to win this immaculate 1967 Riley Elf? Finished in Cumberland Green, it has 60,500 miles on the clock and a current MoT. The Attwell-Wilson Museum in Calne, Wiltshire, is offering this car as a prize draw at a special mulled wine evening on Saturday December 6.

The Elf will be making a guest appearance at many classic car events throughout the year. You can buy prize tickets at the shows, or from www.attwellwilson.org.uk where more details are available.



Philip Spark won last year's prize Mini.

MINI SPARES REBUILD

New car to be built and raffled at IMM

■ Mini Spares is building a one-off Mini to give away in a raffle, all in aid of Variety, the Children's Charity. To add to the IMM entertainment this summer, this car will be built in just three days during the massive camping weekend in Kent from July 31-August 2. The Mini Spares team is starting from scratch with a new Heritage bodyshell, and Newton Commercial will be finishing it off with a high quality interior trim.

The prize draw is on August 31, and you can buy raffle tickets online from www.minispares.com



Bill Bell gets a ride in 33 EJB.

CUTTING THE TURF AT GAYDON

Heritage Motor Centre celebrates 21 Years

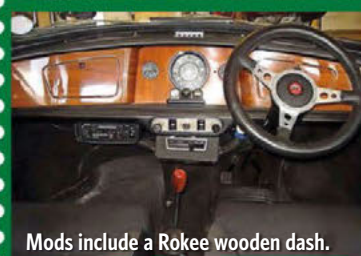
■ The Heritage Motor Centre at Gaydon near Warwick is celebrating its 21st Birthday with a special exhibition of 21 motoring icons. The museum opened its doors on May Day to let some of its prize exhibits out into the car park, where some lucky folk were invited to have a drive. Mini connoisseur Tanya Field grabbed a spin in the Computervision 6R4, and Bill Bell of the '59 Register was delighted to be a passenger in 33 EJB.

To mark the occasion, Peter Mitchell OBE, who was responsible for securing the funding for the Centre back in 1991, cut the first turf for a proposed extension. This new building will house the Trust's reserve car collection when it opens in 2015. Peter said "I was honoured and delighted to cut the first turf and to know that the Trust is going forward in such a positive way in terms of education and entertainment for both enthusiasts and families."



AUCTION ROUND-UP

Keeping an eye on the classic Minis going under the hammer



Mods include a Rokee wooden dash.

MK3 COOPER S

■ Barons' Spring Classic auction was held at Sandown Park on Tuesday April 29. This 1970 Bronze Yellow Mk3 Cooper S has been owned solely by Brian Constable since new, and the sale included a comprehensive history file along with the original purchase invoice of £1,085, 15 shillings and 11p. It has some lovely period extras such as the Weathershield sunroof, Benelite grille and Rokee wood veneer dashboard. It eventually sold for £10,000.

NEWS SHORTS



COOPER TO RETURN?

Mini Magazine has heard a strong rumour that Mike Cooper and Mini Sport have joined forces to create a new range of Cooper accessories based on the highly successful product range originally launched in the 1990s. With originals rare and a host of poor copies on the market, the news is sure to delight Cooper fans. The first of the new accessories are due to be launched at Beaulieu on Sunday June 8. Watch this space for more details.



STEVE HARRIS AUCTION

Charterhouse hosted an auction of rare treasure from Steve Harris' motorsport workshop in Dorset on Bank Holiday Monday. Some of his personal cars were included in the sale, including his pretty 1962 Morris Mini Minor 'Primrose', which sold for £4500. Associate Director of Charterhouse Auctioneers, Matthew Whitney, said "The turn out doubled expectation. We sold 11 of the 15 vehicles with everything on estimate or more and were happy that it all worked out."

ALL-NEW GOODWOOD

Goodwood has started an all-new website for Goodwood Road and Racing. It will provide the definitive information and live coverage of its famous motorsport events, as well as details of the popular weekend Breakfast Club meets. See www.grcc.goodwood.com





Everyone got a goody bag with a club flag.

Route master Derrick Light in his Scamp.



MOONRAKER RUN

Moles Mini Club - The Underground Society

■ The Moonraker name comes from an old Wiltshire tale about local smugglers pretending to rake the moon from a pond, to avoid customs officers taking their sunken contraband barrels that were hidden there. Moles Mini Club planned its run all around the legendary area with a good 80-mile trek through the countryside, albeit with less folklore.

There was a good turn out of cars with Avon Valley and Jurassic Coast Minis joining in. Everyone got a personalised goody bag full of club memorabilia and sweets, which was far more suitable booty than 'ye olde stolen goods'. However there was still a pot of cash involved, but this was charity funds raised for the Hope Nature Centre in Southwick. Starting with a full breakfast from The Greyhound Pub near Melksham, the route went anti-clockwise around Wiltshire to finish with traditional tea and homemade cake at the Atwell-Wilson Motor Museum near Calne.

PSMOC ON TOUR

May Day tour through Wales

■ Portsmouth and Southampton Mini Owners Club often ventures off on Mini adventures - this time it was to Wales over the May Day weekend. Staying overnight at Cardiff on the Friday, the club started off with a hearty breakfast and headed out across the Brecon Beacons National Park.

Jeff Hills prepared a route towards Aberystwyth along single tracks once used on the RAC rally, through the breathtaking Elan Valley to the famous Devil's Bridge tourist stop. It was then a swap from Minis to a vintage steam train, taking a trip to see the Mynach waterfalls from the old railway. Ross Thomas from Newport Mini Club planned the homeward-bound leg through Tywi Forest and past Llyn Brianne Reservoir. The club think that it's far nicer to spend a Welsh weekend off the beaten track than doing battle with the bank holiday traffic.

Minis headed to Wales for a scenic tour.



Norfolk Mini Owners Club hosted its own version of the Gumball Rally.



GUMBALL RUN V

■ The Gumball Rally is a famous film about an American road race in the '70s, which has inspired many motor events since. Norfolk Mini Owners Club hosted its own Gumball on Easter Sunday, although its version was slightly more restrained, around the country lanes of Norfolk. It was an entertaining run of around 100 miles, stopping for lunch at Reepham and Whitewell Station, where a live steam event was being held at the preserved working railway. The 30 Minis finished up at local Mini restorers Taylor Motors in Attleborough, who hosted a tea time barbecue for everyone outside the workshop.





IRISH RALLY LINE-UP

Anniversary Display Of 50 Coopers

■ Now this is a sight you don't see very often - 50 rally-prepared Mini Coopers all in a long line. Adam Chambers from Northern-Minis took this wonderful

panoramic photo of the whole lot at Loughgall Festival of Transport on May 10. The display was to commemorate the late Ronnie McCartney winning the 1964

Circuit of Ireland in his Mini Cooper S, and Mervyn Johnston winning the Touring Class Section of the same event, also in a Mini Cooper.

136 Minis took part in the annual East Coast Easter Run.



EAST COAST EASTER RUN

Suffolk event raises over £3000

An impressive convoy of 136 Minis enjoyed a fantastic run through rural Suffolk for the East Coast Easter Run, taking in some of the best roads the area has to offer. The East Coast Mini Club's annual run is growing in numbers every year, with clubs from far and wide invited to join in. Carrs MINI dealership in Bury St Edmunds opened its doors for the early morning meet up, with the cars heading through the West Suffolk town towards a half-way pit stop at Stonham Barns. Then it was on to Southwold, with parking provided by the council for all the Minis on South Green, overlooking the sea.

The final amount raised by the club totalled over £3000, which will be presented to the East Anglian Children's Hospices next month.



Over 200 Minis headed to Brayford waterfront.



LINCOLN BIG MINI DAY

Trent Valley hosts popular show

■ Lincoln BIG Mini Day is now in its seventh year, and attracted over 200 Minis just before the Easter weekend. The Trent Valley Mini Owners Club was hosting again, arranging for all the cars to be squeezed along Brayford waterfront from one end to the other. This accessible show is very popular with the public, who came in their droves to see the cars on display. Plenty of cash was raised for Lincolnshire and Nottinghamshire Air Ambulance, and L.I.V.E.S charity, both of which are supported by the club. The whole day was a huge success.

CLUB SHORTS



RUSTY NUTS

The Rusty Nuts Mini Club took a trip out to the A47 Classic Car Show in the heart of Leicestershire. The group met up at The Bulls Head in Stoney Stanton and then conveyed to the event. The show was packed with weird and wonderful cars, plus a large autojumble area. Jamie Bentley from Rusty Nuts said "The best bits of the day were the sun and the hog roast!"



MINI BROCHURES

Mini enthusiast Miguel Plano has completed a mighty task. For years he has collected brochures from the entire Mini production lifeline, everything from UK original press packs to international LE pamphlets. Miguel has now meticulously scanned and uploaded this archive material as PDFs and is happy to share this resource with other Mini fans. See: www.minipassion.com/pictures/brochures.htm



H CAFE FIRST BIRTHDAY

It's been 12 months since the first local Mini Meet at H Cafe near Oxford. Owner Richard Allen and Sarah Fifield both made a special cake to celebrate with the regulars, which were both devoured to the last crumb by the 30 Mini enthusiasts who came along on the anniversary night.

NORTHUMBERLAND SPLASH DASH

Cumbria Club prove that Minis and water DO mix!

■ Cumbria Mini Cruisers proudly held its sixth Mini Splash Dash last month. 34 Minis, packed full of wellies and WD40, camped out for the weekend overlooking Kielder Reservoir. Everyone was welcomed with rally plaques and quiz sheets, before strolling five minutes through the forest to a nearby pub that evening.

The drivers took to the roads early on Saturday for a treasure hunt to keep them occupied whilst the organisers set up the

surprise afternoon activities involving a Mini push round an obstacle course. The campsite was alive with the sound of giggles whilst everyone had a go.

Sunday was full-on splash day, with a 170-mile route past Alnwick, Morpeth and Warkworth Castle, through nine fords. There was fun and laughter at every ford, with passengers scrambling out to take photos whilst some of the Minis got pushed out of the water.



SU Carburettors Anglo French Battle



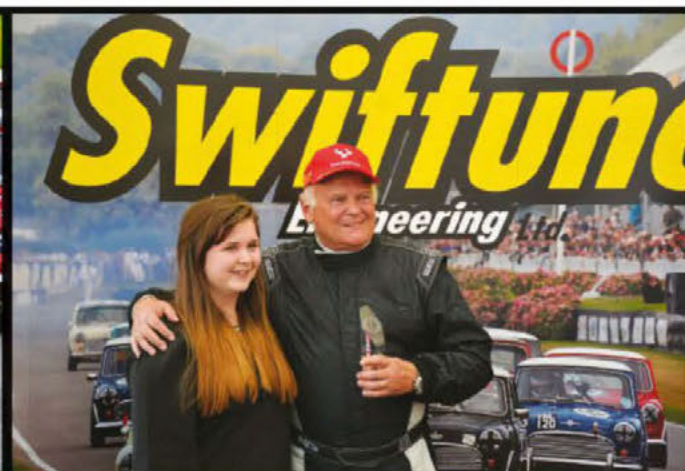
Sollis and Lewis share the spoils!

After a hectic qualifying Jonathan Lewis emerged as Pole sitter with a healthy 58.4 lap time, closely followed by Graham Churchill and Sollis/Paddy. To prove how close historic racing is the top 10 positions were covered by just 1 second!

Race 1..... To mix it up a little it rained before the start leaving very little time to change onto new tread tyres. Bill Sollis made great use of his fresh rubber and proceeded to give a "Master Class" in Brands Hatch wet driving to win by virtually 20 seconds! Heading the chasing pack was Lewis while Stig Blomqvist, James Hall, Ian Curley all battle with the super-fast Austrian Gregor Froetscher charging from 12 on the grid!

After 25 thrilling minutes the finishing order was Sollis, Lewis, Froetscher, curley, Hall and Stig rounding out the top six.

Race 2..... Sunday brought dry conditions and this time Lewis showed his unstoppable pace to win by a clear 8 seconds from a hard trying Curley. Dan Wheeler, Churchill, Endaf Owens and Stig all raced hard putting on a great show of skill with precision overtaking. Wheeler took a fantastic last lap manoeuvre for 3rd from Owens and Churchill. Stig tried a little too hard mid race and cooked the tyres to slip to 6th again!



Sanwa Trophy – Enduro



Legend Blomqvist wins!

It was an honour and pleasure to have Rally legend Stig Blomqvist racing with us with Team Sweden – Soderqvist Engineering. For the 1984 World Rally champion to win the Sanwa trophy was Awesome! The Sanwa race attracted no less than seven Miglia/mini7 past champions! The pace was frantic with Lewis heading the field while all the champions battled it out. Unfortunately Nick Paddy rolled the car at Paddock shortly followed by James Hall both resulting in separate safety cars. (shame to see two great cars damaged) Pit stops/ driver changes were frantic with a great call from team Soderqvist send Stig out in front of the safety car to go a lap ahead of the field and hold it to the finish. Runners up Hack and Wheeler battled hard with Lewis. Lewis took the fastest lap of the race too.

Mini Fest North..... 12th July "Kent Cams Cup" will see more exciting Historic racing at the iconic Oulton Park circuit.



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Words **Jamie Snelling** Photography **Matthew Barrington**

MIXING IT UP

Four wins from four different drivers at the Brands Hatch Mini Festival.

The thrilling Brands Hatch Mini Festival provided the ideal platform for rounds three and four of the Dunlop Mini Se7en and Miglia Challenges, supported by Mini Sport, which took place on May 10-11.

Saturday's Se7en race saw Ashley Davies get a fine start on the wet track, but slow getaways from Gareth Hunt and Kieren McDonald allowed Andrew Deviny and Darren Thomas into second and third respectively. Ross Billison also made his way to sixth after a lap, and set about chasing the front pack.

Thomas briefly passed Deviny through Clearways, only for the 2013 champion to re-take the place into Paddock Hill Bend. A Deviny error finally let his chaser through though, and from then on Deviny struggled to keep pace, ending the race in seventh position.

With six laps to go, the sun came out, and with four left a dry line was starting to appear. Thomas really turned up the pressure, but in the end Davies held on to take the chequered flag by less than a second ahead – the first victory for the young Welshman since the Belgian round in Zolder last year and just the second of his career. Billison was in third, with Hunt in fourth.

In Sunday's stormy race, a slow start for pole-sitter Davies allowed Hunt through into the lead down Paddock Hill bend, but the Davies retook top



Gareth Hunt narrowly leads the Se7en field ahead of Ashley Davies.



Ashley Davies took his first victory since Zolder last year.



Aaron Smith heads the pack.



Kane Astin took advantage of a clash between Aaron Smith and Richard Casey to win race one.

spot into Druids and set off into a commanding lead. However Thomas was on a surge, and within two laps he'd made his way into second place before setting off towards Davies. Behind, a similarly pacy Deviny shot past Billison and into third.

Thomas finally took the lead with a great move into Druids, setting up a ferocious battle with Davies that only ended when Davies made a mistake into Paddock Hill Bend and ended up in the gravel. This left Thomas to drive off into the distance, and though Deviny closed right up to him in the closing stages, Thomas held on by just 15 hundredths of a second. Davis was a further 18 seconds behind in third, with Hunt in fourth.

Saturday's Miglia race saw Kane Astin make a great start from sixth on the grid, opting for a brave line round the outside of Paddock to make it up to second behind Richard Casey by the time he arrived at Druids. However, the safety car was brought out when Greg Carini stopped at McLaren's.

The sun came out just as the action restarted, which saw Aaron Smith quickly up to third, and pass Astin for second with a heart-stopping dive down the inside at Paddock Hill Bend. A promising fight for the lead failed to materialise however, when Smith tried the same move on Casey the next time around. The front runner refused to give in, shutting the door fairly but solidly, and contact ensued. Smith ended up beached in the gravel while Casey retired

soon after.

Astin couldn't believe his luck, and from then on was unchallenged for the win. Rupert Deeth and Daniel Wheeler were squabbling over the two remaining podium positions behind, but Deeth held on to take second spot. Robert Howard and Niven Burge rounded out the top five. In race two, Aaron Smith got a perfect start to move up to second within a lap and into first by the end of the next. Behind, Wheeler had dropped back to seventh while Astin was steadily making his way up the order. Smith managed to eke out a small gap from the pack behind, which saw Tony LeMay battling to find a way past Rob Howard and Rupert Deeth trying the same on Astin.

A great fight for third then played itself out as LeMay slowed and retired, leaving Deeth and Astin to close up on Howard's rear bumper. Astin then lost momentum after touching the gravel through Clearways and losing him three places as the race drew to a close.

The top three bunched right up, and through the last few laps any errors would have seen the order change, but all held on to cross the finish line. Smith took a well-deserved win, with Howard netting his first ever podium slot ahead of third-placed Deeth.

The next rounds visit Cadwell Park for the first time since 2010; we'll bring you all the action in next month's issue.

Words and photography David Hale and Caroline Gilbert



Paul Rhodes, seen here leading the Mighty field, now has three victories in four races.

RACE RESULTS

BRANDS HATCH MAY 10-11 MINI SE7ENS

Round 3

- 1 Ashley Davies
- 2 Darren Thomas
- 3 Ross Billison

Round 4

- 1 Darren Thomas
- 2 Andrew Deviny
- 3 Ashley Davies

MINI MIGLIAS

Round 3

- 1 Kane Astin
- 2 Rupert Deeth
- 3 Daniel Wheeler

Round 4

- 1 Aaron Smith
- 2 Rob Howard
- 3 Rupert Deeth

MIGHTY MINIS

Round 3

- 1 Ian Slark
- 2 Damien Harrington
- 3 Paul Rhodes

Round 4

- 1 Paul Rhodes
- 2 Brayden Fletcher
- 3 Charlie Budd

SUPER MIGHTYS

Round 3

- 1 Jamie White
- 2 Neven Kirkpatrick
- 3 Elliot Stafford

Round 4

- 1 Jamie White
- 2 Elliot Stafford
- 3 Neil Slark

WHITEWASH

Ian Slark, Paul Rhodes and Jamie White take the plaudits for rounds three and four.

Rounds three and four of the Mighty Mini and Super Mighty Mini Championships were also on the bill for the annual Brands Hatch Mini Festival. Qualifying took place on the Saturday, with all the race action on a windy Sunday.

Ian Slark took pole for the opening Mighty race, which saw the whole field make it through Paddock on the first attempt. Slark and Paul Rhodes pulled out a small gap on the others, but by the final lap it had become a four-way fight for the win. Victory went the way of Slark, followed by Damien Harrington and then Rhodes. The paddock was elated for long-time racer Ian Slark, having taken his first win after many years of trying.

In race two the top eight were reversed, placing Martyn Hathaway alongside Peter Bonas on the front row. Once again it became a six way battle for the lead, with Bonas holding the lead ahead of Hathaway then Rhodes. Rhodes then managed to build a small lead over the rest of the field, who were busy swapping places with each other. Brayden Fletcher moved up to second on lap six and set about catching the leader, but couldn't overhaul the victorious Rhodes. Fletcher did take his first podium though, whilst Charlie Budd took third.

In the Supers, Neven Kirkpatrick swapped place with pole-sitter Jamie White on the opening lap, but White

recovered to steadily pull away. In turn, Kirkpatrick had a gap back to the battle for third between Scott Kendall and Elliot Stafford. Kendall lost out at Paddock to Stafford, who then set about chasing second-placed Kirkpatrick. Once Stafford caught Kirkpatrick they put on a classic Mighty Mini show, each briefly holding second place in turn. As the flag fell, White took the victory by a whopping six seconds, with Kirkpatrick emerging in second ahead of Stafford in third.

The top seven places were reversed in race two, giving pole position to Neven Kirkpatrick's brother David. He was joined on the front row by Kelvin Fletcher, who finished race one in sixth.

David Kirkpatrick made a great start and led the field into Paddock Hill with Kendall and Neven Kirkpatrick very close behind. Neven passed Kendall on the first lap, before colliding with his brother David at Paddock. Neven ended up in the tyre wall, while David carried on, albeit under pressure from the chasing pack. A couple of laps later White made a move that saw him take the lead.

White and Stafford made a break for it at the front, with Kendall a lonely third until a mechanical problem caused him to retire. Stafford tried everything to take the lead but had to settle for second behind White. Behind, Neil Slark timed it just right to take the final step on the podium.

RALLY NEWS

ALDON AUTOMOTIVE MINI AND IMP CUP

The third round of the Aldon Automotive Mini and Imp Cup, the Tour of Hamsterley, took place as part of the West Wales Rally Spares RAC Rally Championship on April 26. Irishman Ray Cunningham and co-driver Gary McElhinney were looking to complete a memorable hat-trick of victories, but suffered an early off-track excursion and then a driveshaft problem at Raby Castle, losing them time. Instead, team mates Ross and Arron Forde took maximum points using the car regularly driven by Frank Cunningham. Their only scare came when the Mini got beached on the penultimate stage, losing the pair 25 seconds as spectators manhandled the Mini back onto the track. Ray Cunningham and Gary McElhinney had to settle for second, but they are still leading the championship. The third Mini home was the car of Paul Kendrick and Anton Bird, who were just pleased to make the finish with a steady run avoiding the many pot holes that developed on the second run through Hamsterley.



Words and photography Paul Lawrence



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

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

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

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► 7 Port Mini X-Flow

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Casting with valve seats & guides £1441
Stage 3 Road specification £2171
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1293cc from **90** bhp

Engine Kits	Stage 2	Stage 3
1293cc Half Engine Kit	£754	£870
1293cc Short Engine Kit	£831	£947
1293cc Full Kit (carb)	£1421	£1646
Built Engine	Stage 2	Stage 3
Carburettor engine, ready to fit	£1804	£2036
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Full engine & gearbox units also available. Please call to discuss your requirements with our experienced staff

Recon Engines

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

Engines	Engine £66/box
998cc - A series, A+ & Cooper	£1488 £2371
1275cc - A series, A+	£1339 £2223
1275cc - Cooper Carb	£1382 £2265
1275cc - SPI and MPI	£1381 £2374
Surcharge from	£360 £675

*E&G - Engine and Gearbox

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

1380cc from **104** bhp

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

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Brand New
1275cc £279

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Competition Engine Stabilisers
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Valve Spring Set 850/998/1100 singles £14.26
Valve Spring Set 1275cc 200lb doubles £23.92
Rocker Pedestal Spacer (2mm) £2.80
Rocker Shaft Mini £9.79
Rocker Arm - Cooper 'S' £11.82
Rocker Arm - Sintered Type £10.80
Nut - Cylinder Head - each £1.00
Cylinder Head Stud - Short £4.32
Cylinder Head Stud - Long £2.70
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Rocker Cover

Polished Alloy £27.24
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Chrome Plated Steel - with cap £33.80
Metro Style Polished Alloy with cap £45.46
Alloy with Polished Fins - Blue or Red £33.68
Rocker cover gasket £1.32
Oil Filler Cap - Chrome £4.86
Oil Filler Cap - Red original £2.41
Oil Filler Cap - Black Original £3.94
Rocker Cover T. Bars - Chrome (pair) £8.77
Rocker Cover T. Bar Kit - Blue or Red £11.41
T Bar Fitting Kit - Silver, Red or Blue £3.73

Gaskets & Sets

Engine set - 850/998/1098cc £14.69
Engine set - 1275cc £9.89
Gearbox set - all Minis £8.98
Head set - 850/998/1098cc £14.89
Head set - 1275cc £10.32
Head set - 1275 with Copper H/G £12.16
Head set - 1275 with Turbo H/G £31.09
Head set - 1275 with AF460 H/G £50.07
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XL20w50 (1 Ltr) £9.34

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998 Flat Top - press fit from £317.96
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Kent Vernier Timing Std £169.16
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Brake Hose Clamp Tool £7.21
Engine Mounting Bolt fitting tool £16.90
Clutch Clevis Pin fitting tool £15.53

Gunson Special Tools
Carbalancer - balances twin carbs £20.72
Colourtune kit - test fuel/air mixture £35.89
Fezibled - one man bleed - brake/dutch £28.08

Flywheels
4.154 Kgs 4.432 Kgs 4.028 Kgs

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

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

Mini Sport Steel Replacement Flywheels

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

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

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

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

Rolling Road Tuning
From only **£62**

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

Mini Club Shoot Out Days
Great fun for groups of like minded people. Full details on request with a minimum of 10 cars required.



Sales: 01282 778731



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Mail Order Specialists

Mini Sport Ltd
Thompson Street
Padiham, Lancashire. UK
Tel: 01282 778731
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Open 6 Days
Mon-Fri 8:30-5:30
Sat 8:30-1:00
Friendly Service & Helpful Advice

Longest established Mini Specialists in the World - Totally committed & providing everything Mini, all under one roof.

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Hoodie '64 Winner



£28

T-shirt '64 Winner



£13

Hoodie Shield



£28

T-shirt Shield



£15

T-shirt Honour



£13

4 Pot Calipers



£289

Alloy Brake Kits



£365.68

Disc Drive Assy



£536

Alloy Superfins



£118

Drum Brakes



£111

Gearboxes

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

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

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

(all prices are exchange)

S/C Gear Kits

Superior quality material, incorporating original special tuning gear ratios.

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

Gearbox Repair

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

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

Gearbox Parts

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

Clutch Parts

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

Clutch Kits

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

Oil Pipe & Mag Trap

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

Gearbox Steady Kits

by Mini Sport
Right or Left Side only £18.18

Quickshift

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

4 Pinion Diff

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

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

Drive Train

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

Competition Drive Shafts

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

Drive Flanges

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

Wheel Bearings

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

Brake Parts

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

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

Brake Hoses, front or rear from £6.94
Handbrake cable, front or rear, from £3.30

Handbrake Quadrants
Standard type, each £12.37
Alloy, pair Red, Blue, Black, Gold, Orange £28.94

Pads & Shoes

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

Aeroquip Hoses

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

Remote Servo Kits

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

Swivel Hubs

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

Sure Stop Kits

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

Brake Drums

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

Brake Discs

Standard specification
Cooper S - 7.5" Discs, each £26.40
Mini '84 on - 8.4" Disc, each £14.10
8.4" vented - each £17.46
Cooper 997/998 - each £54.88
Performance Discs
Cooper S 10" wheels - X/drilled, pair £76.24
Mini '84 on - X/drilled & grooved, pair £46.80
8.4" vented - grooved, pair £24.95
7.9" vented - grooved, pair £81.56

Steering

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

Subframes

Front £189 from £420.01
Rear dry suspension type from £188.60
Rear dry - Powder Coated £211.61
Rear hydrostatic from £221.58
Subframe fittings & bushes, full range in stock

Cooling

Radiators
Alloy 2 Core £140.93
4 Core uprated £152.86
2 Core injection uprated £151.59
2 Core uprated £126.66
Cooper S/GT £72.82
Mini SPI £135.15
Mini MPI £76.80
Expansion Tank - MPI £58.94
Expansion Tank Cap - MPI £5.92
Cooper's top rad bracket £9.12
Thermostats, from £3.11
Thermo blanking sleeve £7.31
Radiator Caps (7-15lbs) £3.70
Hoses, from £3.00
Fans/Belts
11 Blade plastic fan £13.72
6 Blade steel fan, yellow £33.80
Fan belts from £2.77
Water Pumps
High Capacity £16.69
MPI water pump £18.00
Oil Coolers
13 row element only £73.90
Mini/Cooper S kit £98.10
Mini Clubman kit £105.13
Mini MPI kit £133.96
S/S cooler pipes, pair £32.03
Rubber pipes, pair £22.68
Oil cooler thermostat £33.16

4 Pot Calipers

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

Alloy Brake Kits

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

Disc Drive Assy

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

Alloy Superfins

Fully built disc drive assemblies using new and genuine quality components.
Standard specification
Cooper S 10" wheels £567.02
Mini '84 on, 8.4" discs £536.03
12" to 10" wheel Brake Conversion kit £232.81
Upgraded with 4 pot alloy calipers
Vented with Grooved discs £775.33
Non-Vented with Grooved discs £752.45
Cooper S with Grooved discs £753.11
8.4" with vented & Grooved discs £804.18

Drum Brakes

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

Fitting & Service Center

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



The Mini Specialists - Since 1967

Quality, Reliability, Customer Service and Value for Money!!



Restorations
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NEW

2014 Mini Catalogue
196 pages
packed full.
FREE with every order

GET YOUR COPY TODAY!

SPORTS Ride



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

ADJUSTA Ride

Variable Height Suspension Kit



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

SMOOTH Ride



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

Negative Camber Kit



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

Rear Brackets

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

from only £57

Bottom Arms



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

Adjustable Tie Rods



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

Shock Absorbers



Spax RED Front/Rear std or lowered, each £70.25
Spax Yellow Front/Rear std or lowered, each £70.25
Paddy Hopkirk Edition Spax - set 4 £254.15
Spax Full Coilover KIT, standard or lowered £611.98
GAZ Front/Rear standard or lowered, each £40.80
KONI Front/Rear standard or lowered, from £68.40
Bilstein B4 Gas - Front or Rear, each £22.50
Bilstein B6 Sport Gas - Front or Rear, each £73.80
KYB Front/Rear Oil, each £14.28
KYB Front/Rear Super Gas, from £24.01
KYB Front/Rear Gas-a-Just, from £35.32
GMAX Front or Rear, each £21.80
BOGE Front or Rear, each £14.88

Suspension Parts

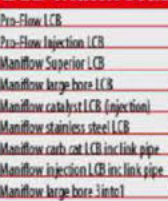


Rubber cone, genuine £40.60
Ball joint kit (1 side) £7.56
Knuckle joint £3.24
Knuckle joint cup £1.50
Radius arm, recon. exchange, each £54.85
Radius arm repair kit £9.00
Bump stop front (single thread) £5.40
Bump stop front (twin thread) £5.51
Rebound buffer, front £3.36
Top shocker mount LH £12.00
Top shocker mount RH £12.00
Top Suspension Arm - LH or RH £45.60
Top arm repair kit £14.77
Lower suspension arm shaft £9.00
Top suspension arm shaft £8.28

Competition Suspension

Front comp bump stops, pair £21.55
Rear comp bump stops, pair £24.36
Rose joints 1/2" (male) £19.76
Rose joints 1/2" (female) £22.97
Top shocker mounting (RH/LH) ea £21.59
Lower shocker mounts pin, each £6.89
KAD Alloy hi/lo/quadrocks, pair £38.48
Competition track rod end £18.47

LCB Manifolds



Pro-Flow LCB £51.
Pro-Flow Injection LCB £75.
Manifold Superior LCB £79.
Manifold large bore LCB £201.
Manifold injection LCB (injection) £102.
Manifold stainless steel LCB £188.
Manifold carb carb LCB incl link pipe £122.
Manifold injection LCB incl link pipe £147.
Manifold large bore 3inlet £258.

