



FULL IMM 2014 REPORT INSIDE

restore • modify • enjoy

mini magazine

PLUS:
ROADTRIPS IN
THE BALKANS
AND SOUTH
AFRICA



FEEL THE HEAT
MODIFIED MKI WITH
1430 POWER



PERFECT TRIBUTE

ICONIC 1275 GT RACER
RECREATED FOR 2014

Future

SEPTEMBER 2014
ISSUE 227

JANSPEED MK3 REBUILT ROAD ROCKET

DEUTSCH DELIGHT 1380 THREE-WHEELER

190BHP SCREAMER VTEC CLUBBY ESTATE



PLUS: KEITH CALVER'S Q&A + **ENGINE BUILD** SLIP-UPS
GEAR / LATEST PRODUCTS **TECH** / COOPER S CALLIPER REBUILD



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.
EN3 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

Each **£15.00**

Cooper S Distributor

Reproduction of the 40819 Cooper S 23D distributor but with more advance for economy and performance similar to the Mk3 S curves. Fitted with quickfit std. points - 12G2140 **£45.90**

Any 1275 pre A plus with vac 12G4180 ... **£102.00**

998 A plus ADU5789 distributor **£91.80**

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

Engines

We stock all standard and performance parts



From **£1860**

Silicone rocker cover gasket **£9.60**

5 port alloy head - road C-AHT347 ... 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-AHT446A **£198.00**

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**

Each **£14.78**

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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**
MPI Sportspack type race ... **£71.94**
Quick rack L/H or R/H C-AJJ1570/1 ... **£78.00**
Genuine track rod end GSJ1106 ... **£11.11**
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**
GREY £29.40
WHITE £30.30

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 **£25.80** each
order as GAM112.
For left hand **£25.80** each
order as GAM113.
Pair **£46.98** - Order as GS25317
All types available separately

Door Mirrors - '80s on

Original white backed type as fitted to post 1994 Minis
pair **£36.00**
Order as GS25320
All types available separately

Door Mirrors - '80s on

Original black plastic type.
pair **£30.62**
Order as GS25319
All types available separately

Torpedo Mirrors

GENUINE - Torpedo Mirror - fully adjustable for door fitting only.
Right hand - GAM107 **£25.78**
Left hand - GAM108 **£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 our own Rose Petal wheel. 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" verted 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	£62.40
8.4" type Mini Spares caliper L/H 37H8129	£62.40
S Disc conv. + Mini Spares caliper C-AJ4028MS	£430.42
S Disc conv. + AP caliper + Timken bearings	£540.00
S brake disc shield set MSSK1400 R/H	£221.90
S brake disc shield set MSSK1401 L/H	£221.90

Brake Master Cylinders and Servos

Mk1/2 brake servo cast body 21A1293	£216.00
Mk3 servo and non gen fitting kit SEN43	£144.00
Servo 1988 on GSM119	£134.40
Single line plastic canister GMC171	£44.40
Single line metal canister GMC171ORIGINAL	£66.96
Single line Cooper S - just larger metal tank GMC172	£72.00
Diagonal split GMC167	£102.00
Front to rear dual line - pre servo GMC227	£73.20
Front to rear dual line 1988 on GMC90376	£80.40
Rear brake pressure valve 21A1774	£73.20
Brake limiter valve PDWA 1978 on FAM7821	£87.60

Exhausts

RC40 Range

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

RC50 Millennium range

Designed for all classic and injection Minis

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

See AKM2 Catalogue or 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-ARA331S8	£75.60
Centre exit twin box C-ARA332	£97.20
Single box C-ARA332S8	£75.60

Manifolds

We stock a whole range of exhaust and inlet manifolds

FROM £71.94



Long centre branch manifold

FROM £71.94

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

Cooling

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

Radiators

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

Oil Coolers

13 row oil cooler - union fitting C-ARH221	£36.24
Mini oil cooler pipe kit, pre engd starter MOC1015	£26.39
Mini cooler pipe kit, inertia starter type MOC1013	£23.40
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	£15.96
S/steel inner ring DHF100010SS	£10.00

Fluted deluxe chrome wheel arch trim GZF105A	£15.60
Fiat 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

Rear Subframes

Genuine rear subframe FAM6292	£380.00
Genuine KHB10024 1991 on	£380.00
Non genuine rear subframe MS450	£193.75
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	£72.00
MSSK017B	£72.00

Engine Electrics

All new - outright sale. Up rated

Alternators with pulleys

NEW!