Exhausts



Mini Sport Superflow exhaust systems designed for ultimate gas flow, increase in power yet retain a low noise level. A twin silencer system with stainless steel tail pipe.
Full range of quality exhaust systems and silencers.
2" Centre Exit £62.
3" Side Exit £91.
2" Twin Centre £75.
2" Twin DTM £84.

Standard Exhaust



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

Polyurethane Bushes



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

QuickSilver

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

MANIFLOW

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

Carburettors

Twin SU Carburettor Kits: Includes carbs, inlet manifold, linkages & filters
1 1/4" HS2 £743.62
1 1/2" HS4 £744.79
1 3/4" HS6 £786.12
Inlet Manifolds
Single HS2/HS4 water heated £35.40
Weber 40/45 DCOE £114.31
Twin HS2 or HS4 £102.76
Twin 1 3/4" HS6 £85.30

Air Filters

1 1/4" HS2 £36 £76
1 1/2" HS4 cone £37 £36 £69
HIF 44 cone £37 £36 £77
Carb element - £34
Injection element - £39 £35
SPI Induction kit - £80 £83
MPI Induction Kit £80 £100

Throttle Body

10% POWER INCREASE
Replacement Throttle body for MPI Minis. A quick & low cost performance boost.
Mpi 48mm £153.81
80 - 85 DCOE Weber carburettor £302
40 - 45 DCOE Weber kit £630

FACET Fuelling

Solid State Electric Fuel Pumps
Road kit £46.75
Fast Road kit £48.24
Competition kit £52.50
Interupter Electric Fuel Pumps
Silver top Road kit £82.15
Silver top Comp. kit £84.44
Red top Comp. kit £90.02
Filter King & Petrol King
Glass bowl 62mm £46.98
Alloy bowl 62mm £48.53
Glass bowl 85mm £50.89
Petrol King Pressure reg. £46.40

Wipers

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

Aldon Ignition



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

Electronic Ignition System



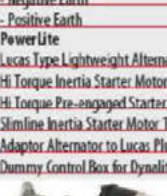
Distributors - Standard
55D Electronic Type £101
59D A - 80 on £86
Vacuum Unit from £18
Pig Tail Wire from £3
Pig Tail Wire £25

Ignition Parts



Lucas Sports Coil £18.60
Ignition Switch Mk1 on £42.00
Plug Load set from £11.90
Silicone Plug Load set - black, red, blue, green or yellow - up to 36 - from £13.55
- MPI set - from £18.18
NGK Spark Plugs set (4) from £10.56
OE Spark Plugs set (4) £5.95
Distributor Caps, from £4.76
Rotor Arms, from £1.63
Contact sets, from £2.28
Condenser, from £2.07
Starter Solenoid, from £8.37

PowerLite Electrical



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

Alternators & Dynamo - by Mini Sport

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

Starter Motors - by Mini Sport

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

Wiring Looms

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

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Longest established Mini Specialists in the World - Totally committed & providing everything Mini, all under one roof.

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Special Edition Merchandise



£25

Golf Umbrella



£2



£9



£3



£6

Light Systems

Quadoptic Headlamps

Quadoptic H4 Halogen Conversion

£46 **£38**

Headlamps

H4 Headlamp Assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD

Pre '97 Mini from £43.71

MPI Headlamp Mini - with motor £58.16

Headlamp Levelling Motor - '97 on £46.64

Valeo/Cibie Halogen unit, each £36.65

Halogen Crystal Headlamp - standard £37.22

Halogen Crystal Headlamp - Angel Eye £46.15

Headlamp Bowl from £8.29

Rubber Seal - Headlamp Bowl £2.85

Inner Chrome Bezel, from £5.40

Chrome Headlamp Ring from £9.42

Genuine Rover Cooper Lamp Kit

Kit includes 4 lamps, 4 brackets

£222

Full Kit: 2 Drive Lamps & 2 Fog Lamps £222.27

Full Kit: 4 Drive Lamps £220.67

Genuine Lamps, Fog or Drive each from £39.95

Lamp Brackets, outer or inner, each from £9.85

Wiring per lamp £11.92

Works Lamp Bar Kit

Kit: Stainless Lamp Bar, wiring loom, 2 Drive and 2 Fog lamps

£165 **£59**

Spot Lamps

Stainless Steel

£38

Angel Eye Spot Lamps, red, blue or white £46.15

Rally Giant Spot Lamp Kit £39.12

Road Runner H3 Spot Lamp Kit £20.27

Side Repeaters

Clear Type £2.46

Amber Type £3.30

Indicators

Mk1/2 - push fit amber plastic lamp unit £7.20

Mk1/2 - amber glass lamp unit, each £12.00

Mk1/2 - push fit clear plastic lamp unit £6.78

Mk1/2 - clear glass lamp unit, each £11.96

Mk1/2 - metal bulb holder £6.72

Mk1/2 - chrome outer locking ring £2.76

Mk1/2 - rubber boot rear of lamp £3.35

Mk3/4 - amber lamp unit (screw type) £7.19

Mk3/4 - amber lens, each £3.89

Mk3/4 - clear lamp unit (screw type) £7.27

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The cars lined up by a sunny Aldeburgh seafront, complete with a least four Mini Pick-ups!

Words and photography **Jeff Ruggles**

SUFFOLK RUN

The rural roads of East Anglia were brought alive by Minis as the Bury Mini Club staged its annual flagship run.

The Federation of British Historic Vehicle Clubs Drive It Day took place on April 27, encouraging owners to get their classic vehicles out on the road. This meant the rural roads of East Anglia were brimming with old motors, and what better way for Mini owners to get in on the act than the Bury Mini Club's annual Suffolk Run? This was the 10th running of the event, which saw 70 cars leave Bury St Edmunds bound for picturesque Aldeburgh on the coast.

The club chose a slightly different route than last year, with the villages of Norton, Elmswell and Wetherden reverberating to that familiar A-Series howl and plenty of supercharger whine from the healthy MINI contingent. The 53-mile route also took in the historic town of Framlingham, before the Minis lined-up alongside the Aldeburgh seafront in the shadow of the 16th century Moot Hall. Given that the weather around

the rest of the country was decidedly unpleasant, the blue skies and sunshine were most welcome.

Once parked, there was plenty of opportunity to nip into one of the local pubs or sample Aldeburgh's highly-coveted fish and chips. There were some great Minis to admire too, and choosing the best in show proved to be difficult. Les Brooks' Mini 40 topped the votes, but it was a close-run contest. Elsewhere, Richard Ashley ex-Geoff Mabbs rally Cooper wowed the crowds.

The day culminated with a raffle, which saw some top prizes up for grabs, including a *Mini Magazine* subscription and a £150 Newton Commercial voucher. Proceeds raised will go to the Children's Rainbow Ward at the West Suffolk Hospital, the Aldeburgh Combined Charities and the East Anglian Air Ambulance. Sadly this may well be the last Suffolk Run as we know it, but here's hoping the club can stage this fine event once again in 2015. **TRM**



Richard Ashley's rally Cooper S.



Les Brooks took Best in Show.



Karl Reeve's Downton-tweaked SPi.



Tanya Alexander's cool pink Mini.



Lovely English Moke caught the eye.



Dean Murton's Miglia replica.



Kevin Sutcliffe and Jane De Ath drove matching Cooper Sport models.



There was a healthy MINI turnout, too.





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SHOW REPORT

Words **Jeff Ruggles** Photography **Jeff Ruggles and Matt Woods**

Mk1 TRACKDAY

Great cars and famous Mini personalities gathered for the Mk1 Performance Action Day at Blyton Park, and what a day it was...

Launching a new event into an already busy show calendar may seem like a challenging task, but the Mk1 Performance Action Day at the Blyton Park Driving Centre on May 4 seemed destined for success right from the word go. Not only did its remote North Lincolnshire location fill a geographical void, the premise was brilliantly simple too. No gimmicks, no agendas, just a winning combination of enthusiasts, thrilling track action, the very best cars and brilliant Mini personalities.

Almost as soon as

co-organisers Pete Flanagan and Mark Forster had announced the day, track passes were being snapped-up in double-quick time. And what a line-up of Minis, too; covering everything from early 850s to carbon-fibre silhouette racers, with a whole host of rare machinery in between. Here was a chance to see period Minis put through their paces on the track as they were in their heyday, rather than sitting idle. In all, 53 cars took to the track, and aside from a slight skirmish between one pair, they all emerged unscathed. A few owners had to fit emergency

spares during the day, but fortunately the likes of Nick Rogers from Min-e-bitz were on hand with plenty of rare parts for sale.

But this wasn't only a trackday. The organisers were keen for as many interesting cars and celebs to attend too, and the response was very impressive. After a meal on the Saturday evening, attendees could enjoy an exclusive talk from ex-Downton employee Barry Hawkins, who told some fantastic and very interesting stories from his time at the most legendary of all the Mini engineering firms. He was

joined by the evergreen Barrie 'Whizzo' Williams, famed Mini rallycross driver 'Jumping' Jeff Williamson and, on the Sunday, Warwick Banks. Barrie had actually been racing at Donington earlier on the Saturday evening, and made it to Blyton with such pace that he sat down to give his talk whilst still wearing his race suit!

The Blyton venue had plenty of space for car displays away from the circuit too, and they didn't disappoint. There was a great collection of 'plastic fantastic' in the area set aside for author Jeroen Booi and his Maximum Mini →



Rich Hawcroft in his Cox GTM.



Carl Belinger's awesome K-headed van.



Variants on the Maximum Mini stand.



Ant Hines collects his award.



Works car rediscovery

Blyton marked the first public appearance in more than 30 years for Paul Bates' ex-Works Cooper S.

The car has sat for more than 30 years in one of Paul's farm buildings, but it was only when pals Martin Price and Dave Johnson showed an interest that a thorough inspection was carried out. It's since had its Abingdon authenticity confirmed from its body number plate by ex-BMC Competitions man Bill Price. Unsurprisingly, Martin, Paul and Dave (pictured above from left to right) were busy fielding questions all weekend about their amazing discovery.

Andy Barrass' beautiful early Innocenti.



Bill Needham's Coldwell twin-cam.



Julian Harber's cool early Clubman.



Supercharged spaceframe

Owner of a rare pre-production Riley Elf, a lovely 1071 S and an Innocenti Cooper amongst others, this radical Sprintex supercharged Maguire spaceframe Mini represents quite a departure for owner Kevin Murray. Built in 1978 by Duncan and Donald Laing as the next progression of Duncan's 1275 Cooper S, it was continually developed over the years and appeared in Cars and Car Conversions magazine back in 1991. In the last 25 years it's been mothballed and only used for a few demonstration runs before Kevin bought it last year. Although he had a few issues with the car on the day, it was great to see this rare survivor take to the track one again.

Cool Biota takes to the track.



Tom Kidd's retro-styled creation.

Ronnie Anderson's ex-Works car, LBL 66D.



Blyton is ideally suited to Minis.



Mark Forster's former Mini Magazine cover car heads up a superb line-up of Minisprints



Trevor Ripley's South African '59.



SHOW REPORT



Pat Ford's racer and Tim Whight's Inno.



KDK 320F, now owned by Trevor Powell.



Lovely Mk1 Cooper S on the circuit.

Back home

Fresh from a full rebuild by the Mini Works in Scotland, Guy Munday's 1962 997 Cooper enjoyed a long and successful rallying career in the hands of a man local to Blyton, Brian Moore. It was retired and then stored in the mid '80s, staying in a barn until the roof collapsed on it in 2011. With the threat of the scrapyard looming, Guy rescued the car for a pittance and has since returned it to the same spec as its finest hour – the 1969 RAC International Rally – with the assistance of former owner Brian.

display, featuring several Cox GTM's, a Fletcher Ogle, a modified Marcos, a MkII Biota, Will Ker's oddball yellow Nimbus and a Domino. The 1959 Mini Register was also present, as was a fantastic mix of old rally cars and period racers. Ronnie Anderson brought his ex-Works car LBL 66D, still damaged from its roll in the Keilder Forest in 1978, while a barn-find Works car, believed to be the original shell for GRX 309D, scooped the Best Car award for owner Paul Bates. Add this to KDK 320F, the 1968 European Touring Car Championship winner now owned by Trevor Powell, Bill

Needham's Coldwell twin-cam and displays from both the Mini Cooper Register and the Mini Works, and you had a stunning array of Minis.

Amongst a selection of Minisprints was the famous VPR 470, originally demo'd by Stirling Moss. It had been flown over from California after a complete restoration, and unsurprisingly earned owner Ant Hines the furthest travelled award.

It was Ant who summed this most relaxed of occasions up, describing it as the "Woodstock of Mini events, with equally good vibes... but without the rain or traffic jams." We couldn't have put it better ourselves...



Jeff Williamson, Barrie Williams and Barry Hawkins share stories.



Whizzo gets a comedy gift (left), then hits the track!



Late and early Innocentis together.



Atlantic sprint

Only completed a few weeks beforehand, Ant Hines had this very special Minisprint flown over by Virgin Atlantic from California in time for the event. Probably the most famous Minisprint of all, VPR 470 was used as the GT Equipment demonstrator and was driven at Brands Hatch by the legendary Stirling Moss. Movie writer Ant discovered it in a garage where it had sat unused since the 1970s, and thanks to his brilliant eye for detail and the efforts of Heritage Garage, it's looking better than ever.



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SHOW REPORT

The BMC's special Mini 55 timeline saw examples from 1959 right up to 2014 line up around the venue's lake.

Words & Photography **Jeff Ruggles**

BRITISH MINI DAY

Fixture congestion and the threat of bad weather did nothing to deter Mini fans from enjoying another great British Mini Club event at Himley Hall.

The British Mini Club must've feared the worst when it came to its annual Mini Day at Himley Hall on May 11. Event clashes and a foreboding weather forecast threatened to turn this popular long-running event into a damp squib, but thankfully any worries were unfounded. Not only did plenty of Minis and fans pass through the gates at the picturesque country house location, the whole area seemed to have a magical shield around it that kept any rain to an absolute minimum.

OK it wasn't exactly a scorcher, but the show was a

very enjoyable affair. The club always ensures the traders are out in force, and this year was no exception as they flanked both sides of the event. A great turnout of autojumble stands had plenty of bargains on offer, while a host of big-name traders were on hand to please eager shoppers too.

To celebrate the Mini's 55th birthday, the BMC challenged itself to set-up a special Mini 55 timeline covering every year from 1959 to 2014. It was a huge task, and although there were a few gaps, it still made for an impressive sight in front of the lake. Highlights included a Police Cooper

owned by Paul from Old Skool Minis, a Lamm Cabriolet and the 1966 Cooper S formerly owned by Dr Alex Moulton.

But that wasn't all for the birthday celebrations. Various clubs got in on the act too, constructing brilliant displays to for the 'Mini Cheers for your 55th birthday' theme. With a £200 prize up for grabs the competition for Best Club Stand was fraught, and it took a brilliant effort from the Midlands Mini Club to edge out a Party-themed effort from last year's victors, the Renegade Mini Fun Club.

At the centre of show, as ever, was the BMC's 'Show N

Shine' and prestigious concours competitions. One man who has won countless trophies over the years is Wayne Brownhill, and this time he had a new car making its debut – a neat Works-style MPi Cooper. With its 'new but old' combination of electric windows, leather seats and 10-inch wheels, Wayne quickly re-established himself as the man to beat, scooping the Best Presented Classic Mini award, a Modified and Custom class victory and the overall Best in Show gong. A mention must also go to Tracey Lippett, who scored 199 points out of a possible

Wayne Brownhill's new show-stopper is a late-model MPi Cooper with a neat Works-style twist.



Celebrating the Mini's 55th birthday.



Minis of all ages battled for honours in the 'Show N Shine' Competition.





The Renegade Mini Fun Club stand.



The former Dr Moulton Cooper S.



Tracey Lippett's Cabrio scored an amazing 199 points out of 200!

200 with her Cabrio – just one from perfection!

As with every British Mini Club event, the day ended with the 'Win a Mini for £1' raffle. As the winning number was read out, 17-year-old Olly Shergold burst through the crowds to be presented with the car at his first ever Mini event. He nearly had a job getting it home though, as Olly's dad just didn't believe he'd won. In the end it took a phone call from BMC Chairman Dave Hollis to convince him that his son was now the very lucky owner of a minty-fresh Mini Mayfair! 🏆



Mini cheers

Midlands Mini Club really went to town on the 'Mini Cheers for your 55th birthday' theme with its prize-winning 'Mini bar' display that involved its members dressing up as giant drinks, confectionary and even peanuts! Even the bar itself had a genuine Mini front and rear end, plus proper taps from a pub! "We throw ideas at each other until something comes along mad enough," says Events Secretary Carly Hale. "We did have a giant fridge with a Mini in it, but it blew away in the wind!"



Wayne Brownhill collects one his three trophies. He's still the man to beat!



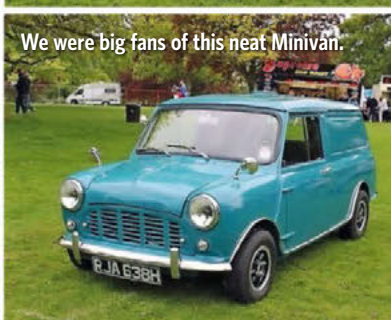
Dave Hollis hands the keys to the raffle car over to lucky winner Olly Shergold.



SHOW REPORT



The concours played host to some fantastic cars this year.



We were big fans of this neat Minivan.



Richard Judge and Paul Goddard with their Riley Elfs.



The 'Win a Mini for £1' raffle car.



Rare find

Each year another rare Mini seems to make its debut on the 1959 Mini Register, although Doug Flory's example certainly needs a little more work than its usual fare! Doug's son Craig spotted the car on eBay, and although they're from Norwich, they were prepared to travel all the way up to Edinburgh in to fetch it! "Six-and-a-half hours there and six-and-a-half hours back in one day, all in the pouring rain," says Doug, with a smile. He's only had the car for a mere five weeks, but has already found an early 848cc engine built within 400 units of the original, which was lost many years ago.



1980s examples in the Mini 55 timeline.





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

BRANDS HATCH MINI FESTIVAL

Two days of Mini action at the iconic Brands Hatch circuit.


The adrenaline-packed Brands Hatch Mini Festival returned to the Kent circuit for a bumper weekend of Mini racing, club displays and show cars on May 10-11. It wasn't a sun-soaked weekend by any means, but the close action across 18 separate Mini/MINI races ensured a strong turn-out of Mini fans regardless.

We've almost become accustomed to a bit of celebrity spotting at this race-orientated event, and this year's highlight was Stig Blomqvist, the former World Rally Champion from Sweden. Stig took to the wheel of a 1964 Cooper S in three separate races, left-foot braking his way round in a suitably-sideways style. And he was fast too, finishing sixth twice and then taking a clear win in the 40-minute Sanwa Trophy race on the Sunday thanks to impeccable timing in the pit stops. Sadly there were a few accidents too many, and although no one was badly injured, it was a

real shame to see a handful of expensive and rare racers rolled into the gravel traps. That included Bill Sollis' fresh build and Endaf Owens' pristine Cooper S. Still, they will both be rebuilt no doubt.

Endaf had a better time in the Fastest Mini in the World Race though, lapping the entire grid on Sunday's second outing in his KAD spaceframe. And talking of fast Welshmen, we didn't get to see Jim Lyons' twin-cam turbo in action sadly, as it had suffered a bit of a meltdown on the Saturday.

Ian Curley was back in the Mini driving seat with a beautiful new KAD-engined historic, and after some initial ignition woes, he was flying. Jonathan Lewis was also out in a historic, and looked in control of the entire field for most of the weekend. Elsewhere, we were in awe of a road-going V8 Mini on the LSMOC stand, and a French eight-port Cooper S in the paddock.

The only complaint I have about this event is that it only lasts two days – we want more! 



Mark Ponting's rally car.

Michael Edgell's Miglia-style racer.

V8-powered saloon on the LSMOC stand.



Jim Lyons' twin-cam turbo beast.



Jonathan Lewis leads Ian Curley.



Flying the flag with the new F56.



Swedish Mini fans only read the best magazines.



The fire fighters race Mini looking good.



Got wood? He has.



Lovely Pick-up on BRM replica alloys.



Angry Super Mighty Mini!



Ooo looky here - a K-Series transplant.



Eight-port Cooper S from France.



The historic cars all look too good to race.



Yes, yes, nice matching wellies!.



Maguire spaceframe Clubbie.



Did you notice the 12-inch wheels?



Mini Club parking area was full to the brim.



Ian Curley's Honda-esque KAD historic.



Martin Wager leads the Fastest Mini in the World Race.

SHOW REPORT



Jonathan Lewis up front.



Dutch racers had an impressive trailer.



The Swiftune Works car.

Mini Designer looking very smart.



Stig Blomqvist was very fast in a Mini.



Early Mk1 spotted in the paddock.



That grey one's a Mini and a half!



Paul Raynes' former cover car.



Speedwell-badged Pick-up in the club area.



Arden eight-port and twin Webbers.

Stig Blomqvist in action.



Rare Mistral eight-spokes.



Mighty Minis had some very close racing.



French historics from WG British Racing.



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www.minispeed.co.uk



Engine Kits

Performance Built Engines

1283/1330cc Budget Fast Road Kit

1275 block prepared and painted, reground crank with journals polished and lead-copper bearing set provided, +20" to +60" pistons fitted to rods, Kent or Piper camshaft with new followers, Duplex timing gears & chain, H/C oil pump and conversion gasket set. £695



1380cc Fast Road 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

Stage 3

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:

1293-1330cc & gearbox £2162 without gearbox £1825

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

Concept

1293-1380 cc fully Built engine with: AP Racing/Turbo clutch kit, ARP con-rod bolts & head studs, Nitro-carburised crankshaft lightened & balanced assembly, Steel centre main strap, Powermax or Omega pistons, Choice of camshaft, Duplex timing gears & chain, Concept cylinder head, 1.5 ratio roller rockers, H/C steel backed oil pump, Up-rated recon gearbox with central oil pickup pipe & 4-pin diff. Choice of colour.
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

Stage 4

Spec as per Stage3 but with a Stage4 cylinder head with larger exhaust valves and further port work to increase flow and power output & 1.5 roller rockers. Options available with or without gearbox.

1293-1330cc & gearbox £2407 without gearbox £2070

1380cc with gearbox £2489 without gearbox £2152

7 Port cast alloy Cylinder Head Fully Assembled and ported ready to bolt on £1835. Massive Power Gains.



Turbo

Prep block with Concept Turbo cylinder head, New up-rated AP racing clutch, Ultra-light billet flywheel & back plate ARP rod bolts & head studs. Steel centre main strap, Nitro-carburised & wedged crank, Fully balanced assembly, Rods lightened & balanced end to end & polished in stressed areas, Forged 18cc dish pistons, Minispeed turbo camshaft, Duplex timing gears & chain, 1.5 ratio roller rockers, Steel back oil pump. £2999
Optional ceramic pistons also available & Choice of colour



Concept cylinder heads

These heads have been designed for maximum power output, whilst retaining good mid-range torque. The heads are fitted with Plasma-nitrided 214N stainless race quality valves with waisted stems, & minispeed colisbro guides. We recommend the use of our specially modified inlet manifolds which will release the full potential of the head.



A full range of Concept Race cylinder heads are also available.

From £587

Concept36	36mm inlet x 31mm exhaust valves	£812
Concept37	37mm inlet x 31mm exhaust valves	£914
Concept Turbo	36mm inlet valves x 31mm exhaust valves	£812

Std. & Modified Upgraded cylinder heads

	Valve size (mm)	998	1275	Turbo	
Standard		£230	£230	£240	All heads are supplied unleaded, unless requested otherwise.
Stage 3	36x29	£440	£480	£511	
Stage 4	36x31	£489	£525	£592	

Rockers

1.5 ratio roller tip	£184
1.5 ratio FULL rr rockers	£395

Crankshafts

Reground crank	£99
Nitro-carburised crank	£148
Wedged & x-drilled crank	£296
Knife-edged, wedged & Ni-tempered crank	£296
Knife-edged, wedged & Ni-tempered & x-drilled crank	£398
New 1275 crank	£285
Forged EN40B crank	£1372

Camdrives

Vernier belt drive	£173
Piper steel vernier duplex kit	£89
Vernier Minispeed duplex kit	£79
Hi-grade light. duplex kit	£55
Steel vernier duplex kit	£77
Standard duplex kit	£24

Minispeed Caliper & Brake Kit

7.9" Vented Kit	£ 405
8.4" Vented Kit	£ 385
Kit includes: 4 Pot Alloy Calipers, V Drilled & Grooved Discs, EBC Brk Pads & Fitting Kit	

Engine & Kit Upgrades

X-drilled billet camshaft	£133	Lightweight vernier duplex.	£61
Ultralight billet flywheel & backplate	£249	Bladed & wedged crankshaft	£199
Omega pistons	£182	84mm Longstroke upgrade	£480
Forged pistons	£194		

8 port & 16v heads supplied & engines built to your requirements.

Minispeed Machining & Engineering Services

All machining work is done in house at our premises in Byfleet.

Bore block 20/40/60	£82	Machine spring platforms	£36
Bore block 73.5/74	£97	Lighten conrods set	£82
Reface block/head - from	£31	Stress relieve & polish conrods	fr £51
Supply, fit and ream cam bearings	£56	Machine small end for floating	£123
Supply and fit centre mainstrap	£31	gudgeon pinShot peen conrods	£123
Machine valve pockets	£77	Big end re-sizing	£102
Bespoke valve pocket machining	£153	Crankshaft wedging	£71
Drill and tap block for 5/16 bolts	£46	Crankshaft blading	£71
Chemically clean block, oil/cr plugs	£51	Crank cross-drilling, mains only	£51
Balance rotating assembly	£82	Fit pistons to rods, set of 4	£41
Supply and fit lead free valve seats	£71	Cylinder head & block, dry	£255
cut valve seats x 8	£41	decking service + hoses & take-offs	

Minispeed Supercharger Kit



- * The Best Mini Supercharger Kit by Far
- * Lower charge temperature due to a more efficient design
- * Fits LHD & RHD Vehicles
- * Easy Install
- * Huge Torque and Power Gains
- * Better Driveability
- * Uses one head gasket not two
- * Two year Warranty (*exc.belt & track racing use)

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





Heritage body panels

MK3 Door	£425
MK1 Door	£549
Windscreen Repair Panel / Scuttle Panel	£125
MK3 Bonnet	£165
Rear Panel Lower Half MK3	£200
MK3 Body Side	£315
MK1 A Pnl Inner/Outer	£62/£32.50
Mini Wing	£95
Rear Wheel Arch Inner	£81
MK1 and MK 3on Door Skin	£80
MK3 Boot Lid	£185
MK1 Genuine Bootlid - new!	£300
Rear Valance	£49
MK3 Dr Step & A-Post Repair	£75
Clubman Wing	£105
Clubman Front Panel	£218
MK3 Quarter Panel	£105
Genuine fr subframes	from £405
Genuine rr subframes	from £380
Outer van estate	
pickup sills	£30 each
Scuttle closing panel	£12 each
Rear Valance Clos panel	£34 each
Rear Heelboard Complete	£67
MK3 Door Skin	£80
Genuine Sill	£37.50
MK3 A Panel	£19.99

Clutches

E77	Bonded Rally/Race Clutch Plate
E123	Minispeed Paddle Clutch Plate
E163	AP Racing Paddle Race Plate
From £34.50	Pre Verto Grey/ Orange Double Grey AP Racing Cover

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

Flywheels

Supalite Alloy Back plate 730g	E119
Supalite Flywheel 2.4Kg	E199
Lightened (exchange)	£41
Billet ultralight steel & Backplate	£219
As above, pre-engaged	£219

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

E6340	Mk4 Body Shell
E105	Clubman Wing
E165	MK3 Bonnet
E185	MK3 Bootlid
E175	Front Panel not clubman
E183	Inner Wing 1976-89
E125	Scuttle Panel
E405	Gen.Fr Subframe

Camshafts

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

PIPER CAMS

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

Minispeed Camshafts

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

Rebuilt Gearboxes

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

Upgraded Brake kits

E307	8.4" Upgraded Brake Kits.
E687	Stage 1 - Drilled and Grooved discs and EBC Green stuff pads
E506	Stage 2 - Standard vented discs and Metro 4 Pot calipers
	Stage 3 - As above with vented & grooved discs and G pads
	Stage 4 - 4 Pot aluminium calipers, drilled and grooved vented discs and Green stuff pads
	KAD 8.4" 4-pot alloy vented brake conversion kit - includes alloy calipers, x-drilled, grooved & vented discs, Greenstuff pads & all fittings
	KAD rear brake disc conversion kit
	7.5" Upgraded Brake Kits.
	Stage 1 - Grooved discs & Green stuff pads
	Stage 2 - 4 Pot aluminium calipers, vented discs & G pads
	Stage 3 - 4 Pot aluminium calipers, x-drilled v discs & pads
	CooperS front drum to disc brake conversion kit
	CooperS 12" to 10" disc conversion kit

Brake Discs

E77	Cooper 'S'
	Cooper 'S' Hi-Grade
	Cooper 'S' Grooved pair
	8.4" grooved solid discs (pr)
	EBC (pair)
	8.4" solid discs £33 Vented £39
	Vented & x-drilled discs £74

Calipers & Drums, etc

E475	KAD 8.4" 4-pot alloy vented brake conversion kit
E33	Calipers: (each)
E112	Cooper S
	12" std
	4 pot vented 12"
	4 pot 10" alloy
	4 pot 12" alloy
	4 pot 10" alloy vented
	4 pot 12" alloy vented
	KAD 10" 4-pot alloy calipers
	KAD 12" 4-pot alloy calipers
	Drums: (each)
	Standard Drum
	Spacer Drum
	The original
	Alloy Superflins
	Copy Superflins - top quality
	Braided Hose Kits:
	4 pot conversion kit
	4 line kit
	Rear Hose kit
	Verto clutch
	Pre-vert clutch
	1 piece clutch
	KAD Rear handbrake
	quadrants (pair)
	Master cylinders & Servos:
	Mk3 servo with fittings
	Adjustable brake bias valve
	Tin reservoir brake master
	Tin reservoir clutch master
	Tin original style 'S' brake master cylinder

Brake Pads

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

Upgraded suspension kits

E12.50	Solid Tower mounts set of 4
E58	Adj. Ride Height car set
E146	Kayaba gas adj. car & adj. ride height set

Stage 1 - Adjustable shocks (Gaz), solid tower and tear drop mounts. To upgrade all kits to include KONI shocks please increase prices by £25; to upgrade to AVO shocks, increase kit prices by £60	£153
Stage 2 - As stage 1 plus ride height adjusters and Superflex tie-bar and bottom arm bushes.	£235
Stage 3 - As stage 2 plus negative camber kit	£347
Stage 4 - As stage 3 plus coil springs & rear subframe bush kit	£603
Stage 5 - As stage 4 plus rear anti-roll bar	£714
Negative Camber Kit: complete with superflex bushes, adjustable rear camber track brackets, 1.5deg bottom arms & adj. tie-bars.	£119
Above kit without superflex bushes	£94
Kayaba gas adjustable car set with adjustable ride height set	£146



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

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

Events



The very best Minis and Mini Coopers at Beaulieu in June.

Book your Mini activities with our comprehensive Mini show guide!

■ June 8

Hay Mini Nationals

Australian event located in Hay, New South Wales. Highlights include a welcome party, Saturday parade, show and shine, quiz night, the Hay Mini Nationals Motorkhana, Hay Heroes Challenge and fancy dress Presentation Party.

www.haymininationals.com.au

■ June 8

National Mini Cooper Day

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

www.minicooper.org

■ June 13-14

Mini Meet North

Activity packed weekend taking place at Canadian Tire Motorsport Park in Ontario. Includes parade laps, runs and a rolling road.

minimeetnorth@gmail.com

■ June 15

Gainsborough Mini Day

The Trent Valley MOC hosts its brand new free to attend event, taking place in the Market Place, Gainsborough. Places are offered on a first come first served basis, and everyone needs to be in position by 10am. This event replaces the club's previous Normanby Hall show.

www.trentvalleymoc.co.uk

■ June 15

Swansea Festival of Transport

Minis and other classic cars hit the centre of Swansea for various displays, taking place between 10.30am and 16.00pm.

07814 958379

www.ntfwswansea.co.uk

■ June 20-22

North Yorkshire Mini Adventure

Driving event around Pickering in North Yorks. Organised runs and treasure hunt, plus live entertainment at the campsite.

www.northyorkshireminis.co.uk

■ June 22

Mega Mini Meet

Lytham Hall in Lancashire is the quintessentially English backdrop for this Mini day out, with competitions, club stands, trade stands and entertainment.

www.facebook.com/megamini.meet

■ June 26-29

Balkanska Minijada

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

www.miniclubserbia.rs

■ June 26-29

Can-Am Mini Challenge

Packed classic Mini race, taking place at the Ohio Sports Car Course, USA. UK driver Nick Swift is expected to join fellow competitors as 60 Minis all race at once!

www.canamminichallenge.com

■ June 29

Colchester Mini Show

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

www.colchesterminiclub.co.uk

■ July 2-6

Mini Meet East Meets West

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

www.minimeet2014.com

■ July 6

Retro Fundraising

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

www.retrofundraising.co.uk

■ July 6

Gaydon BMC & Leyland Show

Celebrating the Mini and it's BMC stablemates at the Heritage Motor Centre, home to 621 AOK and 33 EJB.

www.heritage-motor-centre.co.uk

■ July 12

Oulton Park Mini Festival

Following the success of its Brands Hatch counterpart, the Oulton Park Mini Festival takes place for the first time. Expect plenty of Mini action including Mini Se7ens, Miglias, pre-66 historics and the Power Maxed MINI Challenge, plus traders, clubs, track parades and more.

oultontpark.mini-festival.co.uk

■ July 18-20

Skeg Mini Fest

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

www.skegminifest.co.uk

■ July 19-20

Manx Mini Meet

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

www.manxminiregister.com

■ July 20

Breakfast and Big Toys

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

■ July 20

Minis on the 'Rec

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

www.brightonminiclub.co.uk

■ July 25-27

Cambridge Mini Chill

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

knowles.madhouse@virgin.net

■ July 27

Cotswold Classic Mini Tour

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

www.minifixers.co.uk

■ July 27

The Georgie Job

Popular annual show hosted by Tynemouth Mini Club and taking place at Seaton Delaval Hall. Expect plenty of activities.

www.tynemouthminiclub.co.uk

■ July 31-August 3

IMM 2014/Mini 55

The International Mini Meeting returns to the UK, taking place at the Kent Event Centre in 2014, and is hosted by the Southern Mini Owners Club. The event will celebrate 55 years of the Mini, too. Don't miss out, it's sure to be a cracker! Keep on eye on our news pages for regular event updates.

www.imm2014.co.uk

■ August 10

Mini in the Park

Mini in the Park returns to Santa Pod Raceway in Northamptonshire. Combining drag racing with static attractions, the event will include a Saturday night party and camping, traders, club stands, special live action displays, concours, the Fireforce Jet Car and much more. It's one of our favourite shows on the calendar so don't miss this one!

www.minishow.co.uk

■ August 22-24

Mini Club Limberg Weekender

Mini Club Limberg's annual fun weekend in Belgium. All Minis are welcome.

www.miniclublamburg.be

■ August 23-24

NMOC East Anglian Job

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

www.eastanglianjob.co.uk

■ August 25

Blenheim Festival of Transport

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

www.classicshows.org

■ August 25

East Midlands Mini Show

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

www.classicshows.org

■ August 30-31

Causeway Coast Mini Weekend

Busy Mini event taking place on the north coast of Northern Ireland, organised by the Causeway Coast Mini Club.

www.ccmclub.co.uk

■ August 31

British MiniFest

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

www.britishminiclub.co.uk

■ September 2-10

The Italian Job Tour

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

www.italianjobtours.co.uk

■ September 7

Minis by the Sea

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

www.wsmoc.co.uk

■ September 7

Mouth 2 Mouth

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

www.facebook.com/jurassiccoast.minis

■ September 12-14

The Dales Mini Run

Mini camping weekend taking part for the 16th time. Includes drives out into the Yorkshire Dales and lots of other activities for all the family to enjoy.

www.dalesminirun.co.uk

■ September 12-14

Goodwood Revival

Goodwood goes all pre-66 with a fantastic celebration of historic motorsport from a bygone era.

www.goodwood.co.uk

■ September 14

National Mini Show

Long-running event taking place at Stanford Hall near Lutterworth. Includes a busy trade area, autojumble, clubs, concours and more.

01543 257956

www.miniownersclub.co.uk

■ September 21

King's Lynn to Great Yarmouth

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

www.klmoc.co.uk

■ September 21

Classic Minis and Mokes

Event catering for classic Minis and Mokes taking place on Baldock High Street, Baldock, Hertfordshire, from 9.30am to 4pm.

07963609143 (Mr Baker)

■ September 21

Polderoute 7

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

www.belgianminisontour.be

■ September 27

Mini Action Day

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

www.castlecombecircuit.co.uk

■ October 12

Malvern Autumn Mini Show

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

www.classicshows.org

■ October 19

MiniFair 2

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

www.britishminiclub.co.uk

■ October 23 - November 1

Italian Job

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

www.italianjob.com

■ MAY 21-25 2015

IMM 2015

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

www.imm2015lithuania.com

REGULAR MINI EVENTS

Ace Café Mod 'n' Mini Night

Visit the iconic Ace Café on London's North Circular on the first Thursday of every month.

www.ace-cafe-london.com

West Midlands Mini Nights

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

www.westmidlandminishow.co.uk

Trent Valley Mini Nights

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

www.trentvalleymoc.co.uk

H Cafe Mini Meets

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

www.h-cafe.co.uk



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

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

Is there a better place to race your Mini?

Key Technical Regulations

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

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

Cars must look like a Rover/BMC Mini

Cars must comply to MSA safety regulations

Drivers will have the flexibility to pay race membership per race weekend (£40)

or a one off annual race membership (£195)

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

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



Short Mini

Here's a really short Mini I built about 10 years ago. What do you think?

Aaron Kent

That's pretty cool, but how did you get in and out?!



New wheel

Hi Guys, here's the awesome steering wheel from the limited edition Paddy Hopkirk collection installed in my Mini. It was quite a challenge to fit as my Mini originally had an airbag installed, but it was well worth it!

Sebastian Drzewiecki

Very cool, and a nice finishing touch to your Mini no doubt.



Rich's MPI Cooper back on the road.

Back on the road

Here's another happy owner. My Cooper Sport, Alfie, spent a sad 18 months off the road for a full engine and gearbox rebuild after a catastrophic gearbox failure. Getting him back on the road this spring has been superb.

Rich Mason

Top job Rich - we bet it was well worth the wait.

Family convoys

Dear Mini Magazine, I've just bought this Mini City for my son to enjoy as a first car. But when working on

the Mini, my son said that he was too tall to sit in there, so I ended up rebuilding it for my wife instead. I've got a T-reg Mini Pick-up myself, so we can both go out on the Mini runs now - great fun. I've included a pic of the latest rebuild so hopefully you can print it in the mag.

Andrew Lythe



The finished project looks great.

That looks really tidy - we bet your son regrets not choosing the Mini option now it's done!

Young reader

I am attaching a photo of my granddaughter Freya avidly reading

Uncle Jamie's (a Mini enthusiast) Mini Magazine. Could she be your youngest reader at 18 months old?

Lesley Cruickshank

It's possible, although we've seen new-born babies 'reading' the mag before now! A Mini fan of the future perhaps?



Freya is starting the hobby young!

Great memories

I recently had the pleasure of reading my grandson's copy of your magazine, and I have to say it brought back some wonderful memories of my time with Minis. I would work on the car all weekend, go to work in it, then off to the see relatives up north in the holidays with my then girlfriend. It's incredible to think that this small car still has such a large following. As for my old Mini, it was sold many years ago - I expect it's long gone now but would love to have another.

Frank Collins

Hi Frank, thanks for writing in. You never know - your Mini may still be out there somewhere.



We'll take the Mini please.

Big neighbours

As you can see, my Mini is very mini here in Hong Kong, especially next to the Hummers and Porsches in this

underground car park!

Shek Kafa

Yep, small but very cool!

MiniMag Facefeed

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

Has an inquisitive screwdriver prod ever revealed nasty rust on your car?

Not so much a screwdriver, but a scissor jack that managed to raise the subframe and floor, but left the body of the car where it was! **Ken Sanderson**

Yeah, I had to replace the inner and outer sills and doorsteps, along with new front end, bootlid and boot floor. A six-week project turned into a year's project! **Bruce Spence**

No, but a finger prod did. After tapping what I thought was just a bit of rust, it all crumbled away and left a big hole under my headlight. **Stuart Fewtrell**

How would you describe Mini ownership in three words?

Noisy, bumpy, Perfect. **Mary Bayliss**

Empties wallet easily. **Mark Woods**

Never ending project. **Jonathan Purdy**

Way of life. **Paul Tupman**

Do you think a spaceframed Mini racer is still a Mini?

Yes. If it looks like one, it is. There's virtually no original bodywork on my Clubman but I still count it as a Mini. **Rich Hepworth**

No not really, especially not if the wrong wheels are driven and definitely not if the geometry is changed enough to make it handle differently. That would then be a Mini-based kit car, not a Mini. **Stuart Bowes**

Yes! Mini in fun and spirit, but not always in the body! **Jordan Barry Wild**

I think they're all terrible! **Endaf Owens**

Would you rather have three similarly styled Minis or two completely unique ones?

Two unique Minis, then you have double the pride when somebody says "I've never seen that before!" **James Nolan**

Three VTEC Minis sounds nice! **Jeff Christopherson**

Mk1 and MkII Coopers and an original Moke. Wow! **David Malcom Baller**

I'll stick to my two unique Minis! **Marty Keller**

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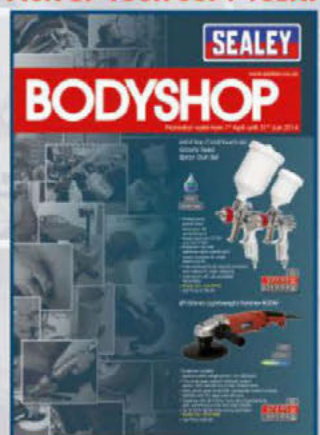
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MODDED 1000

Name: Joao Matos

Car: 1981 Mini 1000

Location: Portugal

■ This is my 1981 Mini 1000 that I've restored and modified. The restoration and most of the mechanical jobs were sorted by my father and I, whilst the rest (paint and the really tricky bits) were done with my directions. I wanted the look to be as low-profile and subtle as possible. But adding to that are some Works rally style mud flaps, 10-inch deep-dish alloys, the internal-release front grille and race-style

bonnet catches up front. The interior is also very discreet, using the really cool dashboard from the Italian Innocenti Mini Cooper 1300. I've fitted an aftermarket wheel but kept the original seats as they still look good. And the engine; it's an MG Metro 1275 with plus-0.040-inch pistons, a modified cylinder head, dual valve springs, K&N air filter, LCB manifold and RC40 exhaust system. There's also a lightened flywheel and a performance clutch. To manage the extra performance, I have a GAZ dampers and Hi-Los, Cooper disc brakes, EBC Kevlar pads and Goodridge hoses.



A very smart Mini
1000 from Portugal.

LITTLE BEAST

Name: Gabriel Pons

Car: 1989 Mini Special

Location: South East France

■ Hi everybody, here are some pictures of my 1989 Mini Special. It has only covered 30,000Kms and now has a 1275cc Metro engine with a K&N filter, HIF38 carb, 123 Ignition unit, Freeflow manifold and a RC40 pipe and silencer.

The car has a front and rear Hi-Lo kit, GAZ adjustable dampers, a negative camber kit,

12-inch Revolutions and a 1275 engine
for this French Mini.



Moulton rubber cones and Revolution alloys.
It runs and drives great!

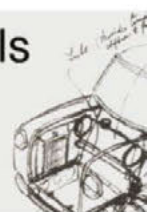
Gabriel loves his Mini.



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Chris fully rebuilt his car himself.

FULLY REBUILT

Name: Chris Shelton

Car: Mini Mayfair

■ My I would like to show you my little Mini, 'Beryl'. It's taken me two years to restore her. I've had to replace the whole front end, boot floor and the rear end, and even resprayed her myself. I fitted the side decals to give her that sporty look and tone down the orange paint, then refurbished the 998 automatic engine and gearbox and all the suspension. The wiring loom was sorted and I added remote central locking with electric windows, all linked to the alarm system. I also replaced the whole interior, including fitting a black headlining, new door cards re-upholstered seats. The only thing I have had to pay to be done was having the front and rear screen fitted, as last time I

tried I broke two before giving up! I think more owners should have a go themselves rather than just pay for it to be done and then say "I've restored my Mini." I can look at Beryl and say I've done that all myself. Some things may have been hard but I've learned so much and always had a go.



ON THE SIDE

Name: William Guest

Car: Mini Sidewalk

Location: Dudley

I was bought this car as a surprise for my 18th birthday. When I first sat in the car I realised I was too tall and therefore had to have a smaller wheel to be able to drive it. From then onwards we've modified it greatly with original Rover parts. There were a few bits of rust and the car was leaking in from the sills, but the problem has now been resolved. The arches were the first thing to be done as I knew I wanted a wide looking Mini and I love them now they are on. My dad has helped me greatly with this project and also has thrown in some ideas which have been applied such as the red carpet, which we really like. I love driving my mini to and from college as it does get a lot of looks and also stands out on the student car park.



TREASURED VAN

Name: Mike Freeman

Car: 1979 Minivan


■ Hi Mini Magazine, here's my pride and joy out of the garage ready for the shows. She has had a light restoration by her previous owner, who used this 1979 850cc van as a breakdown and recovery vehicle! She's remarkably original and very clean. I have owned her for 10 years now, and in this time I have only replaced the head for an unleaded one, and put the correct pressed front grill back in, as the original was cut out. She now lives a sheltered life and only comes out on sunny weekends.

Mike's owned his Minivan for 10 years.



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The existing engine will be making way for a twin-cam 1275.

The windscreen surround is looking a little worse for wear.

ON THE JOB

Performance on the mind

Nic Jamieson reckons that getting behind the wheel of a Mini is the most fun you can have with your trousers on!

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

Getting more performance from the original A-Series engine has always been high on the agenda for Mini owners. We've seen turbochargers, superchargers, nitrous oxide and twin-cam cylinder head conversions too. If funds do not allow for what's often noted as the 'ultimate' A-Series conversion, a KAD twin-cam head, a twin-cam bike head may be the one for you. This option sees the use of a cylinder head from a range of powerful BMW motorbikes, which just so happen to have an almost identical cylinder layout to the Mini. With some modification to the block, which involves welding up some holes and making a few new ones, plus a conversion kit, it'll give a real hike in performance. OK, so it's not quite a simple bolt-on, but the conversion is catered for by a number of specialists who offer kits and even complete built engines.

The beauty of this conversion over other options is that it will all fit in a regular Mini saloon engine bay without chopping the bulkhead or altering the bonnet – something that was a big bonus for Nic. "The BMW head conversion appealed because it will fit in with little body modification," he says. "It's only a small amount being added in the engine bay, especially compared to turbo installs or a modern engine swap." For Nic this meant that more time and – more importantly money – could be spent on the engine itself. That's handy as this isn't a cheap option!

Nic has given himself just under a year to get his car finished, and we can't wait to see what the performance gains turn out like. With any luck, it'll be so exciting he'll still be able to keep his trousers in place when we see him next! ➡

PROJECT PROFILE

THE OWNER

NAME: Nicholas Jamieson
AGE: 21
OCCUPATION: Unemployed
LOCATION: Gobowen

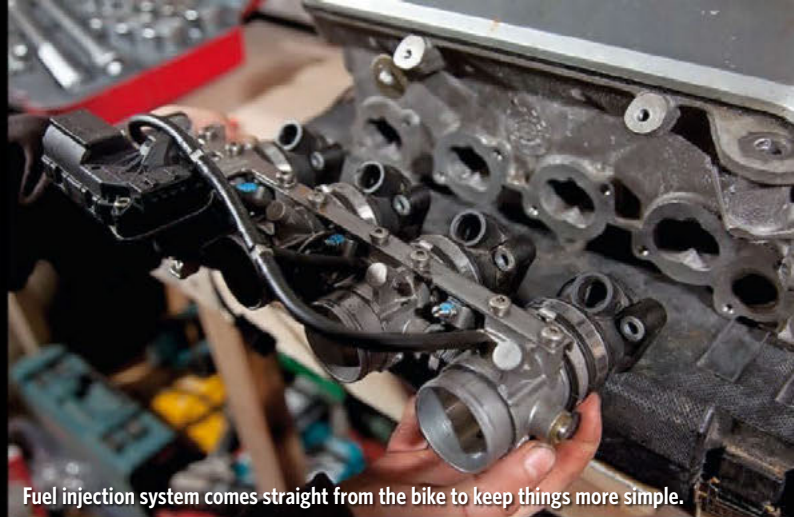
THE CAR:

CAR: 1986 Austin Mayfair 998
START CONDITION: En route to an MoT failure.
CONDITION NOW: Stripped down for repairs
TIME TAKEN SO FAR: Four months
ESTIMATED TIME OF COMPLETION: March 2015





The head came from a 130bhp BMW K1200RS motorbike, made from '97-'05.



Fuel injection system comes straight from the bike to keep things more simple.

"The conversion really appealed because it'll fit in with little body modification..."





Comfy Recaro recliners for this modded Mayfair.

Is this your first Mini?

No it's my second one. Before this I had an Austin Mini City 998, which was orange with a black roof. I bought it back in January 2011 for just £400, but unfortunately I never got to drive it on the road! Me and my friend Liam tried restoring it, but it was in too poor a condition and at the time I had very little experience with restoration work, so I just stripped it and kept the bits for later.

So what is it about the Mini that appeals to you so much?

I guess it has to be the fun factor; a little 998 flat out on country lanes is just great and you can't beat it - well not with your trousers on anyway! It's also the ease of customisation with the bolts that makes it so easy.

The BMW cylinder head conversion has become quite popular now, but what made you decide to go down that route?

I like the A-Series engine but would like more power from it. I did lots of research on the different ways of tuning it and decided on the twin-cam route. It all seems to fit fairly easy and it's got a classic look about it. I would eventually like to do another Mini project, again using the A-Series and the BMW head conversion but I would like to turn the engine round so it is rear-wheel-drive.

Have you done similar things before then?

No, I've only done little bits before, just basic maintenance really. I want to do as much of this one as I can but obviously I will need to use a machine shop to do some of the work, as it needs specialist equipment.

What was the general condition of the car like before you started the conversion?

The body wasn't too bad but it was going to fail its next MoT. It just needed some patch welding though. The main part of the project involves getting the engine sorted really.



The finished article will have 6x10-inch Minilites and sticky Yokohama tyres.

How did you come to acquire the base vehicle?

I've had this car from June 2012 and I bought it from a friend as an untaxed and untested project. Then within the week it was on the road and I was having fun behind the wheel. It had only had four previous owners and I believe they were all in the Oswestry area. It had 48k on the clock, had been well looked after previously and had already had some restoration work, with new front wings and a grille panel being fitted at some point.

What made you decide to take it off the road?

I guess the time was right! It was getting a little rusty in places and I had some money saved from work so it just seemed like the right thing to do. I also had some friends who were just in the process of trying to rent a unit so I jumped on board. My friends were looking to modify their Minis as well so it became a sort of competition who could get the best set-up.

And the BMW head conversion seemed like the way forward?

Yeah I'd already been looking at modifying the Mini with either a supercharger, seven-port head, or maybe even a complete engine swap. But as I said, I really like the idea of the BMW head, so I opted for a twin-cam A-plus engine.

What sort of performance are you expecting from the engine?

Well it can apparently give more than double the original engine power, along with better driveability and better fuel economy. It also appealed to me because it will fit with little body modification, as it's only a small amount being added in the engine bay especially compared to the turbo charging or a



There's still a lot to be done but Nic reckons it'll be up and running for the 2015 Mini shows.

modern engine swap route.

Is there much work to do to the rest of the car, aside from the engine work?

There's a little bit to do. But then I'd prefer to do that than start chopping out the inner wings, bulkhead, modifying a subframe, or all of the above if I had decided on an engine swap or turbo install. This way I can spend more time and money on the engine, like having the head machined and fitting new seals and valves, plus machining the block for BMW head bolts. The crank main strap and oil/water feeds also need sorting, and there's buying all the new toys like adjustable cam pulleys, a straight-cut gear set, limited-slip diff, re-mappable ECU and new throttle bodies, of which will have to be fitted and tested.

What have you found the most difficult part of the work so far?

It has to be stripping down the MPi engine. It doesn't sound like much but trying to get the flywheel off was a nightmare! We used a puller and distorted that, then bars, longer bars, heat and hammers, then a bigger hammer. Even combining everything didn't do it. In the end I had to resort to cutting it off with a grinder, making sure not to damage the crank.

You mentioned a few areas of rust...?

The biggest pieces are the rear wheel arches, with holes big enough to fit my hand through then a rear valance. The inner sills need sorting, there's a little patch on the driver's side A-post to do and some other little blemishes, then it's a full body respray.

Who would you like to thank?

Just the lads at the unit for all their help with the project: Liam, Ben and Matt.

FINISHED SPEC

COLOUR: Red and dark grey detail

ENGINE: 1275 MPi block, BMW 1200RS twin-cam head

GEARBOX: Straight-cut gearbox with a cross-pin diff

SUSPENSION: Rubber doughnuts on Hi-los with Gaz adjustable dampers

BRAKES: Alloy four-pot callipers, 7.5-inch discs front, Super fins on rear and alloy hubs all round

INTERIOR: Mini Sport exposed weave dash, Smiths clocks, dark grey carpet, Recaro recliner seats, matching rears and four-point harnesses

WHEELS: 6x10-inch Minilites with Yokohama A032Rs

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AUSTIN SEVEN



SPECIAL DELIVERY

To provide the ultimate gift for his wife-to-be, Martin Dingle resurrected this 1960 Austin Seven and arranged for it be delivered on the big day. Not bad for a self-confessed Hillman Imp fanatic...

Words **Jeff Ruggles** Photography **Alisdair Cusick**

Let's face it – buying a decent gift for someone's wedding is a real minefield. Not only do you want to make a good impression, but it actually needs to be of some use too. So what do you do? Buy a nice flowery gravy boat for the lucky couple in the hope that nobody else has?

But if you think that's bad, spare a thought for the groom. His special wedding gift simply can't fail – after all, it's not like he can scarper after the cake has been cut and the free booze has dried up. Fortunately though, Martin Dingle got it spot on. When it came to a present for his wife-to-be, Rachel, he went for a Mini. But this wasn't just any Mini, this was a stunning and very original 1960 Austin Seven, no less. Best of all, he managed to keep the whole thing secret until surprising her with the car on the big day – no mean feat when you've got a 53-year-old Mini to restore and prepare!

A MINI DEPARTURE

Although he owned a Mini Clubman as a student, Martin is actually a Hillman Imp man at heart. He's owned a Sunbeam Stiletto since passing his test, and it was beautifully restored over a decade ago. Since then he's acquired another Stiletto project, and imported a stunning 1304cc Imp van from New Zealand. Not only that, but he's partial to restoring 1980s BMX bikes too. Raleigh Burner, anyone?

Initially, Martin's plans for a wedding gift also involved two wheels. "I was going to get her a Lambretta," he recalls. "I'd actually gone to a place in Lichfield with my chequebook, but it had closed down the previous week. I spoke to my folks

about it and told them I didn't know what to do. My dad said it was too dangerous anyway, and that I'd never forgive myself if something happened. Plus she can't ride a bike anyway! So we talked about it, and he said 'why don't you get a Mini? They'll be about the same price'."

A Mini it was then, but Martin didn't have an awful lot to go on. "Rach was into Minis before we met, and always said how much she preferred them to Imps," he explains. "But the only guidance I had was that she liked red and blue ones, and she liked alloys." Such requirements could've been satisfied by a later '80s or '90s example, but then an Austin Seven popped up.

"I was searching on Car and Classic and this one came up top of the list, straight away, so I phoned the guy up and went down to Peterborough for a look," Martin recalls. "It was sat in his garage right in the middle, obviously his pride and joy. It was all flat paint, dents and scratches, but my dad was looking underneath and giving me the thumbs up while I was talking to the guy. I don't think he wanted to sell it – it was the only thing his mother had left him, and he kept turning people away. So I showed him the pictures of my Imp, which belonged to my grandparents from new, and told him what I was going to do with it. He knocked a grand off the price straight away!"

Having drawn out the money to buy the car in advance, Martin then set about driving it back to his native Staffordshire. "I was pootling along at about 40mph in the dark, freezing," he says. "I had to get it to my parents and hide it there before I went off again for work." As Martin works overseas for weeks on end and had only six months before the wedding, there was no way he



AUSTIN SEVEN

THE REBUILD

Purchased as a one-family-owned car, the Mini was very solid and only required a repaint and various bits of trim to bring it back up to scratch. The finished car was delivered to the wedding venue at 9am on the big day, where Rachel jumped straight in for a drive in her dressing gown and curlers!



"They said it was the most solid Mk1 they'd ever had in..."

Slightly rustic Speedwell gauges add to the look.



was going to have to time to restore the car himself. Instead, he entrusted the job to Old Skool Minis in nearby Perry Barr.

"I asked the guys if they could do it in six months for me, explaining it was for the wedding, and they said they'd take a look," says Martin. "It only took them six weeks in the end. They said it was by far the most solid Mk1 they had ever had in – literally all they had to do was paint it. The guy selling it told me there was a hole in the floorpan, but it was just one of the bungs missing!"

Remember how Rachel said she likes blue Minis? Well this car was originally monotone Farina Grey according to the Heritage certificate, but by the time Martin acquired it, this had been swapped for Smoke Grey with an Old English White roof. It's only really a grey in name though, as it looks much more like a pale blue. "I opted to retain the colour scheme as it was," he explains. "Having the cream roof is a part of the car's





The vast majority of the interior trim is original, save for new Newton Commercial carpets and doorcards.



Seats are original, with the driver's item re-sprung.



The car had been fitted with a later dash binnacle, so a correct cream-faced speedo was sourced.

THE J.A. PEARCE MAGNA WHEEL

J.A. Pearce was an engineering company that initially operated from 1963 to 1973. It is most famous for the JAP 'Magna' wheel first seen on hot rods and racing cars, but demand led to them being marketed for road cars. The racing versions were generally made from magnesium, with cast LM9 aluminium for the road versions. The wheels were often used on show cars in the 1960s and '70s, and appeared as an original equipment option on a handful of exotic British road cars including the spectacular Radford Mini de Ville. Unsurprisingly the Magna has become very sought after, and they now command very high prices.

The firm continued to trade into the 1970s, but a major fire at its premises destroyed many of the patterns and tools, and it decided to close. However, that's not the end of the story. J.A. Pearce Engineering Limited was relaunched in 2012, with a vision to ensure the Magna wheel lived on. New Magna wheels are now available in 10 and 15-inch diameters, with more to follow. A bespoke design service allows customers to specify the final machining of their wheels to their particular car's requirements. They aren't cheap, but they are UK-made made to exacting standards and are very exclusive.

The J.A. Pearce website features a unique 'Build Your Wheel' tool, and also traces the company's fascinating history. Check it out at: www.japearceengineering.com



"Throughout the build, Martin has been careful not to over-restore the car..."

history, and I liked the way it looked. The only thing I wish I'd known is about the front skirt. It should be curved, but it's a later panel with the cut-outs."

The plan is to have the front panel altered at the same time as getting the engine bay painted, which was initially left as there was precious little time to remove the engine before the wedding. For now the under-bonnet area is tidy enough, and the blue paint on the block would indicate that it has probably been rebuilt in the past anyway. When it does come out though, a few period upgrades are on the cards. "I told Nick Rogers at Min-e-Bitz in Sheffield that I needed something to make it a bit quicker, so I bought an Aquaplane alloy head and an

inlet manifold for twin carbs," explains Martin. "I've also got some plus-40 pistons which I haven't told Rach about yet, but she'll be happy with the extra power."

PERIOD PERFECT

Throughout the build, Martin has been careful to not to over-restore the car. This means many of the original parts have been retained rather than replaced, giving the car that all-important patina. This trend is especially evident inside, where the majority of the trim is original. "The seats were OK, but I've had the driver's seat re-sprung," he says. "I had the original doorcards and carpets too, but they were really manky so they were replaced with new ones from

AUSTIN SEVEN



"I already had a set of J.A. Pearce wheels for a Stiletto I'm building, so I wanted to carry the pattern on..."

Newton Commercial." The steering column surround and rear view mirror were also looking rather aged, but have been retained. "The boys at Old Skool Minis were hoping I wanted to change them, as they wanted them for themselves! The headlining as well – I was going to take it out as it has all the brown glue staining on. But the guys on the MkI forum said 'whatever you do, don't take it

out', and I'm glad I didn't now."

When Martin bought the car it was fitted with a later oval dash binnacle with black gauges, but he sought out the correct cream-faced speedometer instead. The car will get used though, so to allow Rachel to keep an eye on oil pressure and water temperature, some period Speedwell gauges have been mounted on the bottom dash rail. "I've got some that have been refurbished, but we put older ones in," Martin explains. "The paint's coming off the needles and stuff, but we thought that added to the look, as ridiculous as that sounds."

The patina continues with the exterior, too. The bumpers are currently new ones, but Martin has since found a pair of the correct five-stud bumpers to go on. "I tried to buy original stuff where I could," he says. "It didn't have the corner bars, but I really liked them, so I found an original set with the overrides and took them to the chromers with my BMX parts. The grille surround was also rechromed and I was going to do the headlight rims too, but I didn't as - again - it just kind of adds to it." Indeed, by retaining a few time-worn parts, Martin has got the overall balance just right – a look only enhanced by the slightly rustic-looking numberplates. "They were probably the originals so we decided to leave them on," he says.

Modifications to the exterior have once



The wheels weren't cheap, but they transform the look.



TECH SPEC

BODY 1960 Austin Seven DeLuxe, original floors, later front panel, new bumpers, new old stock bonnet badge, rechromed corner bars, overriders and grille moustache, original grille. Paint: Smoke Grey with Old English White roof.

ENGINE Standard 848cc A-Series, single SU carburettor.

TRANSMISSION Standard three-synchro 'magic wand' gearbox, standard clutch and flywheel.

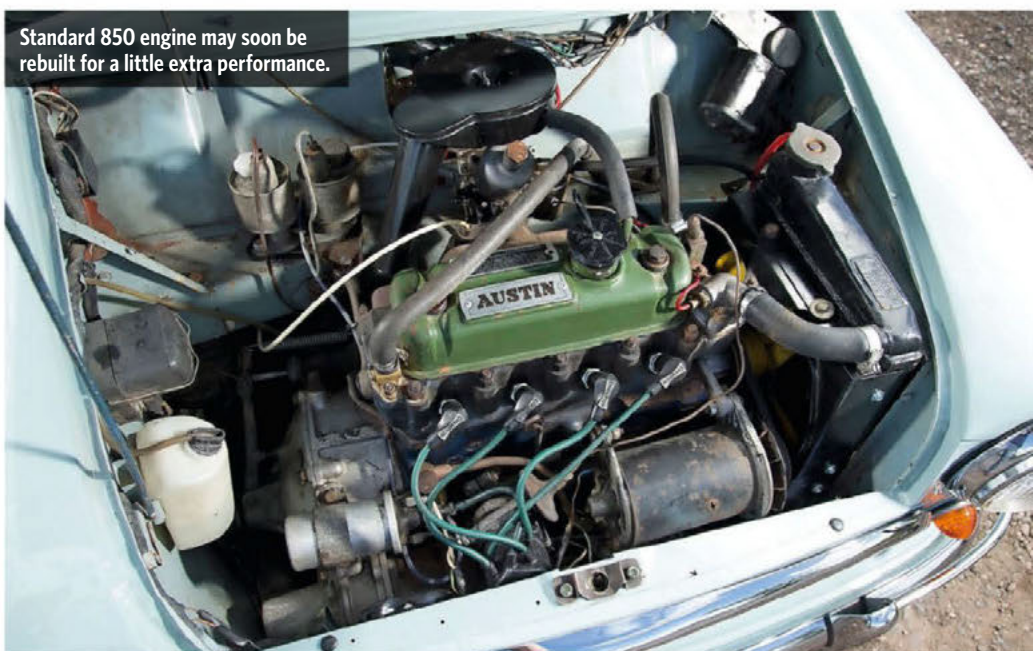
SUSPENSION Standard dry suspension with adjustable trumpets all round.

BRAKES Drums all round, with front brakes upgraded to twin-leading shoes.

WHEELS AND TYRES Refurbished 6x10-inch J.A. Pearce type 1 (eight-spoke) wheels, 165/70x10 Yokohama A032R tyres.

INTERIOR Standard 1960 DeLuxe trim, new Newton Commercial doorcards and carpet, period Speedwell auxiliary gauges.

Standard 850 engine may soon be rebuilt for a little extra performance.



again been kept to a minimum, but there's one notable and hugely effective change – those stunning 6x10-inch J.A. Pearce 'Magna' wheels. These are the Type 1 (eight-spoke) versions, and brilliantly satisfy Rachel's fondness for alloy wheels – although these could well be the magnesium versions

"You've got to have fun with it, not just leave it sat in the garage..."

as Martin reckons they are certainly light enough. "The wheels were the big thing," says Martin. "I was going to go for Rose Petals or something, but I already had a set of 13-inch J.A. Pearce wheels for another Stiletto I'm building, so I wanted to carry the pattern on. I had to buy a set of seven, which I found on eBay. I kept one for the boot and sold the two spares to a guy in South Africa."

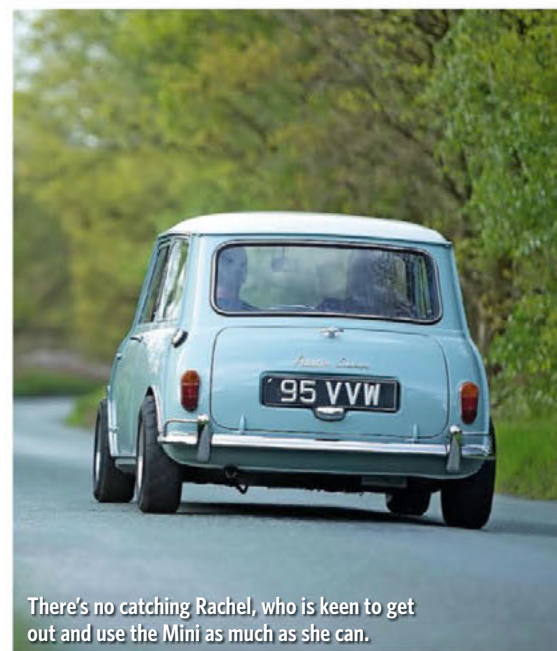
Of course, you can't go slapping 45-year-old wheels with an unknown history on your Mini, so Martin sensibly had them crack-tested and fully refurbished by Spit and Polish in Tonbridge. To complete the look, Martin's dad made the centre caps on his lathe and the graphics were reproduced to suit. The overall

cost is well into four figures, but that's indicative of a general trend Martin has discovered with early Mini bits. "I got the Stiletto wheels for a snip, but when the Mini set came up there were a lot of bidders, lots of questions, basically a lot of interest and demand. Doing the Imps you think they're expensive, but these are just mad!"

THE BIG DAY

Keeping the build secret was tough, but thanks to his Imp hobby, Martin had a ready-made excuse for when he was travelling around the country collecting Mini parts. He managed to keep the car hidden away in his parents' garage until the big day too, although Rachel says she did question why Martin's mother, Paula, left her own Mini on the driveway much more often than usual! And on one occasion, Martin feared the game was up. "She came home and said 'I saw a lovely blue Mini on the way home last night', but when she told me it had numbers on the doors, I knew it was a different car," says Martin, recalling his relief.

The car was delivered to the venue at 9am on the morning of the wedding, where Martin ensured a model of the car was presented to the lucky bride complete with the keys inside. This certainly made for a memorable occasion, as Martin explains: "The photographer caught her totally



There's no catching Rachel, who is keen to get out and use the Mini as much as she can.

unprepared in her dressing gown and curlers, but she got straight in and drove down the road!"

"When I opened the model with the keys inside, I thought 'what's he done...another car'," laughs Rachel. But despite joking that Martin has actually bought the Mini for himself, she was understandably delighted. She makes sure it gets used, too. "It's there to be enjoyed. You've got to have fun with it, not just leave it sat in the garage," she adds.

So, Martin's achieved the impossible with this secret Mini build – a wedding gift that is not only wowed his bride on the day, but one that can actually be used and enjoyed too. And having discovered that some Imp owners have a little bit of a grudge towards Mini owners, Rachel is planning to take her new car to a few Imp events for, ahem, fun. There's no such rivalries in the Dingle household though. In fact, Martin is now quite keen on a Mini for himself...

Rachel now holds the keys to this stunning Mk1, but will Imp fan Martin be tempted to buy a Mini himself?



Ignition module

There are only three components, very compact and simple to fit. First the optical switch, this contains a light emitting diode (LED) which sits on the switch bracket opposite a matching silicon photo transistor which receives or "sees" the infra red beam. Secondly, the interrupter called a chopper which is fitted over the cam, rotates interrupting the beam of light causing a pulse. It has one blade for each cylinder of the engine. Thirdly a power module receives this pulse via its internal electronic device which switches the ignition coil on and off.

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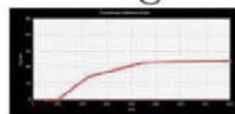
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KAD SALOON

KING OF THE HILL

When Carl Jones decided on a new hillclimb racer, this spectacular KAD 16-valve Mini, built by GSM Race Fabrications, was his dream buy.

Words **Martyn Morgan Jones**
Photography **Gerard Hughes**





Carl Jones has been involved in motorsport for decades – on two wheels as well as four. “I started on motorbikes,” he recalls. “I did motorbike trialling first and then spent many years competing in enduros, which are high-speed cross-country events, sometimes over two days. However, around my 40th birthday, my body started telling me it had taken enough two-wheel punishment! I’ve always been into cars though, and in-between the trials and enduros I was busy preparing rally cars for the British Rally Championship and helping run them.”

When the rally car preparation ground to a halt a few years back, Carl, who undoubtedly has high-octane fuel coursing through his veins, began looking for other ways in which to slake his thirst for motorsport. “Two friends of mine, Peter Kukainis and Andy Dunbar, were competing in hillclimbing,” continues Carl, “and I went

along to watch. It was fantastic! The sport was so competitive, yet so friendly, and I decided to have a go – which meant buying a suitable car of course. What really appealed to me was a Mini.”

Like many motorsports enthusiasts, Carl cut his teeth on hot Minis. “My first car was a Mini,” recalls Carl. “I’ve always loved them and have owned three. A hillclimb Mini seemed the ideal choice. However, before I could start looking, I had to build an extension to my garage. Until this was done, I’d have no room to store the car or to work on it. The garage extension was finished in 2010 and I competed in 2011 and 2012 in my first hillclimb Mini.”

Not one to do things by halves, Carl’s first hillclimb Mini was a full-race, 1380cc, split-Webered, 130bhp stunner, built by Mini expert Dave Depper – and it delivered the goods too. As did Carl; a quick learner and a quick driver, Carl won the Loton Park TTC

KAD SALOON



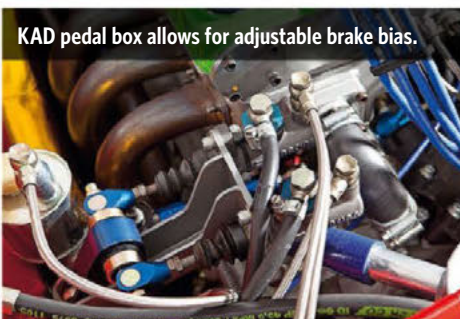
Two-gallon fuel cell is all that's required for short runs. Swirl pot is essential for the injection set-up.



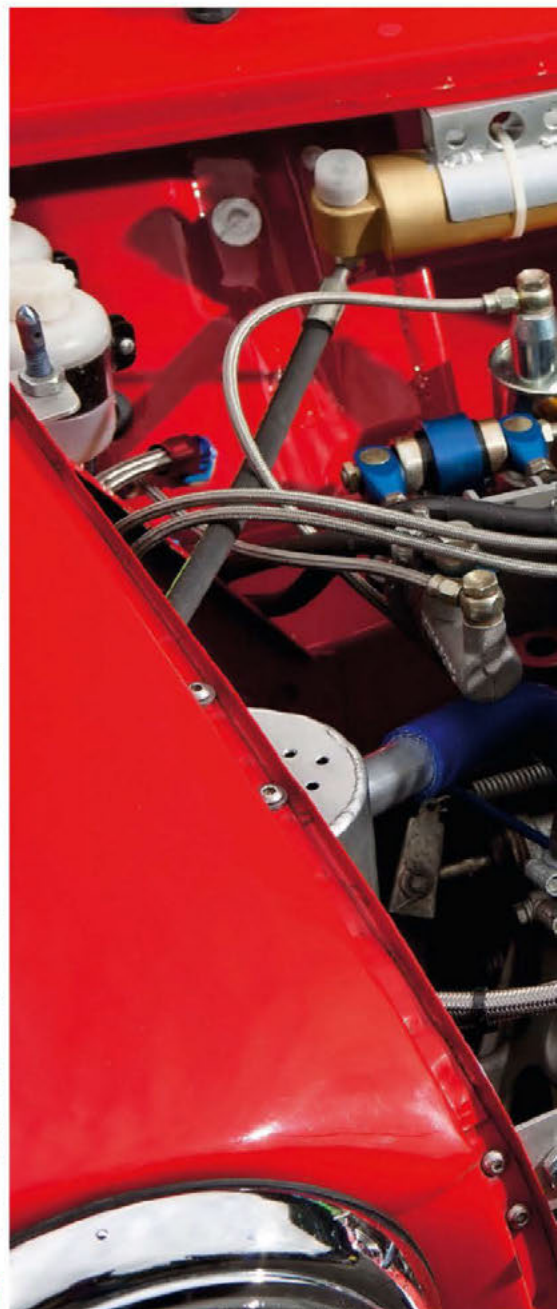
MB 13-inch magnesium split rims with Avon tyres.



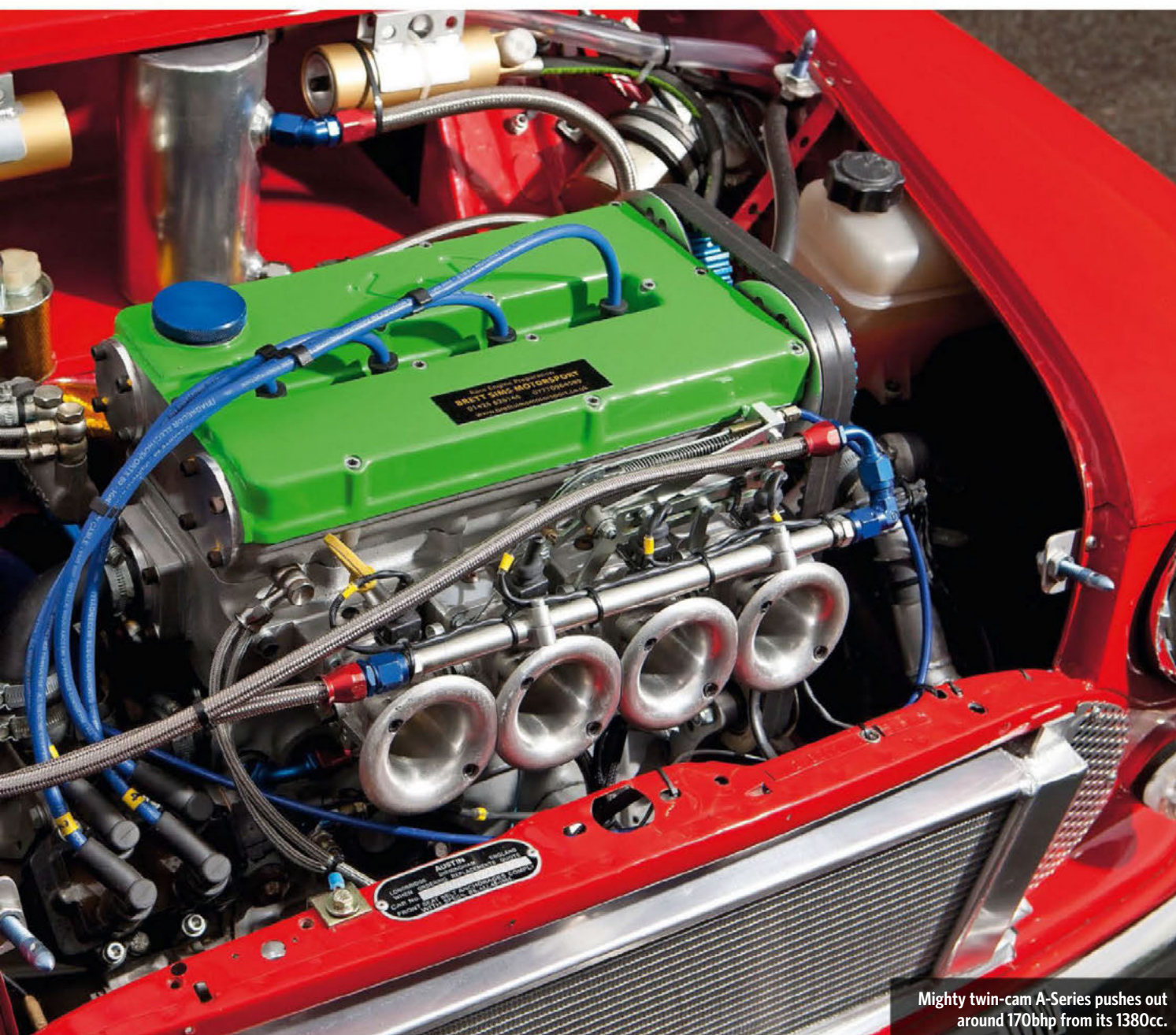
Twin overhead cam design of the KAD 16-valve.



KAD pedal box allows for adjustable brake bias.



Mean and purposeful, but without losing the Mini's charm.



Mighty twin-cam A-Series pushes out around 170bhp from its 1380cc.

Hillclimb Championship in his first season. To prove that this was no fairytale first-time success, Carl went on to have a number of top results in the Midland Hillclimb Championship the following year.

HOOKED

Anyone who has competed in hillclimbing will understand just how addictive the sport is. And it's an addiction that's difficult to break. Having tasted success, and with a cabinet that was beginning to fill with trophies, Carl was well and truly hooked. What's more, he wanted a bigger fix! But to achieve this, he knew he would need an even quicker Mini.

"The first hillclimb Mini was superb, and capable of great results," appreciates Carl. "But it was at the limit of its development. Plus, I was up against Martin Depper in his Mini, which has a BMW 16-valve head and over 170bhp. To try and get near to Martin's

incredible times, I had to over drive my Mini. There were a few occasions when I came close to having an accident. It made sense to sell the car as a going concern, whilst it was in one-piece, and then put the money towards a purpose-built Mini. I put it on eBay and it sold almost immediately."

Being a tad superstitious, Carl decided to give the 2013 season a miss, which also gave him the opportunity to consolidate things and take a bit of a breather. "I had a bit of a rest in 2013," mentions Carl. "I also helped my hillclimb mates - and had a bit of fun and drank a few beers - as you do! Then I got itchy fingers again and began looking for a suitable Mini. What I was looking for was the best Mini in the country."

MINI MASTERPIECE

And that's exactly what Carl found. Built by GSM Race Fabrications for hillclimbing and sprinting, using a new bodyshell, Carl's

'new' Mini boasts a standard of preparation that has to be seen to be believed. GSM undertakes a lot of fabrication work for the motorsports industry, with bodywork preparation being a speciality.

To be honest, there aren't really enough superlatives to describe just how good this car is. For starters, I don't think I've ever seen a rollcage that has been so impeccably made, modified, and so carefully and cleverly integrated into the bodyshell. Little wonder Carl's so pleased with his new purchase! Mind you, he had to do a lot of arm twisting before GSM would part with the Mini.

"GSM builds a number of Minis for motorsport, including Mini Miglia racing," explains Carl. "This one was built to Miglia spec - and then some! I'd heard about the car beforehand and began pestering John Casey at GSM to sell it. It took me almost 12 months before he agreed. I knew the car →



“Until I saw it in the flesh, I just didn’t appreciate just how good it was...”

was quick, because John’s son, Richard, used it to take the class record at Harewood Hillclimb. I also knew it was very well-prepared, but until I saw it in the flesh, I didn’t appreciate just how good it was.”

Good, and good to go. The Mini was supplied as a turn-key car, ready to race. All Carl had to do (ably assisted by his pit crew – namely his wife Ellie!) was give it a polish, and it really didn’t even need that. It’s just that Carl likes his cars to be surgically clean. In Carl’s eyes, car cleanliness is next to Godliness. With its beautifully-applied Ferrari Rosso Red paintwork, contrasting white roof (a classic touch), carbon-fibre arch extensions with exposed weave and its body-coloured carbon bonnet and bootlid, this Mini is drop-dead gorgeous. I’d even go so far as to say that it’s one of the best-prepared and best-looking Minis I’ve ever had the pleasure to set eyes upon, not to mention its drool-worthy specification.

THE BUILD

GSM Race Fabrications in Lancashire is accustomed to building high-spec performance cars, including Mini Miglias and race-spec MINIs. This one was built-up from a new shell, the ‘cage’ fully welded in place with plenty of extra strengthening where it matters. Once complete, Richard Casey took the car to a class record at the Harewood Hillclimb, a historic motorsport venue just north of Leeds.





Nothing but the bare essentials here - seat, harness, switch panel and the incredibly intricate weld-in 'cage'.

ENGINEERING PERFECTION

If you could draw up a Mini wish list of high-performance components, I reckon that just about every part you wished for could be found on this car. An ultimate A-Series based Mini? You bet!

"It's got the best of everything really," admits Carl, smiling. "The bodyshell is seam-welded and strengthened, the doors are lightened, there are polycarbonate windows side and rear, and the rollcage is incredible. Plus there's the Stack instrumentation, aircraft-spec wiring loom, dry-cell race battery, Motordrive seat, six-point Sabelt harness and Momo racing steering wheel. I did have to extend the gear lever though, as the original was too short and a bit of a stretch for me. The longer lever falls to hand easily and makes for better gear changes."

Talking of gear changes, this Mini features a Swiftune gearbox with Swift-

Shift, straight-cut dog-engagement gears and a Gripper diff. Then there's the engine: "The engine's a full-race 1380cc A-Series which has been built and modified by Brett Sims," tells Carl. "It has a KAD 16-valve head, revs to 9250rpm, and it's fantastic. The block features a dry-deck kit which seals off the existing waterways and uses an outlet in place of the core plug. This conversion, which also uses an electric water pump, increases coolant flow to the head and equalises running temperatures across the cylinders."

The KAD 16-valve cylinder head, a real beauty, has also been modified by former Longman man Sims. It inhales through Jenvey throttle bodies and exhales via a KAD exhaust manifold and a bespoke GSM exhaust system with twin rear silencers.

"I've found it to be a very driveable engine," reveals Carl. "The Omex 600 engine management helps no doubt, but



Six-point harness keeps you pinned to the seat.



Basic gauge panel with top-spec race dials.



48

LOW HEADROOM
UNDER SHEDS

Wide Avon cut slicks give massive grip, whilst the front-mounted rad keeps the KAD engine in check.

49

TECH SPEC

BODY All-steel shell prepared by GSM Race Fabrications, strengthened and seam-welded, polycarbonate windows, carbon-fibre bonnet, boot and Miglia arch extensions, door innards removed, tubbed rear arches, modified front panel, external battery cut-off, sprayed in Ferrari Rosso Red. Weight: 600kg.

ENGINE 1380cc A-Series with forged pistons, steel rods and crank, KAD 16-valve cylinder head, Jenvey throttle bodies, Omex 600 ECU, KAD 4-2-1 exhaust manifold, GSM twin-box exhaust system, bespoke aluminium radiator, dry deck kit, electric coolant pump, no alternator, alloy fuel cell, swirl pot and Facet electric fuel pump. Estimated maximum power: 170bhp @ 9250rpm, 120 lb.ft @ 6700rpm.

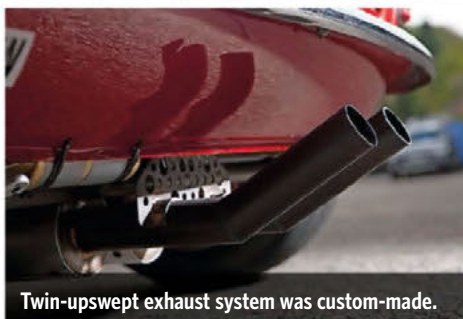
TRANSMISSION Swiftune four-speed dog box, straight-cut gears, straight-cut drop gears, race-spec clutch and lightweight flywheel.

SUSPENSION Competition rubber springs, Proflex remote reservoir dampers. KAD front and rear anti-roll bars, KAD alloy rear arms, adjustable lower arms and tie-rods, Rose joints and polybushes.

BRAKES KAD six-pot alloy callipers, vented and grooved 10.5-inch discs with Ferodo road pads, Minifin drums with spacers with Ferodo road linings at rear. KAD bias bar pedal box, Aeroquip hoses.

WHEELS AND TYRES Barnby Engineering (MB) 7x13-inch magnesium split-rims, 7.2/20x13 Avon slicks at rear, 7.0/20x13 Avon slicks front.

INTERIOR Stack tacho, Racetech oil pressure and coolant temperature gauges, Motordrive seat, Sabelt six-point harness, Momo 13-inch quick-release steering wheel, Varley race battery.



Twin-up-swept exhaust system was custom-made.




Carl now has a class record-breaking car on his hands to take on the hillclimb circuits in 2014.

it's the KAD conversion and Brett's expert modifications and build that have really made it as good as it is. It's quite a step up from a more traditional A-Series and the sound it makes is fantastic! To be honest, I'm still learning how to make the most of the power – and how to drive the car. It's beautifully set-up and has KAD alloy rear arms, KAD anti-rollbars, Proflex dampers, Rose-joints, and a solid-mounted front subframe, but it still takes some hanging on to. The rear end wants to go sideways, especially in the wet. It's a super fast car, but scary too!"

When Carl needs to slow things down, he knows that the brakes are amongst the best in the business. Tucked up behind those delectable 13-inch magnesium split-rims, you'll find KAD six-pot alloy callipers and 10.5-inch vented and grooved discs up front, with Minifins at the rear.

"The brakes are superb," enthuses Carl.

"In fact, like the rest of the car, I'm still learning just how good they are. In the dry, on slicks, you can stand the car on its nose! There's a KAD bias system and the front/rear balance seems perfect."

In fact, perfect would seem to be the ideal word to sum up this mighty Mini. Admittedly a no-expense spared build, it nevertheless retains its classic Mini appeal, charm, and looks. Carl could strip it of its lights and bumpers, but has refused to do so, reasoning that in its current guise it looks like its production counterpart, and is all the better for it. I agree. Indeed, on the day of the shoot at Shelsley Walsh Hillclimb, despite being surround by mega-budget, mega-horsepower machinery, it was this Mini that most people were drawn to. The interest it engenders is incredible – although it's easy to see why. Good luck for the rest of the season Carl, and keep flying that Mini flag. 

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CONCOURS MAYFAIR

BALAI



WINNING ACT

With the UK's erratic weather changes, keeping a daily driver clean is hard enough, but James and John Connor wanted theirs to be a show winner.

Words **Matthew Parkinson**
Photography **Chris Wallbank**

Fancy buying a classic car? It couldn't be easier. You've got a whole range of model-specific magazines bulging with bargains, a raft of internet classifieds to leaf through, and if all else fails, you can resort to internet auction sites, place your bid and hope for the best.

With all that, you'd think that it would be far easier to track down an old Mini nowadays than it would have been 20 years ago. However, the inconvenient truth is that there simply aren't as many around as there used to be. Instead of simply popping over to see what your local Arthur Daley wannabe has in stock, you might find yourself working a little harder to track down a good car – as father and son duo John and James Connor discovered.

REALITY CHECK

In his youth John had favoured two wheels over four, but with James now looking to take to the open road, he was keen to dissuade him from following in his footsteps. The only car that had really piqued John's interest was his Porsche 944. Whilst this might have appealed to James, insurance companies weren't so enthusiastic.

Thankfully, James's expectations were a little more realistic. "It was definitely going to be a classic, even if it wasn't a Mini," says James, who also considered a Volkswagen Beetle. A Mini was the favoured choice though, and so began the hunt. Unfortunately, so did the realisation of how much things had changed since John's last Mini. "I couldn't believe how much they were going for!" exclaims John, having only paid a couple of hundred pounds for his last Mini. Things were looking bleak. Not only were the prices far higher than John imagined, he hadn't anticipated having to travel hundreds of miles for a solid car. "There was a Mini I was going to have a look at in Reading," he says. "It was a 1275, but he wanted five grand for it."

James's hunt for a Mini had seemingly fallen at the first hurdle, but it was at this lowly point in the search that the tables turned for the better. He had been left a trust fund by his grandmother, who passed away when he was just seven, and it had now matured to the point that he had enough money to go out and buy a tidy Mini. The only remaining problem would be finding one closer to home.

SERENDIPITY

John called on contacts from years of tinkering with old cars and bikes, and it wasn't long before a close friend was able to deliver the goods. The car was a 1989 Mini Mayfair, which had been locked in a garage for three years after the owner's husband had sadly passed away. "It had been well sorted and semi-restored," says John. "Best of all, it was within a five ➔



THE REBUILD

This cool Mini Mayfair had already been well looked after with some subtle tweaks, but James and John decided to go a step further. The Rover alloys wheels were swapped for 10s, the chrome arch covers were removed and it was then subject to a full-body respray in BMW Carbon Black.



minute walk of our house – it's as if it was meant to be!"

With so much sentimental value attached to the car, the seller wasn't sure if she would be willing to let it go. But as if the discovery of a solid Mini so close to home wasn't enough of a surprise, there was another one waiting for John when he knocked on the vendor's door. "As soon as I saw her, the penny dropped," says John. "When I was in my mid-20s, we'd worked for the same company." Fortunately she remembered John, and felt she could trust him with her late husband's car.

"The bloke who had previously owned it had done an absolutely cracking job," adds James. "It was so clean, there was no rust, rot or anything like that." But although sitting in a dry garage for three years hadn't done the bodywork any harm, John and James feared that other parts of the car may have suffered. Fortunately though, the verdict from the car's first MoT under its new ownership was

nowhere near as bad as it could've been. "It only failed on a split steering rack gaiter and one of the headlights being out of alignment," says John.

CHANGE OF COURSE

The car was soon given a clean bill of health, and it wasn't long before John and James decided to show off their new purchase at Stanford Hall. Unfortunately, their trip out wouldn't get off to the best of starts. "I was overtaking an articulated lorry and the bonnet came up," John recalls. "It totally wrecked the bonnet and did a bit of damage to the scuttle and the front wings."

After making it to the show, John and James managed to obtain another bonnet, and with some help from fellow Mini owners, got it fitted so they could return home safely under their own steam. But with the front-end damaged, they had to decide what to do next. The car had previously been painted in BMW

"It totally wrecked the bonnet and did a bit of damage to the front wings..."



Carbon Black, and though the duo were fond of the colour, the painters assigned with the task of trying to blend in the newly-painted areas were not. John and James took the only option left to them, and forked out for a full body respray. "It all went back to clean steel again," says John. "It was then resprayed, and with it starting to look a little bit better, I started getting a little more heavily involved in the show scene."

Looking at the car, that's no surprise. The car is now resplendent in a spotless coat of colour, with flecks of blue that really come alive when the sun shines. Teamed up with a sliver roof and mirrors, red Cooper badging and four auxiliary lights, you'd be very hard pushed to recognise the car's humble Mayfair origins anymore.

But it's not just paint, as the floodgates were now opened for more tweaks and changes. The 12-inch 'Pepperpot' alloys that came with the car were ditched in favour of a set of 10-inch Dunlop D1s and a Cooper S 7.5-inch disc conversion. And whilst the chrome wheelarch covers were ditched for being 'too blingy', a set of Innocenti chrome door surrounds were sourced from a French Mini enthusiast for a subtle touch of classic styling.

It's a bit plusher inside too – again, you'd never guess it wasn't a Cooper. Genuine Rover black leather seats embossed with Mini Cooper logo were fitted by the previous owner, and have been teamed up with a genuine walnut dash. The John Cooper window winders and door interior door handles are the real McCoy too, as is the wood-rim Moto-Lita steering wheel. Elsewhere, you'll also find a matching centre console and a smattering of ICE – something no young Mini driver can live without.

"It's a bit plusher inside too – you'd never guess it's not a Cooper..."

Twin-carb'd 998 has been tuned-up with an MG Metro cam, Mini Sport modified head and an Aldon distributor.



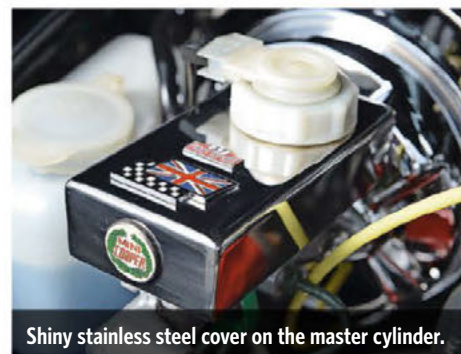
ATTENTION TO DETAIL

John's quest to get the car ready for the shows meant that he was making plenty of small but time-consuming changes. This could've caused problems between himself and James, who relied upon the car for getting to college or work, but it didn't. "If I can find the right bits at the right price, I'll buy them and get them powder-coated or refurbished. That way, on any odd days when James is not at college or at work, I've got the nice clean part to bolt on," John explains.

Their system worked very efficiently, but an alternative approach was needed for some of the more time consuming jobs if the Mini was going to remain on the road as often as possible. For instance, the camshaft was changed with the engine in situ – a potentially tricky job for the have-a-go hobbyist, but



Even the top rad bracket has been spruced-up.



Shiny stainless steel cover on the master cylinder.



5x10-inch Dunlop D1 replica alloys looking good.



Custom Paddy Hopkirk decal sits on the bootlid.



Red rally logo is finished in silver to match the roof.

TECH SPEC

BODY 1989 Mni Mayfair, fully rust-proofed, colour-coded Rover arches, stainless steel bumpers with corner bars and over riders, Cooper grille, Cibie halogen headlamps, Rover fog and spot lights with Lucas covers, red Cooper badges, custom Paddy Hopkirk graphics, twin flip-top fuel filler caps, Cooper boot board brackets. Paint: BMW Carbon Black with a silver roof and mirrors.

ENGINE A-plus 998cc engine, flat top pistons, Mini Sport Grand Tourer head with 32/28mm Rimflo valves and steel valve guides, Mini Sport 1.5:1 roller-tip rockers, MG Metro camshaft, twin 1.25-inch SU HS2 carburettors, Janspeed inlet manifold, original Cooper twin air box with K&N filters, braided fuel lines, Aldon non-vacuum distributor with electronic ignition, Manifold Freeflow exhaust manifold, Manifold twin-box side-exit exhaust system.

TRANSMISSION Standard four-speed rod-change gearbox, 3.1:1 final drive ratio.

SUSPENSION Dry suspension with refurbished subframes, poly bushes, Koni adjustable dampers.

BRAKES 7.5-inch Cooper S front discs and callipers (front), Minifin drums (rear).

WHEELS AND TYRES 5x10-inch Dunlop D1 replicas with 165/70x10 Yokohama A008 tyres.

INTERIOR Genuine Rover black leather seats embossed with Mini Cooper logo, genuine Rover walnut dash, auxiliary John Cooper Garages clocks, John Cooper window winders and door interior door handles, Moto-Lita John Cooper signature wood-rim steering wheel, Newton Commercial black moulded carpet, Paddy Hopkirk cream-edged black overmats, centre console in matching walnut black and cream trim, Sony CD player, pair of 6x9-inch Blaupunkt rear speakers fitted into speaker board below rear seats.



James and John at the British MiniFest concours.



Hard work pays off with a British Mini Club award.

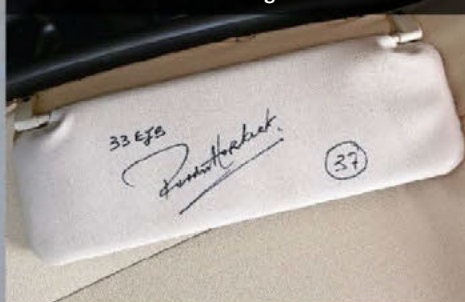
perfectly feasible for a veteran Mini mechanic such as John's friend Graham. "He's always there to help us if there's something I can't do," says John. In addition to the MG Metro cam, twin SU carburettors were added as well as a neat Cooper airbox. They're all now housed in a beautifully presented engine bay, which includes a host of stainless fittings, black silicone hoses and neatly plated ancillaries.

Don't go thinking that John simply opened his chequebook every time something was added, however. Instead, it was the result of hard work and a little bit of wheeling and dealing to trade parts he had for parts he needed. But for the pair's next idea, there was no 'off the shelf' solution – at least, not in John's eyes...

PAYING TRIBUTE

The plan was to pay tribute to one of the most famous drivers to get behind the wheel of a Mini, but after the pair's recreation of Timo

The main man himself even signed one of the visors.



Tidy boot area with a matching wheel and tyre.



Makinen's bonnet-popping incident during the '67 1000 Lakes rally, you can forgive them for opting to pay homage to Paddy Hopkirk instead. The incident obviously hadn't put the duo off, as it was their return to Stanford Hall which set the ball rolling on the Mini's new theme. "James had his picture taken with Paddy on the Mini Sport stand," says John. "Later he got runner up at the show, and as it was Paddy that was presenting the trophies, he had his picture taken with him again. James was in awe."

The pair now had a direction in which to take their styling, asking themselves what a Paddy Hopkirk limited edition Mini might look like. They started simply enough with a set of Paddy Hopkirk mats for the interior, but when John found some suitable Paddy Hopkirk Monte Carlo Rally decals, they didn't quite match what he had in mind. "The stickers are usually white and red, but we decided that because the roof is silver, they needed to be silver and red," he explains. "So we had those decals custom made as a one-off." As a twist on the popular 'John Cooper' signature stickers, John also had a set of stickers made up from a scan of Paddy's autograph, while the red brake callipers,


Paddy Hopkirk-branded rover cover T-bars and several other under-bonnet trinkets add to the look. It may not sound much on paper, but these subtle additions have been very cleverly thought out and are very effective.

AWAITING APPROVAL

The acid test for John and James' work would be the British Mini Club's annual MiniFest at Uttoxeter Racecourse, and it wasn't long before it came to fruition. "Is this a Paddy Hopkirk limited edition?" asked one show-goer, "when did they do this?" enquired another Mini fan.

There was only one man who could truly validate John and James' achievements though, and that was Paddy Hopkirk himself. Returning to Stanford Hall two years on from their first encounter with the Mini maestro, the pair were keen to steal a minute or two from his busy schedule. Amazingly he agreed to pose for photos sat inside the Mini, with both the father and son soon finding themselves on first name terms with the rally ace. "James was being polite, and kept calling him 'Mr Hopkirk'," says John, "but he turned round and said 'please, call me Paddy'. He was a real gentleman."

Two years ago, it was James who had been in awe upon meeting his hero, but according to John the tables had turned, and this time it was Paddy who found himself in awe at the car bearing his name. To be honest though, we aren't surprised – even the most famous Mini names cannot fail to be impressed by this car's immaculate condition. It really is remarkable when you consider it's used as a daily driver.

Of course, there are countless revered Mini celebrities that John and James could have paid tribute to, but though they have all contributed to the Mini's success in one way or another, Paddy Hopkirk has continued to fly the flag for our little car in both old and new guises. It's only right that members of the Mini scene return the favour, and with their brilliantly-presented creation, John and James have made a superb job of it. 

THANKS TO:

John and James would like to thank:
"Our good friend Graham Ashby who without his help and knowledge, our car would not be in the condition that it is today. He is always there to give us a helping hand and advice as and when needed. Special thanks also to Mini Sport, and especially Brad Smith, for the service the company has always provided us with."

"The plan was to pay tribute to one of the most famous Mini drivers..."



Black leather seats are from an SPi Mini Cooper.



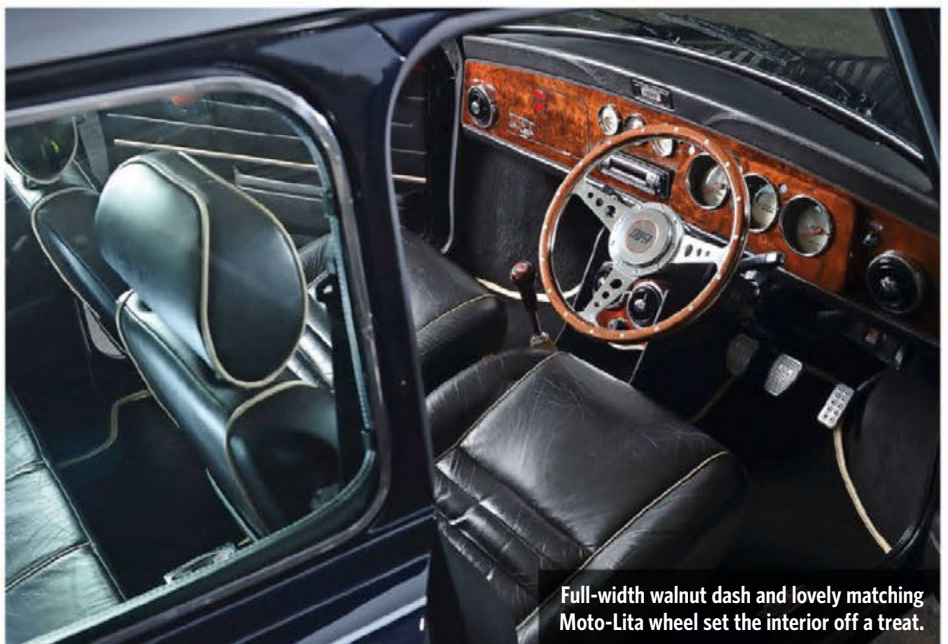
Genuine John Cooper signature gauges in the dash.



Cream-faced dials for a classy late Rover look.



Fancy door furniture also rescued from a Cooper.



Full-width walnut dash and lovely matching Moto-Lita wheel set the interior off a treat.

LIFE OF RILEY

From scrapyard find to stylish daily drive, Ivan and Alison Fryett's 1969 Riley Elf has overcome all the obstacles en route to becoming the perfect usable classic.

Words **James Ruppert** Photography **Matt Woods**



van and Alison Fryett have got it made. Not only have they created their perfect car, they've also committed themselves to driving it every single day, rain or shine, winter or summer. But first they had to choose exactly which classic car was going to be such an integral part of their everyday lives.

"We both wanted something that was different," says Ivan. "Having looked at Anglias, Escorts and Capris, we thought they were quite underwhelming. Then Alison spotted a Riley Elf, and we decided we had to have one."

So why an Elf? "Well we loved Minis, but the Elf was a real twist," adds Ivan. "Compared to the Wolseley Hornet, it is a little more luxurious, with the full-width

dashboard. We also loved the wind-up windows and the really practical boot."

THIRD TIME LUCKY

So far, so Elf then. But before we get to the lovely example you see on these pages, there were a couple of other Elf-shaped false starts. First there was Ruby, a Mk3 model. "She was red and we found her through the small ads in London," remembers Ivan. "The car looked great but we soon realised after using it that the rebuild had not been carried out to the highest standards. The panel gaps were all over the place and in winter there were some very nasty draughts."

Clearly Ruby wasn't quite right, but there was one thing about it that appealed. It was built in '69, the same year as Alison was

born. So the couple now searched online, and through the magic of the internet located a 1969 Riley Elf that was not only cheaper than Ruby, but in much better condition. Painted blue with a white roof, it became known as 'Smurf', but only proved to be reliable for a short while.

"After a few months the temperature gauge suddenly shot up and we took a closer look and noticed that the block had cracked," says Ivan, shaking his head before recalling his simple solution. "K-Seal sorted out the problem for quite a while; it was brilliant and stopped the leak to give us time to think about what to do next."

This is the point at which Ivan got a call from his nephew, who knew all about his uncle and aunties' slightly odd, ongoing →



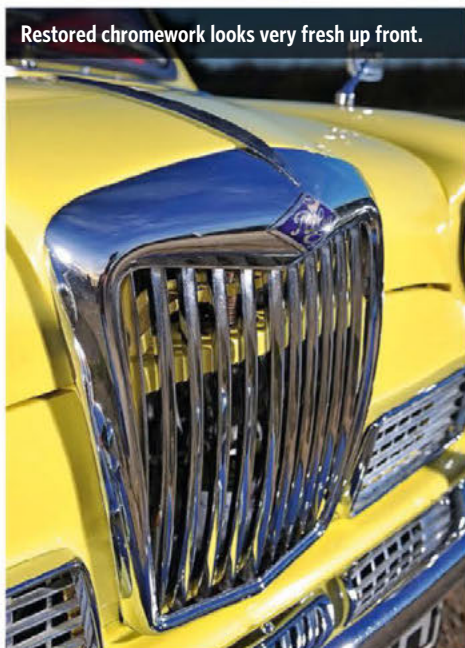


“He immediately hopped into his van and set the sat nav for the scrapyard...”

Large boot is pretty handy for the daily duties.



Restored chromework looks very fresh up front.



Elf obsession. The call went something like this: “Uncle, I’m in a scrapyard and I’m looking at a Riley Elf.” That was all the encouragement that Ivan needed. He immediately hopped into his company van and set the sat nav for said scrapyard.

“When I got there, I couldn’t see it at all,” recalls Ivan. “I asked the yard owner where the Elf was and he pointed upwards. There, right on top of three other cars teetered our new project.” Also a 1969 Mk3 model, the car was originally an automatic. “Someone had clearly started a restoration, as there were several new panels,” adds Ivan. “All I can say is that it’s a good job the Elf wasn’t at the bottom of that pile of cars.”

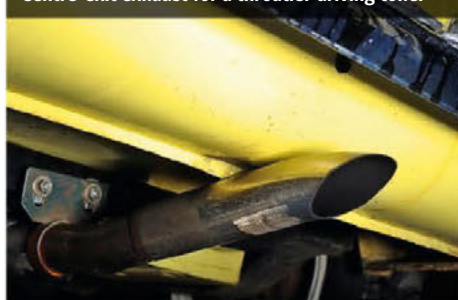
Ivan asked the owner to pluck the car off the top of the pile and put it in the back of his van, all for the bargain price of just £55. The trouble was there were two other Elfs back at home to contend with. Ivan and Alison

quickly rationalised that collection by designating Ruby as the donor car for the new build, and persuading a man who came to lay some tarmac that he needed a Smurf in his life. That left the way clear to resurrect their new Elf, which became known as ‘Primrose’ after its paint colour.

RIGHTING WRONGS

At this point in a feature, we usually detail what happened next when it came to restoring the bodywork and mechanicals. However, Ivan and Alison have an extremely busy aviary business to run, so rather than tackle the work themselves and most likely never get around to finishing it, they entrusted their Elf to a professional restorer. Work began in 2008, with the car stripped, shot-blasted and totally restored. Well, sort of. We won’t mention any known nationalised classic car outfits or just how

Centre-exit exhaust for a throatier driving tone.



Ivan and Alison with their pride and joy.



Tuned 1275 GT engine was rebuilt by Paul Inch, and now features twin carbs.

much money changed hands, but it is fair to say that Ivan and Alison were very disappointed. Very quickly bad bodes came to light.

Amongst the very worst of these was the cylinder head, which clearly wasn't helping the 1275 GT engine to fire on all cylinders. That was because a washer had been left between the head and block before being bolted down – yes, really. Not only that, the engine hadn't been fitted correctly in the subframe, which explain why the car was effectively eating CV joints and balljoints every couple of weeks.

If Ivan and Alison were not such positive people they might have abandoned or sold on their Elf. However, they were not going to let some unprofessional idiots spoil their dream. Instead they dusted themselves down and got on with the job of making their perfect car.

One of the keys to doing this was hooking up with the Snetterton Speed Shop, where owner Jonathan Lewis had the rolling road and skills to set Ivan and Alison's Elf up properly. As smoke poured out of the engine it was obvious that not only was the engine installed incorrectly, but the piston rings had gone and a full rebuild was in order. Here was the opportunity to make the 1275 GT engine just a bit more responsive.

Jonathan sent the engine to pal and fellow

racer, Paul Inch, to be refreshed at his premises in Plymouth. It was fitted and run-in for 500 miles, then went back to Jonathan for the head to be torqued back down. However, he noticed severe issues with the whole braking system, so fitted a new system complete with new discs and Mintex pads. At this point, he also made a few further upgrades. "Jonathan fitted a pair of 1.25-inch SUs and a bigger exhaust which pushed the output up to 85bhp," says Ivan.

Fortunately the gearbox had been properly rebuilt at Jack Dain Transmission repairs in Norwich, so there were no issues there. Ivan and Alison also decided to stick with the hydrolastic suspension. "We are too old to be bumping around the road, we wanted the comfy option," says Ivan. Luckily he had already invested £100 in a hydrolastic pump, so he would not have to spend £50 a time righting the Elf. So far though, he's not needed to use it.

SUNNY SIDE UP

The oily bits are undoubtedly well sorted then, but what really grabs your attention is the Primrose Yellow paint finish. Chosen by Alison, it's been topped off with a Snowberry White roof that you might just miss if the sun was a tad too bright. Complimenting it all is a glint from the stainless steel wheelarch covers, which fit over the Mini Special-type plastic arches that have been used. "I could ➡

THE REBUILD

Ivan and Alison already owned a red Elf and a Blue example (pictured) before they purchased Primrose from a scrapyards for a mere £55! The car was restored by a so-called professional firm, but bad bodes quickly came to light. However, it's now been fully remedied with fantastic results.



RILEY ELF



6x12-inch Superlights are swapped over for Compomotive alloys for the shows.



Mini racer Jonathan Lewis gets behind the wheel of this brightly-styled classic.



The Primrose Yellow paint is not an original Mini shade, but it looks the part on this Mk3 Elf.

The hydrolastic suspension remains, for a smooth and comfortable ride.



have had these colour keyed, but to us it makes the car come alive," says Ivan. They just about cover a set of white 6x12-inch Superlight alloys and Yokohama A539 tyres, which are the daily wheels of choice. When it comes to posing or shows, on go a set of rather lovely 5.5-inch wide Compomotives. Ivan reckons they need a proper polish to be absolutely perfect.

The finishing touch outside is the yellow tinted headlamps. Alison fell in love with them at a Norfolk Mini Owners Club meeting and resolved to get a pair. Incredibly, a visitor to the couple's aviary business had a set and they swapped an equally yellow canary for the colourful headlamps. These were topped off with natty chrome peaks.

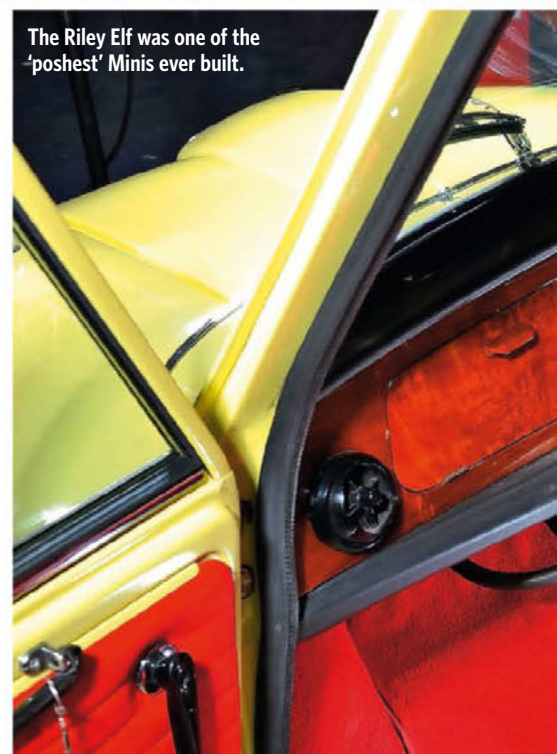
Moving inside, the car's colourful nature continues. Riley Elfs are notable for their plush interiors, but this one is especially alluring. The original leather seating was

already red, but now it's been retimmed in a brighter shade and augmented by white piping. The matching carpet is a deep pile affair with neat bound edges, while the wooden gearknob compliments the original full-width dashboard.

ESSENTIAL EXTRAS

Sat on the rear seat is a picnic basket that Alison found in a charity shop, which Ivan describes as "pretty much compulsory." And when the picnic pangs strike there's a tartan rug on the parcel shelf, which has been an integral part of Ivan's motoring since he passed his test. The proper Routemaster bus-style period steering wheel remains too, but a reminder that this is 2014 is provided by the sat nav that doubles as a speedometer. This provides a little more accuracy than the centre speedometer following the swap to larger 12-inch wheels.

The Riley Elf was one of the 'poshest' Minis ever built.





TECH SPEC

BODY 1969 Riley Elf, stripped, shot-blasted and restored, refurbished brightwork, Mini Special-type wheel arch extensions with stainless covers. Paint: Primrose Yellow with Snowberry White roof.

ENGINE 1275cc A-Series from 1275 GT, rebuilt by Paul Inch and rebored plus 0.020-inch, twin 1.25 SUs, twin pancake filters, Lucas sports coil, Dynamo, LCB manifold, Manifold centre-exit exhaust system.

TRANSMISSION Four-speed manual gearbox rebuilt to standard specification.

SUSPENSION Standard hydroelastic set-up.

BRAKES 8.4-inch disc and calliper assemblies with Mintex 1144 brake pads (front), drums (rear), new master cylinder and brake lines.

WHEELS AND TYRES 6x12-inch White Superlight Softline wheels with 165/60x12 Yokohama A539 tyres, or Compomotive 5.5x12 alternative wheels.


INTERIOR Standard seats retrimmed in red with white piping, matching doorcards, red carpets with bound edges, new seatbelts, original dash and steering wheel, original wooden dash, picnic basket on rear seat.

"Every time we get in the car we smile – no other car could possibly do that..."

The car has certainly come a long way since it was found in a scrapyard more than six years ago, but are its owners happy with the result? "What we have is an Elf with attitude, and that is exactly what Alison and I wanted," says Ivan. "Every time we get in this car we smile – no other car could possibly do that. In fact, we decided not to fit a radio and find that as a result we chat on every single journey."

Obviously there is a company car and van, but genuinely the Elf is the only way that Mr and Mrs Fryett get to work everyday. Ivan also says that if a run to the post office is required during the day, then he will always take the Elf. Oh, and maybe if

he needs to pick up some stock that doesn't require a panel van, then the Elf will always be pressed into service. Of course, the Riley's larger boot gives it a considerable advantage over a normal Mini saloon – there's a surprising amount of usable space in there.

It's been a tough job to get Primrose to this brilliant, practical and pristine stage, but it's been worth it. "We plan on keeping it forever, as it is all the car we will ever need," says Ivan. Unlike so many classic car restorations this Elf has been built to be used, and there's no doubt that Ivan and Alison are having the time of their lives doing just that. 

Seats have been retrimmed in a brighter shade.



Compulsory picnic basket, in case the sun shines.



Refurbed walnut dash retains the original clocks.



1275 GT

CLUBBING TO



TOGETHER

Having met through their local Mini club, Carl and Becky Lewis have cemented their love for all things Mini with this pair of slab-front stunners.

The modern world is chock full of different ways to meet your life partner. There's blind dating, speed dating, double dating and a whole host of websites for those who prefer to do things online. But Carl and Becky Lewis from Bournemouth did things the retro way, by meeting face-to-face down the pub. And they were brought together through a combined love of all things Mini.

The couple met nearly five years ago at their local Mini Club meeting, and got married last October. With a driving history of seven Minis between them, there was no way that some very special small cars weren't going to figure massively in the wedding plans. But it was a close call and a huge task to get these two immaculate slab-fronters paired up ready for the big day.

RUSSET AND RUST

Carl's Mini was newly purchased just about the time he met Becky. "It came to me as a quick restoration project early in 2009," he says. "Overall, the shell wasn't too bad but was very tired and, worst of all, it was that poo brown colour..." (We think he means the delightful shade of Russet.) "As far as the bodywork was concerned I could only see a few areas where patching would be needed here and there, but the sills were awful," he continues. "I

pulled off the nasty set of oversills to find some more oversills... and then in places there were remnants of a third set!"

That lot was quickly replaced by doing the job properly and welding in complete new sills on both sides. This was followed by a solution for a rusted-out boot floor, which was discovered once a closer inspection was carried out. The whole lot was chopped out and replaced by a carbon-fibre panel, with the battery being relocated to a custom-made battery tray. With other localised patches of rot cut out and replaced, the bodywork was deemed to be excellent again and the whole shell was treated to an inside-outside-and-underneath coat of BL Antelope. This is a dark shade of beige that Carl had spotted on a magazine feature car many years ago and filed away in the memory banks (and one that is, obviously, far more pleasing to him than poo brown). To finish the profile, a set of fibreglass Group 2 wide arch extensions went on in contrasting black.

"The plan, once I'd gone for the carbon-fibre boot floor was to create a lightweight race-style Mini with some quirky features," says Carl, "so all the way through I've tried tricks to keep the bulk off and bought parts that I've seen and thought 'that'll be a bit different'." With this in mind the Mini is now purely a two-seater, with a



“Virtually every nut and bolt has been replaced by brand new ones on both mine and Becky’s Minis...”



pair of Corbeau buckets, a rollcage and set of Sparco harnesses installed. The race theme continues with a carbon-fibre look dash, which is kitted out with a Koso digital dash, Motormeter gauges and a Savage aero-style switch panel. Throughout the cabin the Antelope paint is complemented by blue detailing to the rollcage, the door panels and Mountney steering wheel. And the ‘quirky’ brief is carried out with touches like the skateboard wheels converted into window winder handles.

There’s a powerful ICE set-up too, based around an Alpine head unit and speakers that mount on the dash in place of the air vents. Carl’s proudest part of the install is the Audiobahn sub, fed by an In Phase amp, which is mounted in the bulkhead. “So many people told me it was impossible to do that without losing some strength from the shell,” he says, “but there’s no loss of rigidity with how I’ve done it.”

FEEL THE FORCE

Outside, the themed styling continues with F1 mirrors, clear rear lenses, neat LED front indicators, and most notably those beefy seven-inch wide alloys. “They are Mini Special wheels, machined down and converted to split rims by Force Racing,” says Carl. “And I know that the rims are held on by 96 bolts, as my father-in-law Malcolm kindly took on the job of replacing each and every original bolt with some stainless ones from Smiffy’s Bits. I’m probably one of Smiffy’s Bits best customers, because virtually every nut and bolt on both mine and Becky’s Minis has been replaced by brand new ones from its catalogue!”

Mechanically, Carl had to come up with some good ideas to match the looks of his Mini and that’s exactly what he’s achieved. The suspension is based around GAZ adjustable dampers with a Minitastic fast

road coil-spring conversion kit and Hi-Los. “I can’t recommend this set-up enough,” he says. “A lot of early coil-spring conversions gave a very harsh ride but this is the exact opposite. The drive is sporty and firm, but amazingly comfortable too – I love driving this Mini.” Stopping the car is a pair of Mini Sport four-pot callipers and new discs, with Minifins at the rear, all assisted by a servo, which came with the car but needed to be completely refurbished.

Probably the only part of Carl’s Mini that he doesn’t love so much at the moment is quite an important one – the engine. It’s a 1293cc motor with a single HIF44 carb, 286 cam, 1.5 ratio roller rockers, Megajolt ignition, Manifold LCB and a Fletcher DTM straight-through exhaust. “In its current state of tune its kicking out 92bhp,” he says. “But over the years I’ve had a few problems, including the big-ends lurching on a trackday at Castle Combe. So I’ve had



Carl’s Mini ‘Special’ Exaction alloys have been converted to wider split-rims by Force Racing.



The styling is clean and simple with some cheeky extras.



enough of it really, and in the build is a bit of an experimental 998cc turbo unit – hopefully that should be quite a lot of fun.”

Whatever the problems Carl has had though, there's no denying that the motor and bay look immaculate. Its clean look is helped by a custom hidden wiring loom, and lots of trick components like the drilled aluminium DSN engine steady, polished and chromed accessories, the trick Grim Reaper rocker cover (a hydrographic design by Wicked Coatings) and matching dipstick from The Tiny Car Company.

TAKE TWO

When Carl's Mini hit the road and the couple were well and truly into their relationship, it was time to think about getting Becky a new car to replace a tired Equinox she was driving. “I think she was a little bit jealous of my Mini,” Carl says... carefully! “The obvious choice was to get another Clubman,

and a couple of years ago we were put on to a local car with a twist.” This was a genuine 1275 GT, but it had started out its life a long way away from the south coast of England. Rather it was a South African-spec model, made in the Blackheath Factory in Cape Town. “We have no idea of why such a Mini came to be for sale near to us,” Carl adds, “but it was a bit different and appealed on rarity value alone.”

Unfortunately, rarity value was about all the car had going for it, as when inspected the bodywork was discovered to be in far worse condition than Carl's Mini had ever been. So the project stalled for many months, until Carl had a clever idea. And for clever, read ‘stupid’. “With less than six months to go I suggested it would be good to have both Minis ready for our wedding last October,” he says. “And Becky agreed, so I had landed myself right in it!”

With such a tight deadline and so much

work to do, Carl decided he could not take on the task of restoring the body as he had done with his own Mini, and this work was farmed out to P&S Auto Services in Poole.

“The thing had been butchered in a previous attempt to restore it and was a death trap really,” says Carl, “so basically P&S was tasked with replacing every panel from the doorsteps down, plus fitting new wings and a front panel. In just three months it was turned around and brought back to us with some Group 5 arches fitted and all freshly painted in Becky's choice of Smoke Grey – an incredible job.”

During those months Becky and Carl had not been idle though, and had gathered everything together to refit the GT in the couple of months before the wedding bells deadline. A full Cooper interior, including dash top, dash rail, door cards and parcel shelf had been prepared in blue leather and velour, with contrasting pink detailing. ➔

“With less than six months to go I suggested to get both Minis ready...”



Becky's Smoke Grey GT started life in South Africa, assembled at the Blackheath factory.



6x12-inch JBW Rose Petal alloys perfectly suit the more refined styling of Becky's 1275 GT

1275 GT

TECH SPEC

CARL'S:

BODY restored 1979 shell, carbon-fibre boot floor, Group 2 wide arches, LED front indicator conversion, clear rear lenses, Demon Tweaks F1 wing mirrors, DSN RetroSport lightened door and bonnet hinges, shark-fin roof aerial, Sticky Fingers decals. Paint: Antelope.

ENGINE 1293cc A-Series, 286 cam, 1.5:1 ratio roller rockers, HIF44 carburettor, K&N cone air filter, Megajolt ignition, Manifold Stage 2 LCB, Fletcher DTM straight through stainless exhaust system, custom 'skull' rocker cover, Tiny Car Company Grim Reaper character dipstick, Samco silicone hose kit, Specialised Radiators extra capacity rad, oil cooler, DSN ultimate engine steady, chrome engine breather, hidden wiring loom. Power 92bhp.

TRANSMISSION Four-speed gearbox with four-pin diff, KAD quickshift, drilled clutch housing.

SUSPENSION Dry suspension with GAZ fully adjustable dampers, Minitastic fast-road coil spring conversion kit, Hi-Los, poly-bushed throughout.

BRAKES Mini Sport four-pot callipers and discs (front), Minifin drums (rear), servo.

WHEELS AND TYRES 7x10-inch Force Racing Mini Special split-rims with stainless steel bolts, Yokohama Advan 165/70x10 032R tyres, Smurf-head valve caps.

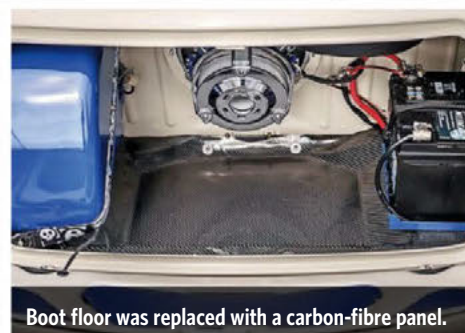
INTERIOR Carbon-fibre-look dashboard and switch panel, Koso digital dash, separate Motormeter Racing water temperature and oil pressure gauges, Savage switch panel, Mountney M-range sport steering wheel, Corbeau Forza bucket seats, Sparco harnesses, full Special Tuning rollcage, new Newton Commercial carpets, blue stitched and piped door panels, custom 'skateboard-wheel' winder handles, hand-held extinguisher, Alpine head unit, In Phase amp, Audiobahn bulkhead-mounted sub and speakers in dash.



Super-neat engine bay has a hidden wiring loom, hydrographic rocker cover and custom dipstick.



Sporty interior features a clever digital dash display in its full-width dashboard.



Boot floor was replaced with a carbon-fibre panel.

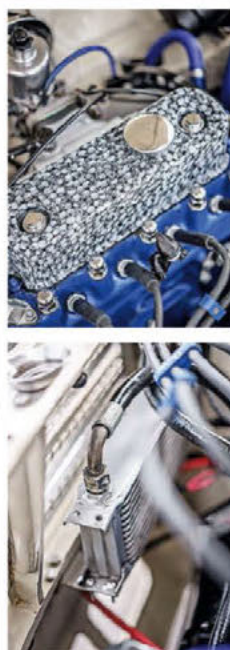
This was fitted with a Cooper-style dash in gloss black, together with white-dial three-clock instruments and a classic-look head unit from Retro Sounds. With new Newton Commercial carpets, some retro door furniture and a Mountney wheel, this is one luxurious GT cabin. There are lots of personal touches on this one too; again the Tiny Car Company came up trumps with the Marvin The Martian gearknob and steering wheel badge, while the pink brushed alloy heater and switch panel covers came from Sticky Fingers Graphics.

Sticky Fingers supplied the pink badging for the exterior of Becky's GT too, which also boasts an Aston-style filler cap, colour-coded Cooper mirrors, uprated headlamps, a bee-sting aerial, LED front indicators and Rose Petal 12-inch alloys from John Brown Wheels. Under the Rose Petals are a set of standard-spec 8.4-inch discs and callipers, while the suspension has been refreshed with Hi-Los and new rubber springs from Mini Spares.

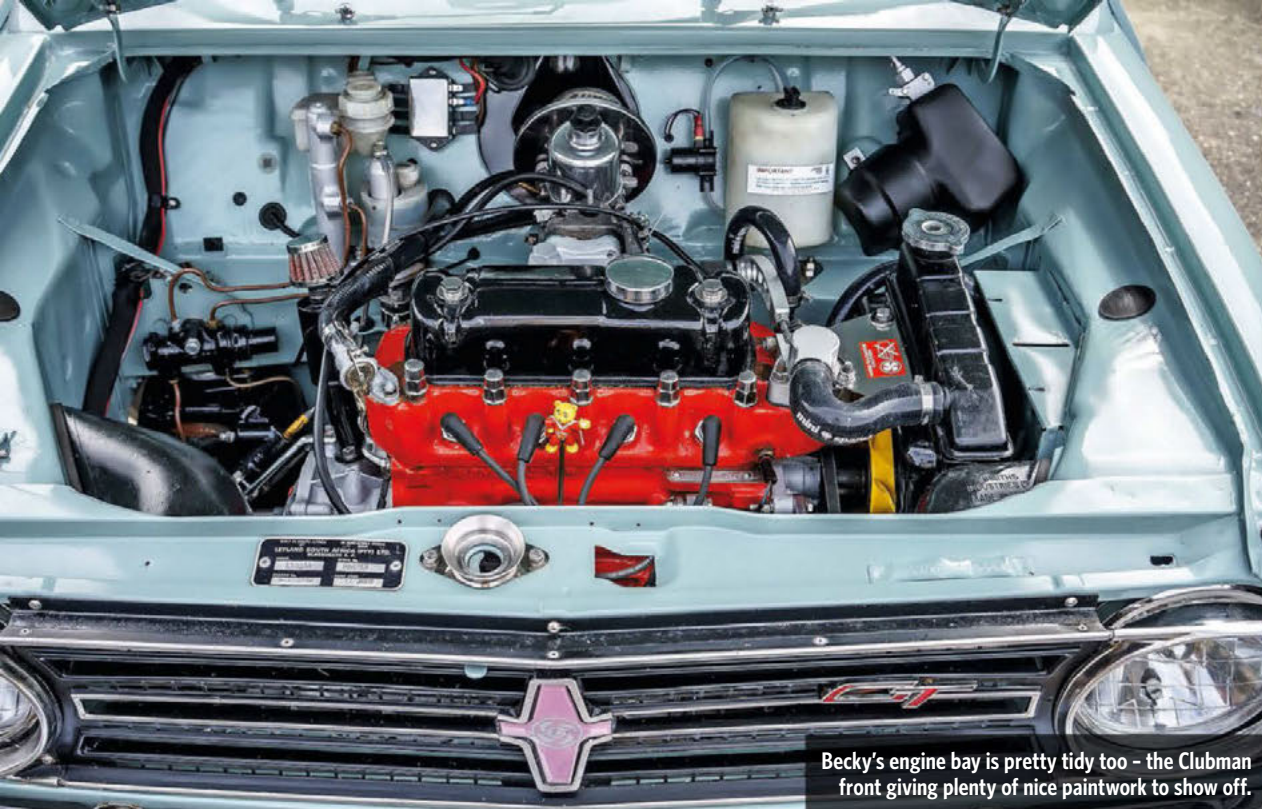
For power, Carl built up a 1312cc motor complete with a 276 cam and Stage 3 head. Again it has 1.5 ratio roller rockers and a single HIF44 carburettor with K&N filter,



Carl is seemingly a Mini fan who enjoys a challenge.



"I've had tighter finishes to projects - mine was MoT'd on the morning before Newquay..."



Becky's engine bay is pretty tidy too - the Clubman front giving plenty of nice paintwork to show off.



No spare in here but the boot's lovely and clean.

while exhaust gasses exit via a stainless steel Specialist Components LCB mated to a PlayMini two-inch system. And this time there's not the whole Grim Reaper vibe under the bonnet, with a much friendlier Super Ted doing the oil dipping duties.

JUST IN TIME

With just two days to spare, Carl put the finishing touches on the soon-to-be Mrs Lewis's 1275 GT. "That sounds like a slim-run thing but I've had tighter finishes to Mini projects - mine was MoT'd on the morning we were meant to be going to Newquay," he admits. "Two days was long enough, and at least it meant I could do a couple of things for the wedding plan that I'd conveniently managed to avoid with Mini building!"

The fact that Carl doesn't get a clout for that comment means he's obviously a very lucky man in finding a soul mate who loves Minis enough to let him get away with it. Here's belatedly wishing the happy couple - and their Minis a happy life together.

THANKS TO:

Carl would like to thank:
"Colin Roberts and Sam Wilkes-Brown for so much help, my wife Becky for letting me disappear to play with Minis, and Dorset Mini Club."



Plush interior with its MPi seats, trimmed dash rails and matching door cards.



Becky's GT is much better than her previous Mini.

TECH SPEC

BECKY'S:

BODY 1981 Leyland Cars South African-built 1275 GT, colour-coded Cooper wing mirrors, Group 5 arches, Sticky Fingers brushed-aluminium badge kit, Aston filler cap, Halogen headlamp and LED front indicator conversions, bee-sting roof aerial. Paint: Smoke Grey.

ENGINE 1312cc A-Series, 276 cam, Stage 3 head, 1.5:1 ratio roller rockers, HIF44 carburettor, K&N air filter, Stainless Components LCB, PlayMini 2-inch exhaust system, electronic ignition, Mini Spares silicone hose kit, Tiny Car Company Super Ted dipstick, DSN ultimate engine steady.

TRANSMISSION Standard four-speed gearbox

SUSPENSION Dry suspension with Mini Spares Hi-Los, new rubber springs, poly-bushed throughout.

BRAKES Standard 12-inch South African spec discs and callipers (front), Minifins (rear).

WHEELS AND TYRES 6x12-inch JBW Rose Petals, 165/60x12 Falken tyres.

INTERIOR MPi Late Cooper seats with leather and velour retrim and pink stitching, matching dash-top, dash rail, door cards and parcel shelf, gloss black dash with Cooper dials, Mountney classic steering wheel, Tiny Car Company 'Marvin The Martian' gearknob and wheel centre, Somerford Mini retro-style chrome door furniture, Retro Sounds head unit, Sticky Fingers Mini pink brushed-aluminium heater and switch panel surround, new Newton Commercial carpet set.



CARS THAT ROCK

AC/DC's legendary lead singer Brian Johnson could have chosen any six cars for his new TV series, but it was the Mini that truly caught his imagination.

There's a real buzz in the Brands Hatch paddock – the whine of straight-cut gearboxes, the best names in Mini motorsport all in one place, and once the pre-race nerves have calmed, everyone is approachable; it's competitive yet friendly. And that includes Brian Johnson, the world famous AC/DC front man. He's here with his latest purchase – a 1964 Mini Cooper S race car. AC/DC has sold over 200 million albums worldwide, surely making Brian one of the 'biggest' Mini owners around, but he's so refreshingly down-to-earth you'd never know. He's arrived in a Ferrari 458 Italia – which is as exotic as it sounds – and his Dale Racing team has been swamped with fans all morning, but once you get chatting, Brian comes across just like any other petrolhead who's into his Minis.

His newly rediscovered passion for the Mini came about early last year. Brian was



"I suddenly began to trust this little car so much..."

asked to present a new motoring series for Quest, choosing six automotive highlights and making an episode on each car. The Mini, of course, was number one on the list. Thanks to his infectious enthusiasm and an effortless confidence, 'Cars that Rock with Brian Johnson' turned out very well indeed – an enjoyable Mini-based TV show and another celebrity who's apparently here to stay. We were reunited with Brian and his team at a gloriously sunny Goodwood to talk Minis, handbrake turns with Paddy Hopkirk and the thrills and spills of historic racing.

BACK IN MINIS

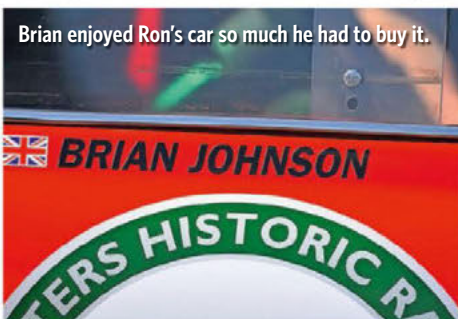
"Me second car ever was a Mini," Brian says with a grin, his Geordie accent still strong. "It was a great step up from the 1959 Ford Popular that I had with only three gears. So I'd got my first very used Mini – black with a white roof – and the first thing I did was to put spacers on the back wheels and a GT stripe down the side. I thought it meant 'grand testicles' or something! It was an 850, as basic as you could possibly get, but that didn't matter – you had so much fun in it. I just loved that car.

"When we were doing this TV series I wanted to have the Mini as one of the iconic cars of the last 100 years, which I believe it is. The production team said there was a Mini race coming up at Brands Hatch, so we should go and film it and see if we could get a ride in one. Well I managed to get a ride off Nick Swift. He took me out in the passenger seat, showing me some tricks. And I gotta say, 'Nicky' Swift's one of the best in the world and I learnt so much from that short time in the car with him. ➡

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



Not one, but four Mini racers arrived at Goodwood.



Brian enjoyed Ron's car so much he had to buy it.



Bob from Dale Racing fills up the fuel cell.

"Then he put me in the driving seat. I was sliding around in the rain, it was pouring it down, and he said, 'just wrestle the thing over, push it about.' I suddenly began to trust this little car so much. You just can't do what you can do in a proper race car in these Minis; you have to keep your foot right in. At first it's just kinda strange.

"In the big cars I race in America, you go flat out, flat out, flat out, brake as hard as you can without flat-spotting your tyres, and it's slow in, fast out. With these things it's just fast in, fast out, non stop! The power difference doesn't really matter – it's all relative. You're further down, sitting in this little sardine can of a car, and everything's whizzing past you at a million miles an hour. I find you've got to think more, but that's hard to do when you're smiling. I mean, it's pretty tough when you're just laughing your head off and just enjoying the hell out of it."

THE GREATEST

"I met the greatest, Paddy Hopkirk – he's got a real twinkle in his eye. He was going to give me some tips on how to drive this Mini that I'd been booked in to race at Brands. I said we'd get to do a 360 handbrake turn with Paddy in the Mini, but the bit they showed in the programme was me only doing a 180. But they're film people; they said that was the best shot..."

"Anyway, then we went to Santa Pod for this unbelievable drag racing Mini with big wide tyres and a Ford engine in the back. We took off in this thing, did 140mph in quarter of a mile – complete nonsense – but again it gave me the confidence in the car for the race coming up.

"I'd jumped into this race Mini at Brands Hatch absolutely cold, and I went from 24th to seventh or eighth, but the grin on my face was unbelievable and I couldn't believe I'd

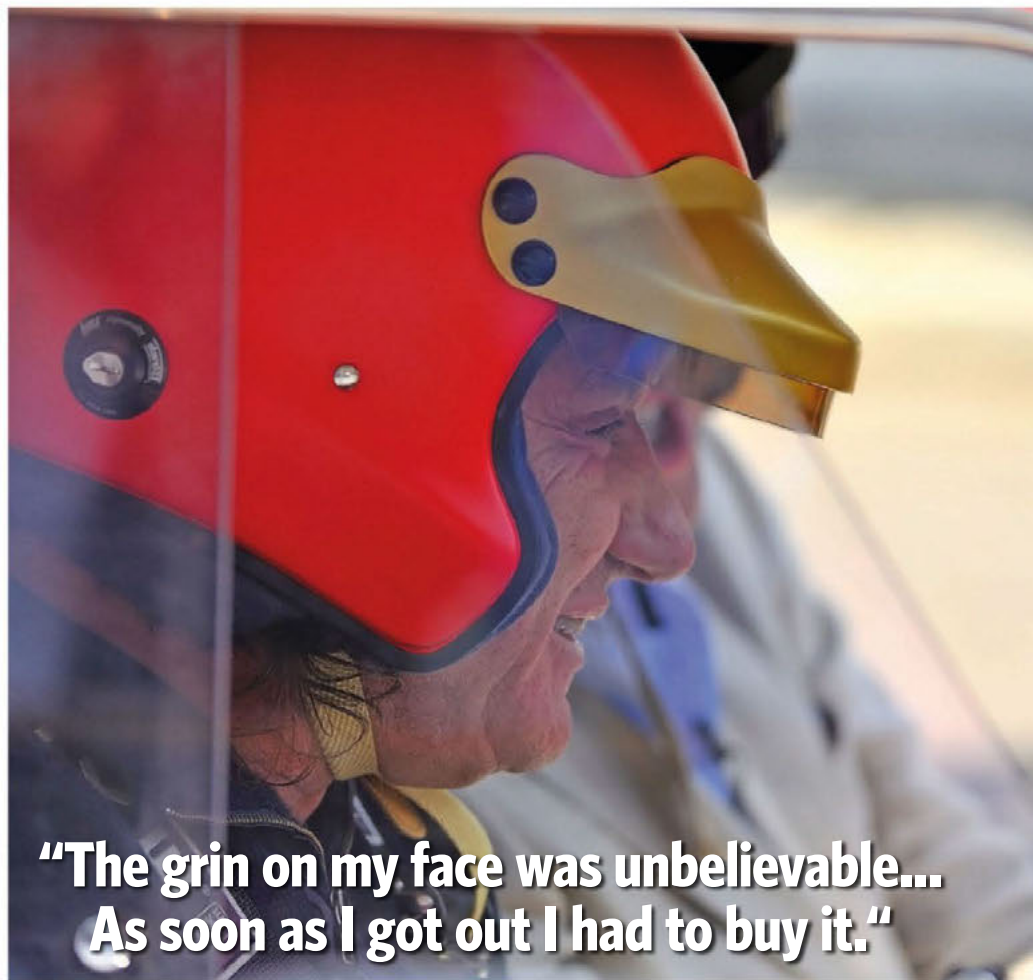
had so much fun in a car that really shouldn't be a race car. When you can throw a blanket over the first six cars going round Paddock Hill Bend at Brands Hatch it's wonderful, and everyone's very good out there – there's no silly buggers. As soon as I got out I had to buy it.

"A gentleman called Ron Maydon had two of these cars, and he said 'I'm sorry Brian, I can't sell it to you, it's not possible.' And his wife came up and she went 'Ron Maydon – you've got two of them...'

"He'd bought two, both the same colour, and he'd bought the second one without telling his wife, so he could pull one out and she wouldn't know. But she'd found out! She said 'Brian, you can buy it. Give him a fair price.' And that's how I bought the Mini.

"Since then I've driven it at some fantastic tracks – Zandvoort, Jerez, Dijon, although I've had a couple of prangs as there's been tracks I've never driven on →

The Dale Racing-prepared Appendix K racer is one of the highest spec historic Minis on the grid.



**"The grin on my face was unbelievable...
As soon as I got out I had to buy it."**



Stephen chats with the rock legend.



Move aside supercars, these Minis are far faster!



Ron Maydon's matching historic racer.

Is that a look of excitement or pure fear?



Until you experience the speed of a historic Mini race car, you'd never believe how fast they are. There's no slowing down for corners!





We manage to slide through the Goodwood chicane, just about, without ripping off part of this £40,000 racer.

before. But that's part of growing up. I've rattled a few doors off, had a big smash at Jerez, went full chuck into a wall and lost a wheel. Bad things happen on a front-wheel-drive car when you do that!

BUSY SCHEDULE


"I wouldn't really have a Mini back in Florida; the tracks over there aren't really any good for Minis. And for the road? It's awful hot in the summer, so you'd probably have to put it away until the winter. Up in Canada there's a few places up there where you can use them, and there's a circuit in Connecticut called Lime Rock Park that's a tight twisty circuit. But other than that there's too many big long straightaways and you'd just get eaten up by the 1600s.

"For me I find performing on stage and racing is much of a likeness – you're on your toes for both things. You can't give away everything at the start of a show and likewise, you've gotta keep something in

reserve on the track. It's the same thing in the thrill of winning – the thrill of a great show in front of 100,000 people and ending it on a high. It's a great feeling you know.

"My plans for the racing this year, well, it's all up in the air as we go to Vancouver in a few weeks to hit the studio. It depends on how long it takes us to do a new album, but I want to do as much as I can this year."

And with that, our time chatting to Brian is over. His Mini has been fired up, and the

passenger seat awaits. I've just three laps of the Goodwood Circuit with Brian at the wheel, and we're four-wheel drifting from corner to corner, huge grins across both of our faces. He's clearly confident with the car, and we're really moving – it's one of the fastest Minis I've been out in; the speed just doesn't scrub off in the corners. Brian's driving the wheels off, screaming 'yeeehaa!' in between the laughs, but I'm sure I enjoyed it even more – what an experience! 

"I find performing on stage and racing is much of a likeness..."

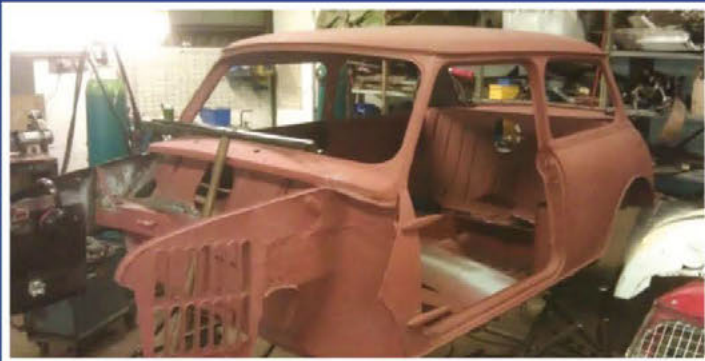
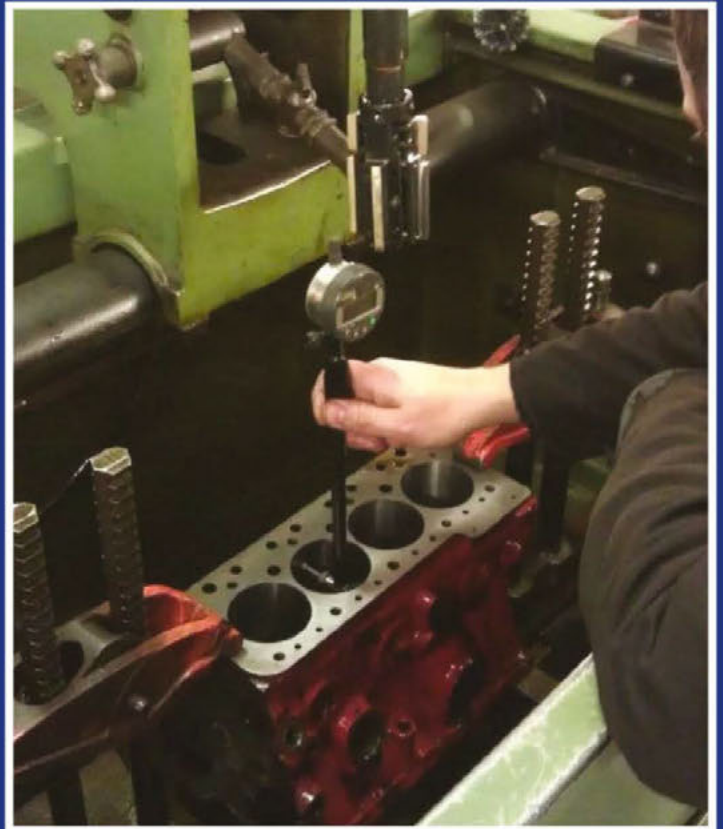


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Mini TECH

The essentials for keeping your Mini on the road.

- 90 QUICK TECH**
How to fit solid rear subframe mounts.
- 92 ASK THE EXPERT**
Keith answers your technical questions.
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Latest Mini components and accessories.
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Tech guru Keith on engine breathers.
- 100 OUR MINIS**
Updates from Stephen and Tim Harber.



BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear - goggles, gloves, ear defenders, masks and a set of overalls - are hanging on a hook in your garage and use them wisely.

Always disconnect the battery before working on your car and if you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand.

The bottom line? If you're not completely confident of your own ability to complete any task safely, don't start it. Leave it to the experts.

Words and photography **Stephen Colbran**



HOW TO: HOW TO: FIT A STAGE 1 KIT

Improve the performance of your standard 998 considerably with a tried-and-tested Stage 1 kit and professional tune-up.

A standard 998cc engine can be a fantastic little motor for touring about and keeping your Mini budget-friendly, especially for younger drivers. But unless you're a factory-standard devotee, you'll soon yearn for a little extra oomph than the 38-41bhp peak figure.

The first step to improved performance then, once the standard engine has been well serviced and checked over, is to install a Stage 1 tuning kit. The well-developed kits on the market are claimed to improve performance by a notable 20 per cent, but looking back through the *Mini Magazine* archive, it seems to be a how-to feature we've not covered for well over a decade. So what better time to revisit the subject as younger drivers face ever-expensive insurance premiums, keeping 998 popularity alive.

We chose to fit a Mini Spares Stage 1 kit, which is supplied with a Manifold Freeflow exhaust manifold, RC40 exhaust system, heated alloy inlet manifold, K&N replacement air filter element and an AAU carb needle to get the fuelling closer to optimal. Of course you can buy all or some of the parts

separately, or second hand perhaps, but the complete kit provides all the exhaust fittings and gaskets you'll need in one big box. The kit has been carefully selected to give the best from most standard-spec 998s like our test mule, and it should fit together nicely too.

With a few tools and a bit of knowledge, it's easy enough to fit a Stage 1 kit at home, but you should always visit a knowledgeable tuner once finished, and factor a rolling road tuning session into the cost. All Minis seem to be different, even standard ones, so the needle supplied is unlikely to provide perfect fuelling every time. In most cases you'll get better results giving a standard 998 a good service, check over and tune than simply fitting this kit and hoping for the best.

We visited the excellent Southam Mini Metro Centre in Warwickshire for Colin Taylor to give the car a good once over and tune on the rolling road. Colin Barker then fitted the kit in super-quick fashion and we returned to the rollers for the most accurate before and after comparison possible. The result? A 29 per cent power increase at the wheels – even better than expected. ➡



1 There's no sense in tuning a worn-out engine. Colin Taylor of SMMC insists on inspecting any engine before giving it a tune-up on the rolling road. If you don't have the equipment at home, we'd always recommend visiting a Mini specialist for a check-up prior to fitting any engine upgrades.



2 First up is a compression test. Our test mule gives a result of around 165psi across all four cylinders - not perfect, but a tune should still prove effective here. It'll give a realistic idea of what the Stage 1 kit can do to a typical 998 in any case.



3 Colin says he only usually does a compression check during an hour-long tune-up, but if this highlights an issue, out comes the leak-down tester. This will help to pinpoint the problems more effectively than the compression test alone.



4 To check that top dead centre has been achieved, Colin removes the rocker cover to see when both valves in that particular cylinder are fully closed. He sets the tappets with a 0.012-inch clearance. The spark plugs are gapped to 0.025-inch.



5 An obvious one next, but still worth checking - remove the air filter casing to check the condition of the filter and the rubber seal. All looks good here.



6 The carb needle(s) should be checked for signs of excess wear or bends. Colin says that he usually looks for an ovalised/worn jet in the carb and that it hasn't been screwed in too far. This HS4 SU is a known good carb from SMMC's stock.



7 Next, he grabs a multimeter to check the dwell angle on the standard distributor. It should be 49-59 degrees on an A-plus. It's 53-degrees here. Replace the HT leads, rotor arm, cap and points if necessary.



8 Now a check of the ignition timing to ensure the distributor is functioning correctly, with the vac advance removed so as not to confuse matters.



9 A couple of other checks to get the standard set-up optimised - give the carb's suction chamber a good clean internally.



10 Colin then tops up the dash pot with 20w50 oil.



11 Confident that the engine is running sweetly and is suitable for a tune, it's time for a run on the rolling road. After a quick adjustment to the fuelling and ignition advance, we're given a peak power figure of 24bhp at the wheels - about right.



12 The standard exhaust and cast iron inlet/exhaust manifold can really restrict engine performance. This will all have to go.



13

We're joined by SMMC's other Colin now. He gets to work removing the standard exhaust from the rear hangers and the gearbox mounting point. The downpipe is released from the manifold up front. Support your car safely on suitable axle stands when fitting at home.



14

For comparison, here's a Manifold exhaust system (SMMC's top choice), the RC40 from our Stage 1 kit and the standard pea-shooter. The RC40 has been around since the '70s and is ideal for any road car up to about 120bhp. No issue here then...



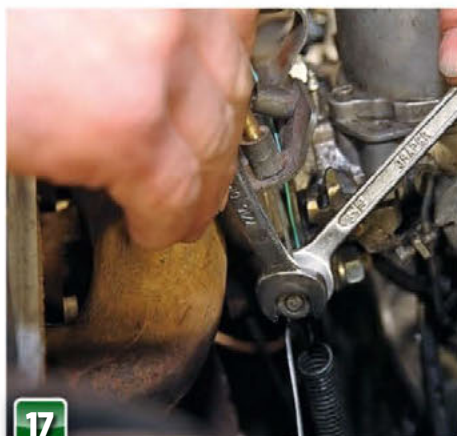
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Unscrew the fixings and remove the airbox.



16

And then remove the fuel hose from the carb, being careful with any petrol spillages.



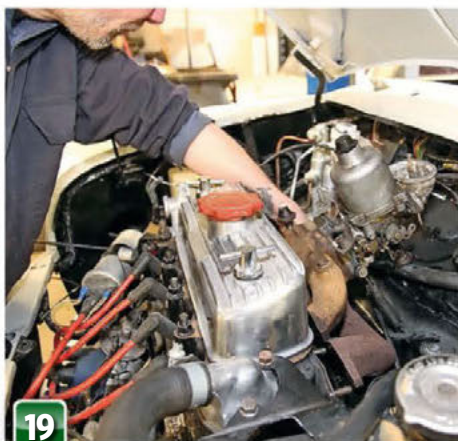
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Release the throttle and choke cables from the carb.



18

The standard manifold is a one-piece affair. The 1/2-inch stud nuts securing it in place are very tricky to access in the centre.



19

Remove the manifold with the carb still in place.



20

The 'Torquemaster' water-heated alloy inlet manifold is a similar design to the MG Metro's, designed to flow much more effectively than the standard cast one. Swap the carb over to the new manifold and apply some thread lock to the grub screw on top if not using a brake servo.



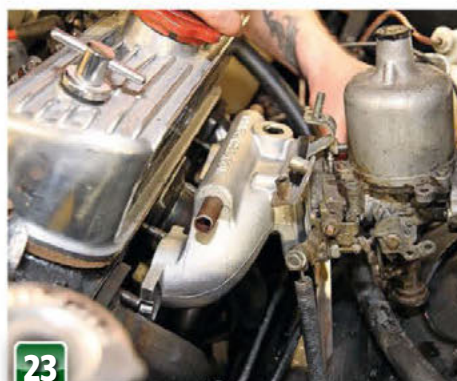
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Fitting the new manifolds is made easier by removing the engine steady bar(s) and levering the engine forwards a touch.



22

Slide the Freeflow exhaust manifold down the back of the engine and into position, remembering to fit the new gasket over the cylinder head studs first. Two-piece LCB manifolds can be used on a 998, but need to be the small-bore design.



23

Now fit the inlet manifold in place. We didn't install the heater take-off hose via the manifold, but it's a simple enough job to plumb that in if you decide to.



24

You may find that the inner stud washers need trimming down to clamp the inlet manifold down evenly. Keep an eye out for this, as you need an airtight seal at the cylinder head face.



25

Refit the fuel hose and overflow pipe and then tighten the manifold fixings up evenly.



26

Now re-attach the throttle and choke cables.



27

The manifold downpipe clamps to the gearbox casing as with the standard exhaust. Colin recommends dry-fitting an exhaust system first, and applying a light smear of sealant paste before final assembly.



28

Then onto the rear section. Once in the correct position the RC40 fitted well, as you'd expect.



29

Now fit the new carb needle supplied with the kit. Ours was an AAU profile, which was OK but found to run a little lean on the top end for this particular engine. You should always have your engine set-up properly once the kit is fitted.



30

The K&N air filter element is a nice simple replacement job. Remember to periodically clean and oil it.



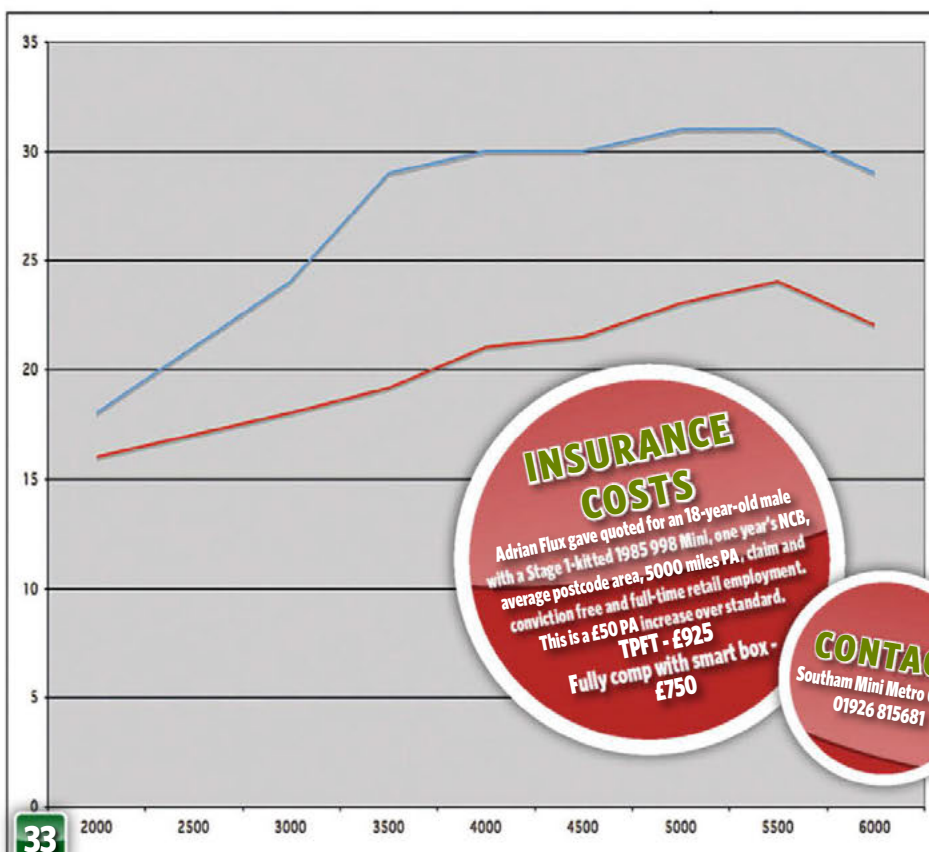
31

Back on SMMC's rolling road, and after some tweaks to the fuelling, power output now peaks at 31bhp @ 5300rpm at the wheels. That's an impressive 29 per cent back-to-back performance hike. The exhaust sounds much beefier too.



32

If you're not concerned about induction noise, we wondered if a cone-type air filter would improve performance. It gained 1bhp after richening the mixture a touch. That's a mighty 33 per cent increase over the optimised standard set-up!



INSURANCE COSTS

Adrian Flux gave quoted for an 18-year-old male with a Stage 1-titted 1985 998 Mini, one year's NCB, average postcode area, 5000 miles PA, claim and conviction free and full-time retail employment. This is a £50 PA increase over standard. TPFT - £925 Fully comp with smart box - £750

CONTACT
Southam Mini Metro Centre
01926 815681

33

Unfortunately SMMC's dyno computer is currently out of action, but using figures direct from the rolling road at incremental points, we've created an estimated before and after graph of the bhp increase. Expect an increase in torque too across the rev range. Fuel economy should also be improved as you're likely to spend less time with your foot planted into the carpet with that extra power on tap.

QUICK TECH

SOLID SUBFRAME TRUNNIONS

How to solidly mount your rear subframe to stiffen up the rear end.

Words and photography **Stephen Colbran**

Owens Fabrication has developed this neat solid aluminium rear subframe mount kit for use on trackday and competition Minis, to take any possible flex out of the rear end. Removing the rubber bushes will increase road noise transmitted through the shell, and the mounts are also a pretty tricky thing to fit, but if you're going all-out in the handling department then it's another step to pin-sharp handling. Replacement is the same as with regular subframe mounts, so the subframe will need to be lowered/removed.



1 Place a large, wide plank of wood under the rear floor/heel board area, lift the car and lower it down onto suitable axle stands, then remove the exhaust. We're lucky to have a ramp, but all else applies.



2 Remove the split pins from the handbrake bracket clevis pins and the quadrants, then release the clevis pins and the handbrake cable from both sides.



3 Next, use a 3/4-inch AF socket or spanner to undo the inner shaft nut on each side, as shown.



4 Undo the radius arm shaft nut from each side and remove the camber/tracking brackets. It's likely that your brackets will be adjustable too if you're going this far, so mark their positions with a dab of paint.



5 Before going any further, you will now need to remove the fuel tank and disconnect the battery lead. This is to access the damper top fixings and to allow the subframe to be lowered later on.



6 Support the radius arms with blocks of wood under the rear drums (as in step 8). Now loosen and remove the top damper nuts. Not supporting the arms could result in a stripped damper thread.



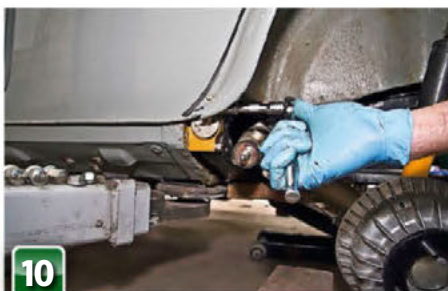
7 With the tracking brackets removed you should now be able to access the 5/8-inch AF inner support pin nut. If it's too tight, disconnect the brakes and remove the entire radius arm, but this creates more work.



8 Place a plank of wood centrally under the rear subframe with a jack, so you can safely release the eight subframe mounting bolts – four on the heel board and four at the rear, accessed from the boot.



9 There's two bolts on each of the front trunnions to remove. These are notorious for shearing off in the heelboard, so go very carefully. The rear trunnions are much easier – you can access both sides of the bolts.



10 With the trunnions removed, you can lower the subframe slightly on the jack, just enough to remove the existing trunnions. Fit the new solid mounts in place of the old ones, and align/tighten the front first.



11 The rears have a 5/8-inch retaining nut to remove and replace to swap the trunnions over. Unless your shell and subframe are perfectly aligned, some machining of the new solid items may be required. Fitting is the reverse of the removal, remembering to torque up all fixings as specified in the manuals.

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Your Mini questions answered by Keith Calver.

mini
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Our experts can help. Just email
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as the subject.

BAD VIBRATIONS

Q I have a slight vibration coming through my engine, which I can feel through the clutch pedal. It's a recently-built 1330 with a new flywheel and clutch. I know the crank pulley is not new, but everything else is. The vibration is intermittent, sometimes it's pretty smooth, other times I can feel it. What could be the problem? Should I try a new clutch assembly, or maybe a new crank pulley? The engine runs well, but I'm worried about this issue. Is it just a quirk of a lightened flywheel perhaps?

Russell White

A By intermittent do you mean it is not there on all journeys or that it happens at various rpm points throughout the rev range? There should be no vibration felt through the clutch pedal at all from the engine.

Vibrations felt through the pedal are going to be pretty much only related to the crankshaft and anything bolted to it. Dampers do not tend to cause vibrations in the pedal unless they are falling apart, causing a massive imbalance in the assembly. I have had the bolt come undone on various engines that others have messed with. The first you know about that is the noise, and very soon afterwards, even louder banging noises as the thing tries to break loose from the engine mounting bracket.

The most common cause of vibration, or a sort of slight pumping sensation, usually comes from a failing clutch release bearing, or, in the case of pre-Verto type assemblies, from a badly or incorrectly manufactured release bearing thrust plate. There has been spates of these thrust plates in recent years that have not been finish-ground after heat-treating, and in some

cases not been heat-treated at all. So the bearing simply bores its way into the plate. On Verto assemblies, a distorted or buckled thrust cup will often cause a 'lumpy' feeling to the pedal also.

Failing centre main thrust washers is another source. It is unfortunately more common than it should be that folks manage to fit the thrust washers incorrectly orientated. They have a coppered face that needs to face the crankshaft thrust faces. Fitting them the other way around causes bare steel to run on bare steel, resulting in deep scoring of both parts, usually scrapping both. There are of course a number of scenarios here; the crankshaft could have been damaged like this at some point and has been badly reground so is not dead square to the crankshaft journals. Alternatively, the crankshaft was heat-treated with a process similar to Tuftriding or Nitrocarburising, and the thrust faces not polished off, so it's ground away that very thin copper layer, resulting as same damage stated before. Or, of course, it was not Tuftrided or Nitrocarburised correctly.

Other oddments that could cause a vibration are anything that cause rough running of the engine, varying from incorrect camshaft timing, erratic and unsuitable ignition timing (incorrect advance curve) and incorrect fuelling (badly set-up mixture, blockage in the carb/s and/or fuel lines, etc.). There may well be something weird that will only be discovered by stripping it all down.

METRO SWITCH

Q A quick question - is a 1984 Mini ignition switch identical with the one from a 1988 Metro?

Jose

A I have never had much to do with Metros aside from helping my mate Peter Baldwin with his MG Metro Challenge cars and owning a few that I literally drove to death. In none of these cars did I ever have recourse to mess with anything more than brakes, swivel pins and anti-roll bars, aside from engines and gearboxes. Consequently I cannot categorically state the case - but I

"There should be no vibration felt through the clutch pedal..."

CROSSFLOW HEAD

Q Hi, I've currently got a 1330 Mini with a 290 cam, Metro Turbo big-valve head that's been flowed and ported, along with a 45 Weber carb. I'm considering changing the head for a seven-port with twin Weber 40s. But the question is, how much power would I gain by doing this?

Jason Turpin

A The amount of gain will depend on a number of things. First, how effective the cylinder head you currently have fitted is, second, the type of inlet manifold fitted, thirdly, how well the whole package has been set-up, and lastly, it depends on which seven-port head you go for. It seems widely believed, or accepted, that a modified cylinder head is a modified cylinder head. However, it is quite astonishing how varied in performance cylinder heads can be. I have had hundreds of heads through my hands that have been

done by folks other than myself and I can tell you the results can vary massively, both on my flow bench and on the engine dyno. The type of inlet manifold used will influence just how well the engine performs for the application the car is used. And manifolds are subject to the same issues that cylinder heads are - some are far more effective than others. However, it needs to be noted that if the cylinder head is under-performing, it doesn't matter how good the induction system is, it will not improve performance.

I am also staggered by the reluctance of folks to have their engines properly set-up on a rolling road. They are happy to spend quite unbelievable amounts of money of fancy components for the engine, but balk at forking out around £100-£150 to get their new pride and joy set-up. I have seen as much as 18bhp gained from a proper rolling road set-up, which is an enormous amount of performance gain on a 100bhp engine.

My experience with seven-port

Engine specialists will be able to advise on whether to opt for a seven-port head or to stick with a modified five-port.



heads is a little limited. By and large, after trying various options, any increase in bhp was gained at higher rpm. And that is at a point where an A-Series engine is not going to last long without frequent rebuilds to maintain performance and reliability. You really need to approach those offering seven-port heads and ask them for some direct comparisons between engines with similar

specifications but with an optimised five-port then with their optimised seven-port. And by direct comparison that means at the very least done on the same rolling road on the same day in the same car. Preferably it should be from a test done on a properly calibrated engine dyno to eliminate the various things that can affect rolling road readings.

believe the Metro ignition switch assembly was entirely different to a Mini. Best bet would be to give the chaps at Mini-Metro in Warrington a bell on 01925 444303.

ON THE BLINK

Q I've been having issues with the left indicator on my 1989 Mini Mayfair. The hazard repeaters work and the right-hand-side indicators are fine but the left ones just don't work. I've run out of knowledge on the subject, but thought it could be the stalk perhaps?

Dan Truss

A As I am always at pains to point out, auto electrics is not my strongest subject, but I know enough to either a) be very dangerous or b) muddle through problems well enough! In this instance I think your guess at it being the stalk may well prove correct. Non-working indicators is usually down to a bad earth – especially at the front where they are subject to pretty rubbish climatic conditions. But since it works with the hazard switch on, it must be something else. The indicator stalk picks up its power feed from the hazard warning switch.

With the right indicator working correctly from the stalk, but not the left, it pretty much rules out the hazard light switch. The contacts in the stalk have probably worn through. Before replacing the stalk, perhaps remove the cowl from the steering column and test the stalk using a 12-volt multimeter. With the cowl removed it should be quite clear to see the inner workings of the stalk and which pins are making contact when indicating.

LAMBDA SENSORS

Q Hi, I've fitted a stainless LCB to my Mini SPi, which I'm about to get running after an engine rebuild. There are two provisions for the



Bolt-on tuning kits can offer very worthwhile performance gains.

998 TUNING

Q I'm fitting a Stage 1 kit to my 998cc Mini Neon and wondered how much extra I might gain from a Stage 3 head? Obviously it'll make a difference but how much power am I likely to gain – 20bhp maybe, or not that much? Before splashing out I just want to make sure I'm not completely wasting my money. Or how about 1.5 rockers if I don't change the head?

Julian

Q Many years ago now I did a direct comparison on what differences fitting the various tuning options to a 998 would make. And although I cannot state specifically

exactly what gain there would be on your particular engine, the percentages are relevant. The test started out with a typical 998 A-plus high compression (flat-top pistons) engine, set-up to give its best on a well known and highly respected rolling road facility. A Stage 1 kit was then fitted, and then re-tested. A Mini Spares Centre Stage 3 small-bore head (C-AHT88) was then fitted and re-tested. And finally a sportier cam (in this case a 997 Cooper spec cam) and 1.3 ratio roller-tip rockers were fitted and then re-tested. I also tested another 998 engine in a different car with just a camshaft change, since this is usually the biggest gain per pound spent in

Lambda sensor, one at the top, and one at the Y-piece. The one on the top doesn't seem to cater for gases in the middle pipe, just on the outer two. Will this cause issues? The sensor wiring isn't long enough for it to reach the Y-piece.

Geoff Bates

A Generally speaking, sampling exhaust gases from a combination of all cylinders being used on an engine is the best way to go, as it gives a mean average for the ECU to work to. But then that very much depends on how the ECU has been

programmed. The SPi system is an open-loop type, which means that once you get past a certain throttle angle it no longer uses the lambda sensor readings to determine mixture and ignition requirements. The lambda sensor is really only used for low-speed emissions and economy. And generally, the closer the sensor is to the head/exhaust ports, the quicker it reacts to the outgoing gases. With all of that in mind, it is probably best to utilise the lambda sensor port just below where the two outer primary pipes join rather than in the Y-piece. This is how the Super Mighty Minis run their set-ups.

BUMP STOP TRIM

Q My Mini is lowered quite heavily on Hi-Lo trumpets and new dampers. However, I have noticed that the bump stops are hitting the suspension arms at the front. I don't really want to raise the car, so what is the best solution. Can I simply cut the bump stops?

Johnny Stevens

A Yes, you can simply cut the bump stops down. You need to have around a quarter-inch gap between the bump stop and top arm to prevent the bump stop hitting the top

improving performance and I wanted a full house of results. On the same set of rollers that engine produced within 1bhp of the other engine. I used the same 997 Cooper spec cam in the other engine. The results were a 20 per cent increase with the Stage 1, 40 per cent with the 997 Cooper cam, 43 per cent with the Stage 1 kit and Stage 3 head, then an impressive 60 per cent with all of those combined.

The results proved what I have been preaching for years – that of a cam change gives more bang per buck spent than a cylinder head swap. Yes, the head gave that bit more increase in performance, but price comparison wise, it was a lot more costly per bhp gained. Of course the gain may be greater depending on the current state of tune of your engine. If you have not had it optimised on a rolling road, you may be short of ponies that the Stage 1 kit should be giving. In which case, after fitting a head and getting it properly set-up, the gains could be higher. And I most definitely wouldn't fit a set of 1.5:1 ratio rockers to a 998. I know some will say the improvements are great, but in all the tests I have done they have not given a decent enough overall benefit to warrant fitment.

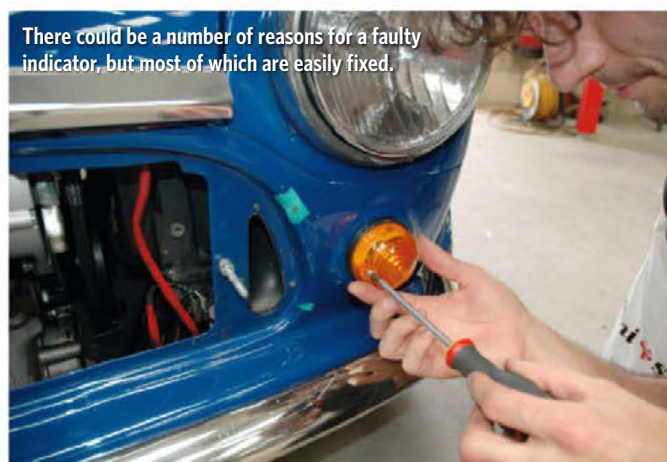
arm in normal driving mode – i.e. on straight road sections and gentle cornering. But, and this is a very big but, be very aware that once the top arm does connect with the cut down bump stop when cornering hard, the suspension rate will scream off into the stratosphere and you will be left with just the compliance in the tyres as your suspension medium. That's something the dampers cannot control, so severe hopping/bouncing may occur at the least, and loss of control of the car at the worst. My advice is, if you want to run the car at such a low height, avoid driving round corners with any gusto, and definitely avoid bumps/holes any larger than a slight ripple.

CLUTCH PROBLEMS

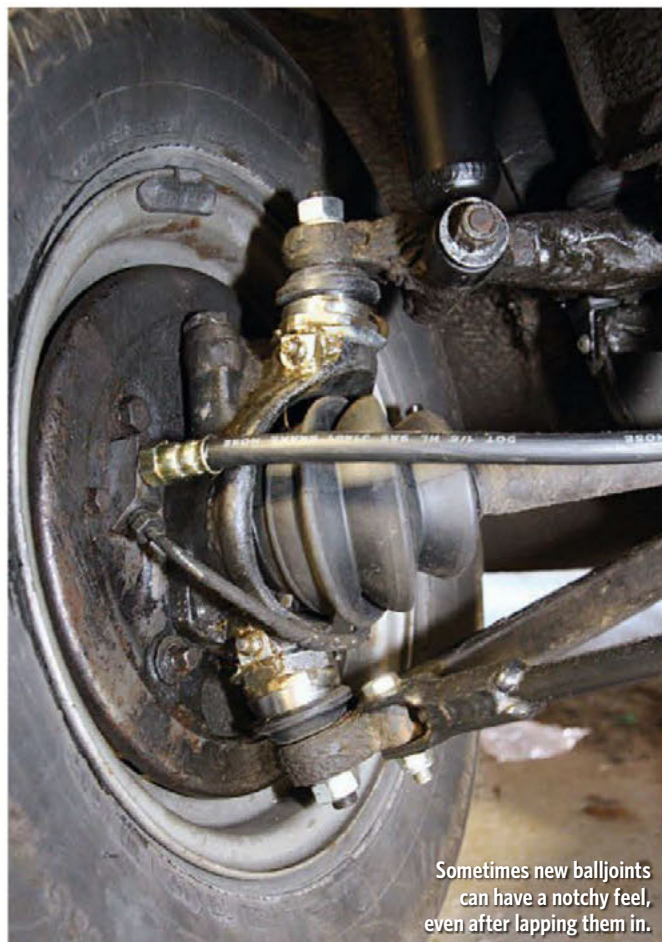
Q My 1993 Mini Cooper is giving me some real problems with the clutch. I jumped in, started it up and put the car in gear, but when I lifted the clutch nothing happened at all. And then when I've gone to press the clutch pedal again it's rock solid with absolutely no movement. Please could you advise on how to fix it?

Steve

A You are going to need to check everything from the slave



There could be a number of reasons for a faulty indicator, but most of which are easily fixed.



Sometimes new balljoints can have a notchy feel, even after lapping them in.

BALLJOINTS

Q When I fitted up some new balljoints, I tried the routine of lapping them in first with a drill and some grinding paste, running the drill very slowly and carefully until I could see the faces going a grey shade. So then I cleaned them all back up to remove the paste, assembled and shimmed them, but there was still a nasty sticking in places but not in others. Is that OK? Will I need to do the lapping again until it's completely smooth? I'm worried about over doing it!

David Arkle

A As it happens, I am covering this very subject in next month's issue (227). There is a real problem with balljoint quality now – something I am aiming at getting to the bottom of. I have always shied away from buying/using non-genuine ball joints because of their inconsistency of quality and fit, let alone longevity. Those that have used them have reported the notchiness you have described, despite some effort at lapping them in. And then having to re-shim them after a very short time as they wear in, or wear out as the case

may be. I had always used genuine balljoints as the quality was far superior with far greater longevity in service so well worth the higher price. But with the demise of production of the Mini some 14 years ago now, even the genuine ball joints seem to have slipped in terms of their quality.

To answer your question though, effectively you should not be able to over-lap the joint. The heat-treatment applied to the components should be far deeper than you will rub through with grinding paste. The problem is, will continual lapping of the obvious high spots causing the notchiness misshape the seat in the cup nut? I suspect it would. I would be tempted to fit them as is and let them wear in use for a while. Keep an eye on them, and when they show signs of wear and the push-pull on the wheel routine, re-shim them. The reason I suggest this is because neither the swivel pin nor seat cup nut rotate in use, the pin just moves back and forth as the suspension goes up and down. When re-shimming, be at pains to maintain the position of the pin in the cup that it has been running in. Marking them in some way before stripping them down will help.

cylinder to the release bearing thrust cup that pushes on to the diaphragm. The fact that you managed to select a gear with the engine running but no drive occurs when releasing the clutch pedal would suggest something is keeping the clutch disengaged, i.e. not returning, so something has either jammed or stuck in the disengaged position. First check that the clutch arm/push rod has returned to its engaged position in the slave cylinder. The push rod should be inside the slave cylinder by around half its length. If it is showing most of its length, it may well be the slave cylinder piston has become jammed. Try releasing the bleed nipple, with a suitable tube attached and the other end in a receptacle to catch any fluid ejected. If it does not return on its own, try a little levering on the clutch arm to help it. If it returns on its own easily, then this points at the master cylinder as being the problem.

No joy there, I suspect it may be the release bearing or thrust cup, which will entail removing the flywheel and clutch cover. That's somewhat more involved – you will need to follow the instructions given in a manual as there is insufficient space here for me

to run through it all. Before doing that though it is worth extricating the clutch arm itself to make sure that has not failed in some way. The thrust ball on the end of it that fits into the clutch release plunger has been known to break off. But that tends to not allow the clutch to disengage. It is held in to the cover by a clevis pin, that pin retained by a split pin. The problem here is that without regular maintenance (greasing of the components), which is almost collectively missed by all and sundry, getting the split pin and clevis pin out can be a real faff. That's not at all helped by the assembly being fitted, to me, the wrong way around at the factory. The split pin is always fitted on the back side of the cover where it is very difficult to get at with the engine in the car. It would be much easier to assemble it the other way around. That's how I do it when I rebuild engines, and use R-clips instead of split pins so servicing/greasing is so much easier further down the line.

SUBFRAME SWAP

Q Finally I'm going to get my Mini back on the road, a 1981 Mini 1000. The last job before the

MoT is to replace the rusty rear subframe. But is it really worth the extra for the Heritage one over a pattern type? I don't ever plan to sell the car but it's still quite an investment for the more expensive Heritage version.

Daniel McNally

A It is a very long time since I changed a rear subframe in a Mini, as my long-suffering lady, Karin,

will attest to, since taking both of her Minis off the road for renovation and not getting round to that yet! Your best bet here is to canvas the various Mini specialists and vendors as they are likely to have been given a good deal of feedback on this. Or at least they will be able to tell from sales which is the best/most popular. Personally we've never had any issues with a Heritage frame, and the standard of finish is generally much better. **TM**



New rear subframes can be quite pricey.

mitp

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Products

The latest Mini products

ALLOY CRANK PULLEY

28,000 Yen (approx £164)

British Garage Downton's latest development is this crank pulley machined from Type 17 grade aluminium. It's a lightweight design at just 231g, compared to a standard pulley of around 1.3kg. There are no notes as to the damping effect of this pulley, but the Japanese firm is known for its engineering knowledge, so you'd assume that's all been taken into consideration. Price excludes taxes and shipping.

- www.downtonmini1275gt.com (Japanese)
- <http://clanmini.web.fc2.com> (English)



P-CLIP KIT

£41.05

P-clips are extremely useful when it comes to sorting out cable runs, or safely tidying up fuel or brake lines. 12 Volt Planet stocks these 56-piece assortment kits containing a selection of zinc-plated steel P-clips with rubber linings. Clips are all 12.7mm wide, with 6.2mm diameter mounting holes. They come packaged in a tough, clear storage box with separate compartments.

- 01491 838761
- www.12voltplanet.co.uk



NEW Mk3-ON BONNET

£90

Mini Spares has released this new own-brand bonnet, which will suit any round-nose Mk3-onwards Mini. The bonnet should also fit 1970 models with the earlier-type bonnet hinges, as it's supplied with pairs of brackets to suit both. It's a more affordable alternative to the Genuine version, and will be especially handy for owners of 1970 models with the smaller 23-inch gap between the hinges.

- 01707 607700
- www.minispares.com



STAINLESS STEEL BUMPER

£TBA

Midland Wheels is set to launch a new stainless steel bumper, designed to fit perfectly with no need to mess about re-drilling the bumper flanges or removing the boot hinges. The bright stainless finish is rust resistant, while the neat rolled edges mean there are no razor-sharp bits like some bumpers on the market. We've tried a sample version on our Mini projects, and are pleased to report that the fit is excellent. Prices will be announced in the near future, so watch this space.

- 01926 817444
- www.midlandwheels.com

BULKHEAD PLATES

£11.99

New from Racraft Motorsport are these polished stainless steel bulkhead blanking plates, available with a choice of cap head, dome head or button head stainless steel fixings. There are also options for the various heater hose holes to suit your car.

- 01707 654177
- rmsdevelopments@hotmail.com



HYDRAULIC HANDBRAKE

£93.91

This heavy-duty hydraulic handbrake assembly features a CNC-machined alloy lever with adjustable height handle, and has alloy spacers on the handle so you can change the length and size of the handbrake to suit your needs. The handbrake can be used in horizontal or vertical layout by swapping the handle round, too. It could be useful on a rally/competition Mini.

■ 01758 750000

■ www.motorsport-tools.com

SPOTLAMP BRACKETS

£32.50-£67.50

Have your standard-fitment spot lamp brackets rusted away? Smiffys Bits now makes these direct replacement brackets in highly polished and durable stainless steel. There are four options – singular brackets with the outer fitting tags, singular without, a double pair for the centre and finally, a complete set of four. Speak to Smiffys Bits if you're not sure which brackets to order.

■ 01527 873501

■ www.smiffysbits.co.uk

BILSTEIN DAMPERS

£84.67 set of four

For an uprated set of gas-pressurised dampers, you can't go far wrong with a set of these from Bilstein. These mono-tube dampers are not adjustable as with more expensive versions on the market, but they should be suitable for the majority of road-going Minis. Mini Sport sells these individually, as a pair or a full car set of four.

■ 01282 778731

■ www.minisport.com

1098 PISTONS

£226.20

Recently introduced to expand the range of superior quality flat-top Russell Engineering-inspired pistons for the small-bore A-Series are these 68mm diameter versions for the 1098. Maintaining the extra high-strength (high silicone content), light weight (272g for +0.020-inch all-up) design, they take the capacity out to 1217cc yet still only weigh 290g all-up. These can also be used in the 998 to take it out to 1107cc, though severe block shortening will be required.

■ 01653 691380

■ www.calverst.com

Moke



The History

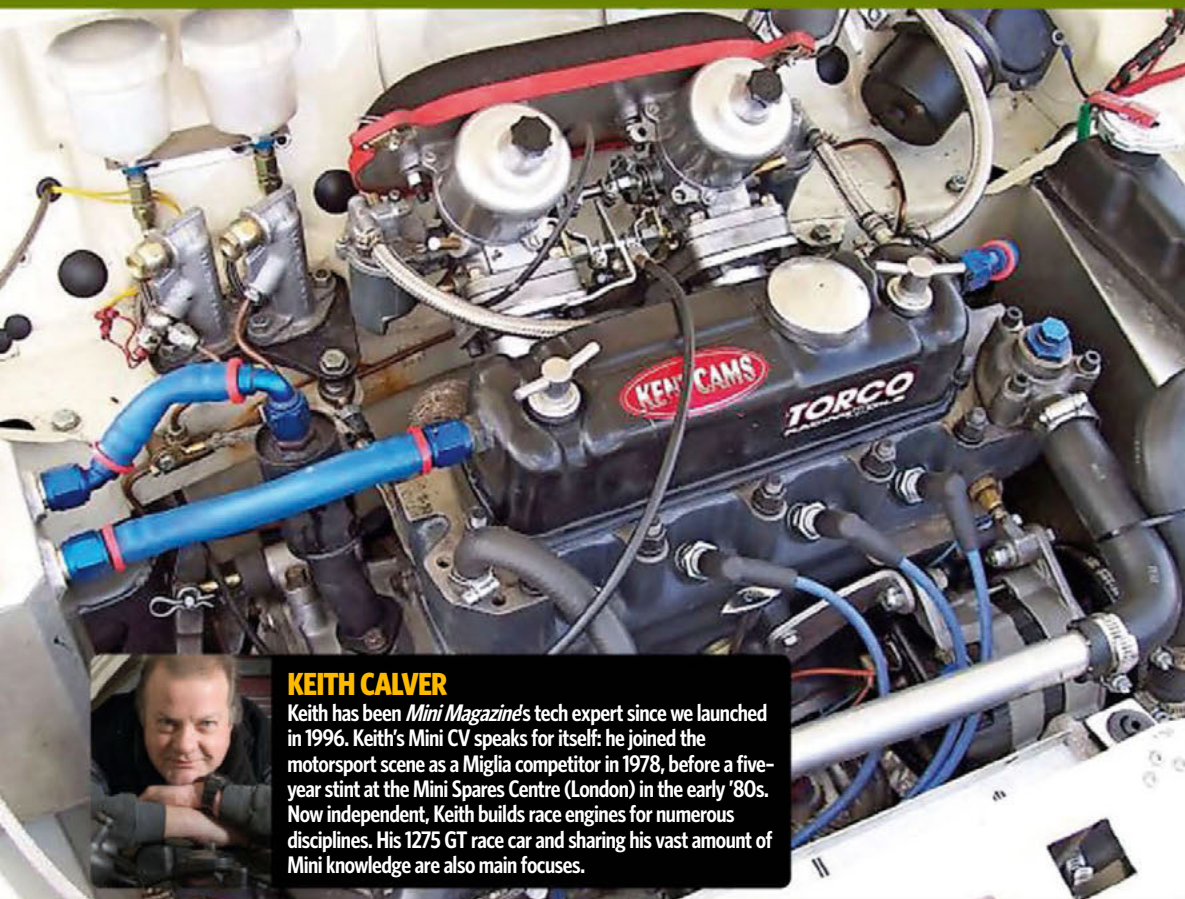
By The Mini Moke Club

MOKE BOOK

£18.50

The Moke Club's ultimate history guide to this fun Mini derivative is out now. The book has been comprehensively researched by Moke enthusiasts, and will fill in all the gaps from previous publications, and dispel many myths surrounding the Moke. It also contains many previously unseen photographs and Moke literature. So if you're a fan of all things Mini Moke, grab yourself a copy from the club's online store or via its club stand at the International Mini Meeting later this year.

■ www.mokeclub.org

**KEITH CALVER**

Keith has been *Mini Magazine's* tech expert since we launched in 1996. Keith's Mini CV speaks for itself: he joined the motorsport scene as a Miglia competitor in 1978, before a five-year stint at the Mini Spares Centre (London) in the early '80s. Now independent, Keith builds race engines for numerous disciplines. His 1275 GT race car and sharing his vast amount of Mini knowledge are also main focuses.

**DOS/
DON'TS****DO NOT**

- Vent into the air filter/carb as it contaminates incoming fresh fuel and air mixture. Severe contamination from a heavy breathing engine will cause detonation.
- Leave breather pipes open ended. Pollutants will be pumped out, and on cooling down when stopped, airborne dirt will get sucked into the engine as the cooling creates a slight vacuum effect.
- Fit breather take-off points lower than the block-to-gearbox joint.
- Run pipes close to any heat source like the exhaust.

DO

- Fit take-off spigots on the rocker cover as high as is feasible.
- Try to ensure there is a splash plate behind any take off venting downwards.
- Fit any catch tank used as high as possible.
- Make sure that any catch tank used is vented.
- Use the correct grade of pipe, oil resistant at the very least.
- Use good quality hose clamps to seal pipes to take-off spigots.

CALVER'S CLASSROOM

ENGINE BREATHERS

There has been much discussion on engine breathers – some interesting, some a tad misguided.

Perhaps the most misinterpreted take on engine breathers is that they will reduce oil pressure. Where this feasibly originated from was somebody commenting on oil leaks being caused by excessive oil pressure in their crankcase. This was misunderstood, and probably misquoted in the retelling (Chinese whispers style), to infer that the oil pressure was the source of the problem. The engine's oil pressure, as depicted by an oil pressure gauge, has minimal effect on causing oil seals and gaskets to leak. It does not go anywhere near them aside from one particular seal and one particular gasket. Engine oil pressure is totally contained within the galleries that feed the crankshaft and rocker gear, so the oil filter to filter head seal and the filter head to block gasket are the only such items which experience this pressure.

CRANKCASE PRESSURE

Crankcase pressure rises with the internal rotating (crankshaft) and reciprocating (con-rods) assembly whirring round, combined

with piston ring blow-by. The higher the rpm, the greater this effect is. Those parts also cause a considerable deluge of oil to be thrown in all directions, especially with the Mini, as the spinning gears in the gearbox throw up a considerable fountain of oil from the sump. With so much oil battering the gaskets and oil seals, any significant rise in crankcase pressure may well cause them to leak.

The most significant factor in increased crankcase pressure is piston ring blow-by. The pressure created within the combustion chamber during the burn (power producing) phase is immense, relying on effective sealing of the valves in the head and piston rings in the bores to produce good power. Effective piston ring seal is much harder to achieve than valve seal, as it is dependant on a number of things coming together. That's a good quality honed finish on the bore walls, and high quality piston rings fitted to accurately machined and resilient ring lands in high quality pistons. The use of the correct type of oil at the initial running-in procedure, and a correct running-in regime that will not

damage the piston rings or bore walls, is also key. For now it is enough to understand that any of that immense combustion pressure slipping past the piston rings goes straight into the crankcase, so elevating the pressure way beyond what it would normally be.

BREATHER SET-UP

Some say that a Mini engine, especially in competition use, needs as many decent-sized breather pipes on it as sensibly possible. Then there are those, and I am talking expert and deeply-experienced engine builders here, that say one is plenty enough. The reasoning for the former is there is no harm in a little over-kill as nothing bad will come of it. For the latter, it could be said that your engine should be built and run-in so that there is absolutely minimal blow-by, in which case only one breather would be sufficient.

Obviously there is a certain amount of guidance on what is perhaps required by observing OE set-ups on standard engines, what was fitted where, and the combinations of the various options. There is also an option


that involves creating a vacuum system to drop the crankcase pressure to below atmospheric, but that's a separate article all in its own right.

POSITIONING

Making use of factory fitted breathers and cannisters makes things very much easier unless you are a dab hand at fabrication and welding/brazing (bronze welding). Incidentally, the cannisters are also known as air/oil separators. Their design causes oil to fall out of the fumes/air being evacuated by a mixture of pipe/tube/cannister diameter

changes, and by using gauzing of some type in the cannister. How many and where to site them on your particular engine type is likely to have been already sorted out for you. Small-bore units (850/998/1098) and 'real' Cooper S blocks have a breather cannister mounted on one of the tappet chest covers on the back of the block, sometimes combined with a pipe spigot on the rocker cover. Other large-bore (1275-based) units had them fitted to timing covers and/or transfer gear housings. And a number of rocker covers were fitted with breather-type oil filler caps. I am not keen on these as they tend to blow oil

all over the place.

For small-bore units, the simple and neat solution is to link the tappet chest cannister to a spigot welded to the radiator side of the rocker cover, then a second spigot from the clutch end of the rocker cover in to a catch tank, and then to block up the breather hole in the oil filler cap. Likewise for the tappet-chest cover endowed S units. For large-bore blocks, a similar set-up can be used linking the breather cannister fitted to the timing cover to the rocker cover and so on in the same fashion, but also using a breather cannister on top of the transfer gear housing straight to the catch tank. Sticking with the existing breather pipe bore size is ample – half-inch internal bore. Both of these will provide ample crankcase ventilation for the vast majority of applications. 

“The existing breather pipe bore size will provide ample crankcase ventilation...”



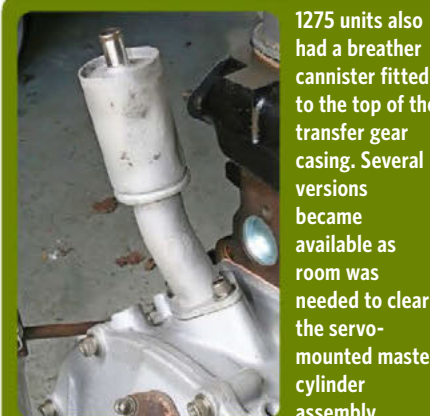
OE breathers are well designed and usefully positioned. Small-bore and 'real' Cooper S blocks have tappet chest cover plates on the back, perfect for the factory made component.



Large-bore solid-wall blocks (no tappet chest cover plates) have a breather fitted to the timing cover. The Cooper S never had one, only the 1275 GT in a Mini where space between the cannister and fan blade wasn't an issue, allowing a wide spacer to be fitted to move the fan blade well away from it.



When 1275 units were fitted to round-fronted Minis, Rover came up with a flattened cannister to give the necessary clearance.



1275 units also had a breather cannister fitted to the top of the transfer gear casing. Several versions became available as room was needed to clear the servo-mounted master cylinder assembly.



Some folks believe big pipes are essential and go overboard. It does no harm, but is just a faff to make up. And it's costly too if you cannot do the fabrication work yourself.



Some say just one breather is sufficient. Piston ring seal must be perfect to get away with this though. The Aussie Minis were equipped with a very neat solution on the rocker cover.



The catch tank needs to be on right hand side, preferably as high as possible. This will prevent as much oil being pushed in to the catch tank as possible. Fitting it low down will allow oil to fall out to the air, stick to the pipe walls and run down into the tank. And if there is a lot of oil being forced in to the pipe, syphoning may occur. That's not at all good. This is my Clubby racer's set-up. Note the connection on the rad end of the rocker cover. This comes up from the timing chain cover. It's a neat and tidy set-up that works perfectly well.

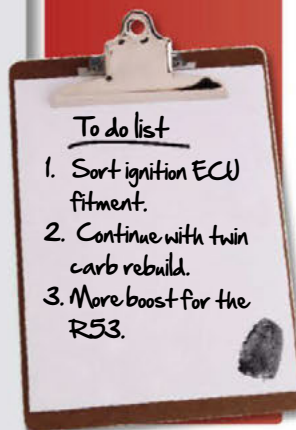


Stephen Colbran
Features Editor

MINI LIFE My Mini life began aged 13 with a SEGTO Junior race Mini, followed by the usual path of learning to drive in a Mini, joining a local club and getting involved in the shows. 13 years later, I've driven, photographed and written about some of the best cars on the scene. I've now got two project cars – a stripped-out trackday warrior and a supercharged MINI Cooper S daily drive. Both have their merits, but only one works...

MINI SPEC My classic Mini project car has evolved over 10 years from scabby daily drive to weekend ICE machine before its latest reincarnation as a stripped-out performance Mini. There's an AC Dodd 100bhp 1330cc engine with a straight-cut box and plenty more besides. The theme is modern motorsport but without ruining the 1960s Mini appeal.

MINIS OWNED
Austin Mini 1330
R53 MINI Cooper S



To do list

1. Sort ignition ECU fitment.
2. Continue with twin carb rebuild.
3. More boost for the R53.

In, out, in, out. Where's the fun in 'fit and forget' components anyway...?



Suspension swap

Mini Spares Red Dot cones, new brake pads and more tuning on the way.

High speed is definitely a good thing when it comes to a rebuild. You remember where that missing bag of bolts is hiding and which jobs you've already sorted. Clearly speed has not been my strong point then. I mentioned that the 36-1 trigger wheel hadn't been set-up before fitting the engine and, well, it had – but I'd completely forgotten about it! AC Dodd must have sorted that out before fitting the MED crank damper – a tooth needs to be removed so the crank position sensor can identify when piston number one reaches top dead centre. Without it, the distributorless ignition system won't work.

That was swiftly ticked off the list and the radiator unfortunately had to come back out for the next job – a front suspension swap. Many years ago I'd been sent a set of polyurethane doughnuts to test out from Japan, but after four to five years of use, some owners had apparently noticed cracks occurring on the hard-compound versions. I couldn't help but think it might be more sensible to run with tried-and-tested Mini Spares Red Dot

doughnuts up front instead. The rear springs are much easier to check, so the poly items will stay for now. If you do fancy something different in the suspension department, the poly doughnuts from British Garage Downton, Japan, have been tested without such issues, so try those.

I thought it best to order a new pair of Hi-Los to accompany the Red Spots, and then used the hydraulic press in the workshop in an attempt to bed the doughnuts in slightly. The Red Spots are known to sit a little higher than

That created an issue though, because there may not be enough time to bed the doughnuts in properly before the impending photoshoot, and the car will need to look like a Mini, not a jacked-up 4x4. So the budget adjusters went back in as they've been machined down already for a lower height. Doing all that in-out in-out shake it all about business took valuable time but it's done for now. And once that's all settled up front I'll fit the new Hi-Los back in as they're easier to adjust, and

“Unfortunately the radiator had to come out for the next job...”

standard, and I'd heard of racers compressing competition springs overnight with a press, as they don't have as much time to let them settle in. But as it turns out (see Keith Calver's comments in the caption, above right) that maybe that's just nonsense, as a night under pressure didn't do anything!





Compressing the doughnuts in the hydraulic press didn't make any difference. Keith says: "The cause of new rubber springs settling a little after first use has next to nothing to do with the compressive weight of the car; it is mostly caused by initial hysteresis in use. As the rubber spring is used, it heats up internally, which alters the working state of the rubber. Once hot, then left to cool again with the compressive weight of the car sitting on them, they 'sink' a little. The smart racers who know/understand this run a new set of springs in, come off the track and sit the car on axle stands to reduce the amount the rubber spring sinks."



A quick coat of silver paint for the new rubber doughnut bodies will stop them from rusting.



Springs back in place, ready for the Hi-Los and top arms to be refitted.



The balljoint rubber boots had already perished, somehow, upon inspection...

generally much better quality than the budget jobbies.

Elsewhere I've picked up a set of replacement carbon metallic brake pads from Performance Friction for when I hit the trackdays. It'll be interesting to test these back-to-back with the Tar-ox pads in there at the moment, but I've got a feeling that the carbon metallic versions will be mightily impressive on track, and the Tar-ox better suited to the road.

Then I've just been tinkering – the finishing touches which seem to take an age, like the dash cards and paint touch-ups. The carb rebuild continues alongside too.

Also on the horizon is the next stage of tuning for the R53. I'm following the regular bolt-on route of fitting a smaller supercharger pulley for extra boost, cooler-running spark plugs and improved induction.

Everything arrived from Orranje, a MINI specialist, in one big box of goodies. Forge Motorsport has also sent in an induction hose to test out on the dyno. Similar spec R53s have been known to push out around 180bhp at the wheels. 



Ride height on new competition doughnuts takes time to settle. It's time I don't have any more, so the machined-down 'Hi-Los', seen here on the floor, will go back in again temporarily for the car's photoshoot.

Performance Friction trackday pads.



You can see the required missing tooth on the 36-1 crank trigger wheel here.



Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but now concentrating on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-cum-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, now resting. 1974 Mini Marcos is waiting for everything to be restored.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1990 Rover Cooper



Tim enjoying the recent Sanwa Trophy Endurance Race. Pic by Stuart Watson.

Festival time

Tim visits Blyton Park and then Brands Hatch with his performance Mk1.

Having done one race at Donington where the car decided to misfire at high revs, I was looking forward to testing it at the Mkl Performance trackday at Blyton before I got pitched into the Brands Hatch Mini Festival. Blyton was such a refreshing day out; a small group of early Mini nuts out for a slight blast and a chinwag.

I have met Will Dick a couple of times. He used to work for John Rhodes and once owned the Vita championship-winning car. I took the opportunity of encouraging Will to come and see the car, and as Barrie 'Whizzo' Williams was there, it was a meeting of three previous

owners! My car went fine except one boot came off the pot joint, so my chum Charlie got to fix it! At least he and others got a ride out in the car, and changing the coil and plugs seemed to have cured the misfire.

The Festival – a highlight or what! For me it was the 40-minute Sanwa trophy racing with legends like Whizzo, Sollis and Stig Blomqvist! I was also glad to see Don Racine from California racing in the Swiftune Works car, proving I am not the only Mini shop owner who can't give up playing. Having had a scare at Paddock Hill a few years ago, I have never attacked it full tilt, but this year I was able to take it as bravely as the next man. I

Giving it the beans at the Mkl Performance trackday.



was disappointed to be slower than last year though, so something else has slipped. The race itself went fine, including the pit stop with Charlie and Julian. I suffered slightly from safety car periods but I was happy enough to bring the toy home safely in one piece in 14th. I also met some friends from the '80s and even got a nice cake-based thank you from Caroline at Classic Mini for help with body panels after her recent shunt! Happy days. 



Tim's mate Charlie gets all the messy jobs!

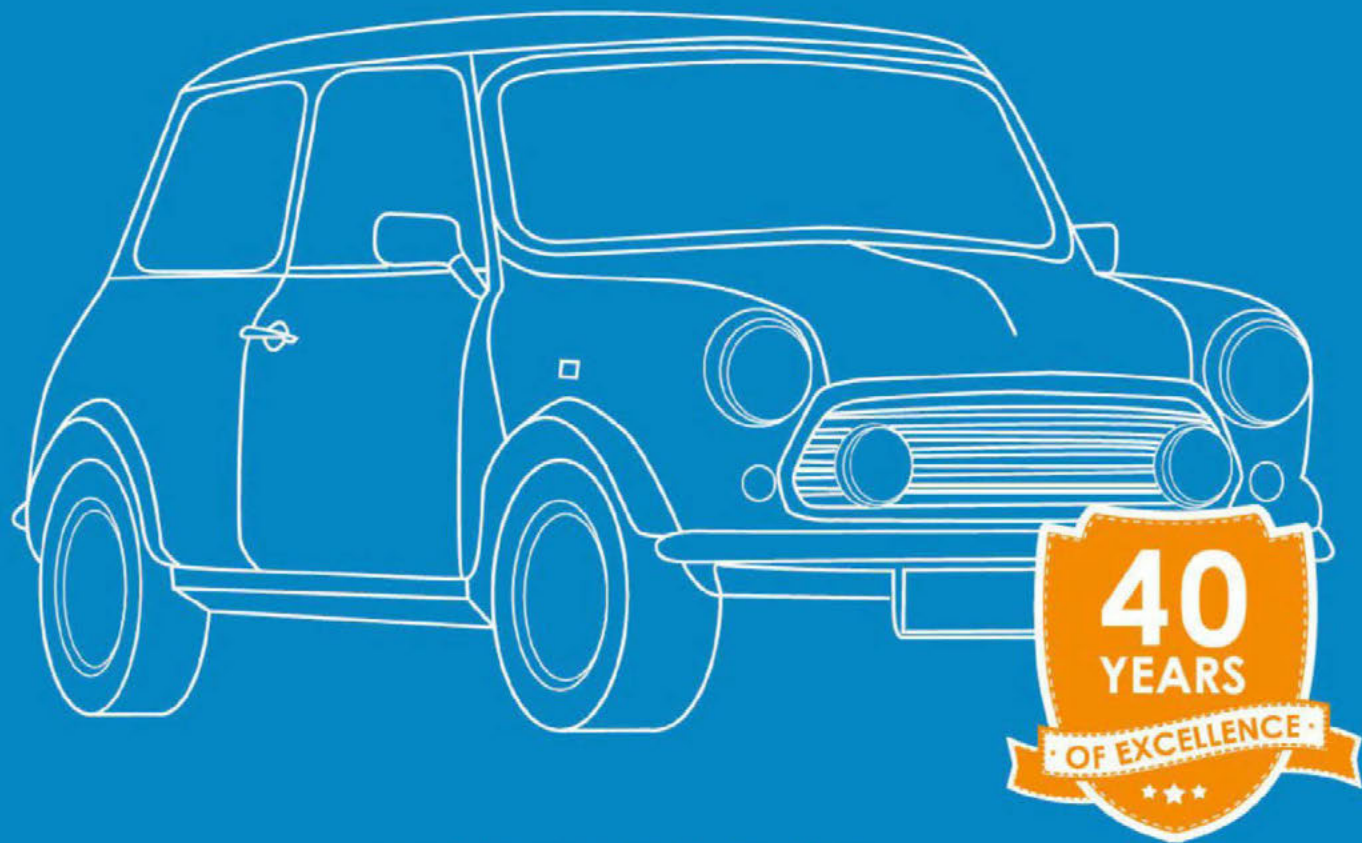


Posing with rally legend Stig Blomqvist.

To do list

1. Eat cakes.
2. Pat helpers on back for their assistance (Steve, Oliver, Julian and Charlie)
3. Prepare for Cadwell Park – the best race circuit of the year.

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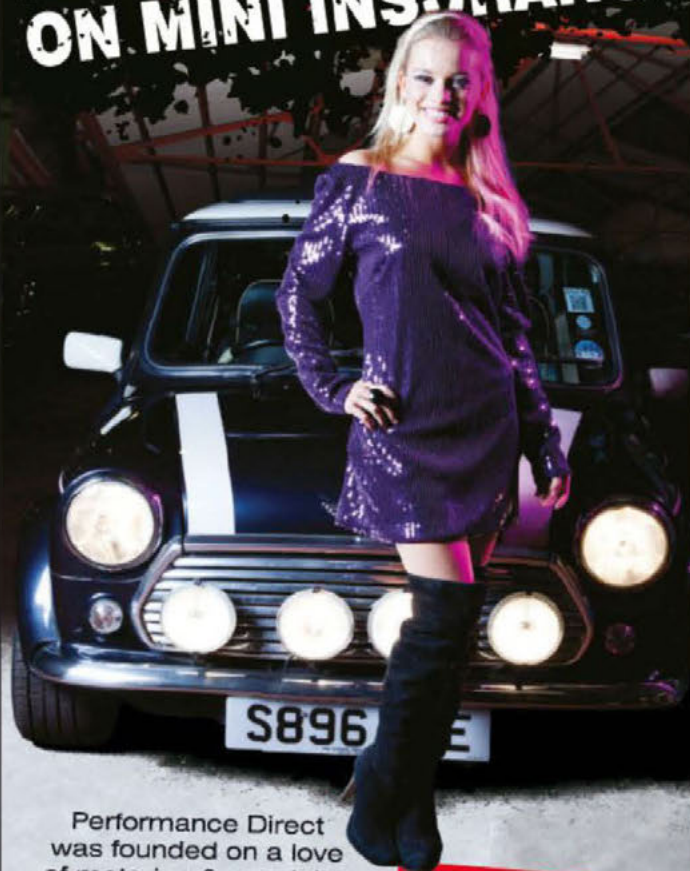
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Heavy duty spherical jointed arms pr	£99
Adjustable bottom arms pr	£59
1.5 deg fixed bottom arms	£49
Adjustable tie rods pr	£24
Rear adj camber brackets pr	£19.50
Lower arm sub pin	£12.50

SERVICE PARTS



Front wheel bearings each	£17
Rear wheel bearings each	£12.50
CV joint outer	£19
Radius arm repair kit per side	£16.50
Top arm repair kit per side	£16.50
Ball joints top & bottom per side	£11
Rear wheel cylinder	£6.50
Front wheel cylinder	£6.50
Long track rod end	£6.50
Std track rod end	£4.50
Brake flexi hose disc	£4.50
CV joint hub nut	£3.75
Outer CV boot	£3.75
Inner CV boot	£3.75
Alternator from '96 on	£115
Alternator '80-'96	£58
Alternator uprated	£41
Starter motor pre engaged	£98
Starter motor inertia	£46

STEERING

Steering rack MK onwards RHD	£65
Steering rack gator each	£5.50
Steering column lower bush	£2.99
Steering column upper bush	£2.75

BRAKES

8.4" Discs and pads	£25
8.4" Discs, pads & pin kit	£29
8.4" Discs only	£24.50
8.4" Metro vented discs	£46
Tarox 6 pot kit	£750
7.5" Cooper S discs	£21.49
Alloy finned drums pr	£59
Brake drum std ea	£14
Back plate for rear drum ea	£25
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

EXHAUSTS

QUALITY STAINLESS SYSTEMS



Fletcher Twin DTM	£128
Twin DTM	£114
Twin Supersport	£104
/ends to suit	£30
Side Exit	£92
Link upto CAT	£26
Link upto LCB	£30
Reducer pipe	£15
Mild Steel Side exit & link upto LCB	£46
Centre exit & link upto LCB	£46
LCB manifold	£45
Alloy inlet manifold	£33



ULTIMATE ENGINE STEADIES ea £24



STAGE ONE KIT £156

MISC PERFORMANCE



Stainless quality sumpguard	£51
Alloy quality sumpguard	£40
Cone performance air filter	£16
Lift Reverse quickshift	£39
Std quickshift	£29

PANELS

Front foot well	£12
Full floor pan	£77
Front panel	£59
Bonnet	£81
Scuttle full	£49
Scuttle qtr	£16.50
Under scuttle	£7
Wing	£36
Door step	£8.50
Inner sill	£12
Outer sill wide	£13
Hinge panel	£12.50
More panels available check out our website	
Doorskin	£25
Doorskin alloy	£40
Door repair pan	£14.50
A panel van	£16.50
Seam capping	£7.50
Subframe rear	£205
Rear floor	£22
Boot lid	£60
Rear lower valance	£14.50
Mounting panel	£6.50
Rear side full	£21.50

WE STOCK A HUGE RANGE OF INTERIORS AND CHROME & BRIGHTWORK PARTS - CHECK OUT OUR WEBSITE
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5X10 MINATOR		6X10 REVOLUTION		6X10 ULTRALITE		6X10 MINATOR		4.5X10 COOPER REPLICA		WHEEL ARCHES	
 <p>WHEEL £57 PACKAGE FROM £349</p>	 <p>WHEEL £59 PACKAGE FROM £373</p>	 <p>WHEEL £59 PACKAGE FROM £373</p>	 <p>WHEEL £59 PACKAGE FROM £373</p>	 <p>WHEEL £59 PACKAGE FROM £349</p>	<p>10"/12" WHEELS Std plastic arches £25.00 Group 2 arches £42.50 W&P type arches £49.00 Group 4 arches £47.00</p> <p>13" WHEELS Group 6 arches £49.50 Group 7 arches £59.00 Spock f/glass arches £85.00 Miglia type arches £59.00</p> <p>ARCH ACCESSORIES Black Arch to body Sms £6.00 Full car chrome trim £26.00 Sill trim rubber both sides £9.50 5/5 side trims pair £15.50 Chrome flexible arch edging £15.50 Full car rubber trim £18.50 Fitting kit for Miglias £11.90</p> <p>WHEEL ACCESSORIES Tapered or rounded nuts (16) £15.00 Tuner nuts (16) £35.00 Revolution Nuts (16) £25.00 Rover nuts (16) £25.00 Locks Economy £12.50 Locks quality £22.00 Centre caps from £10.00 Screws & studs £16.00</p>						
 <p>WHEEL £57 PACKAGE FROM £349</p>	 <p>WHEEL £57 PACKAGE FROM £349</p>	 <p>WHEEL £57 PACKAGE FROM £349</p>	 <p>WHEEL £47 PACKAGE FROM £349</p>	 <p>WHEEL £57 PACKAGE FROM £349</p>	<p>USED PART EXCHANGE WHEELS AVAILABLE - ALSO NEW OLD STOCK - CALL FOR PRICES AND AVAILABILITY</p>						
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 <p>WHEEL £75 PACKAGE FROM £479</p>	 <p>WHEEL £79 PACKAGE FROM £479</p>	 <p>WHEEL £89 PACKAGE FROM £499</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>						
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 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £75 PACKAGE FROM £498</p>	 <p>WHEEL £285 PACKAGE FROM £1360</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>						
<p>ALL WHEELS ABOVE CAN BE FITTED WITH A CHOICE OF THE TYRES BELOW - PRICES ON APPLICATION OR VISIT OUR WEBSITE FOR ALL COMBINATIONS</p>											
 <p>145/80/10 £36.00</p>	 <p>165/70/10 £54.00</p>	 <p>165/70/10 £42.00</p>	 <p>165/70/10 £56.50</p>	 <p>145/70/12 £29.00</p>	 <p>145/70/12 £32.50</p>						
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<p>Come visit our showroom - huge range of stock available EASY TO FIND 2.5 MILES OUT OF HUDDERSFIELD TURN RIGHT OPPOSITE VITALITY SIGN 200 YARDS TURN RIGHT AT FOUR HORSESHOES PUB WE ARE ON LEFT HAND SIDE</p>											



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Information

UK Mainland Delivery Prices: Set of 4 Wheels Only £17.87 Wheels & Tyres £22.98
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* All prices include VAT @ 20% *
* STOCK SUBJECT TO AVAILABILITY *

Minilight - 10"

4.5x10" 6x10" 5x10"

4.5x10", 5x10", 6x10"
Various Colour Options Available

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Minilight - 12"

5x12" 4.5x12" 6x12"

4.5x12", 5x12", 6x12"
Various Colour Options Available

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Minilight - 13"

5.5x13" 7x13" 6x13"

5.5x13", 6x13", 7x13"
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7x13" 6x10" 5x10" 6x12"

5x10", 6x10", 6x12"
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Superlight - 12"

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Superlight - 13"

7x13" Mk2

7x13", 7x13" Mk2
Various Colour Options Available

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Rally Special

12"/7x13"
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Rose Petal

10" - 12"
Various Colours

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D1

10"/12"/13"
Colour: Black

From: £52.52

BRM

4.5x10"
Colour: Black

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Mag

10"/13"
Colour: Black

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6x10"
Colour: Black

Price £68.78

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White & Silver

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