£43.49

16/17ACR 45 amp to 1980	£43.49
A127 70 amp 1980-1996	£60.00
Twin point std. alternator GNU2521	£102.00
Hi torque starter, pre-eng. or inertia	£162.00
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 £69.76
Mk2/3 style	also available
8B12507	£60.00

Austin Cooper and "S" Mk1	
- 11 thin slats	
24A198	£68.71

Morris Cooper and "S" Mk1 wide slats	
24A2158	£67.80

Morris Cooper Mk1 stainless steel, with 6" spotlight holes	
8B12506	£74.40

Mk 2/3 Grilles

Black grille Mk2/3	
CH4015MS	£43.32

Black grille Mk2/3 with 3 surrounds/seatings and fixings	
Order as GRILLE 03	£70.76

Brightwork grille Mk2/3	
ALAG654MS	£46.26
Brightwork grille with 3 surrounds, seatings and fixings	
Order as GRILLE02	£74.61

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	
ALAG669	£45.11

Above grille with 3 surrounds/seatings and fixings	
Order as GRILLE 05	£66.71

External release alloy genuine brightwork grille	
ALAG668	£45.11

Above grille with 3 surrounds/seatings and fixings	
Order as GRILLE 04	£66.71

Also available in GOLD, BLUE or RED modified finish	£51.66
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Also available in GOLD, BLUE or RED modified finish	£51.66
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As above, with spotlight holes	£78.00 - 8B12502
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Grille Surround - Mk2

Grille surround kit - Order as Grille 10	£38.56
Also available separately	
Sides each	£9.48
Centre bonnet	£13.38

Includes plastic seatings FULL KIT £38.56

Grille Surrounds - Mk1

Mk1 surround	£70.62
Side finishers each	£8.54
Each	
Mk1 Surround	£66.00

Cable Bonnet Lock

Internal release type, as fitted to all the late Minis from 1992/3 on. Includes catch with bolts, correct length cable and bracket.	
Order as GS130273	£18.60

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

MK1 Boot scripts: Mini or Cooper/Seven/Austin	E13.69/E18.06/E13.06
'S' Script - MK1 (Large or Small)	E15.05 each
1275 or 1290 Script / 1000	E18.06/E13.07
Austin/Morris Cooper 'S' Bonnet MK1	E12.39
Morris Cooper 'S' Bonnet MK1	E12.39
Morris Cooper 'S' Bonnet MK1	E12.39
Cooper 'S' MK2 Boot insert - Austin / Morris	E12.70
Cooper 'S' MK2 Boot insert	E12.70
Cooper MK2 Bonnet insert - Austin	E12.70
Cooper MK2 Bonnet insert - Austin / Morris	E12.70
Mini Minor MK1 - Boot	E13.82 each
Austin/Morris Cooper 'S' MK2 - Bonnet insert	E13.82 each
Austin/Morris Cooper 'S' MK2 - Bonnet insert	E13.82 each
Morris MK1 - Bonnet badge	E13.82 each
Austin MK1 - Bonnet badge	E13.82 each
Austin MK1 - Bonnet badge	E13.82 each
MK1 Cooper 'S' Boot	E13.82 each
Mini Special boot badge	E13.82 each
Speedwell cast badge	E13.82 each
1275 GT boot - Red or Black	E13.82 each
1275 GT boot - Silver or Black	E13.82 each
1275 GT grille badge	E13.82 each
Door lock rocker cover plate	E13.82 each
MK1 Horn push - Austin	E13.82 each
1275 GT stripes, 800ccers in stock	E13.82 each
Cubman Estate stripe sets	E13.82 each
Winged Mini badge (non genuine)	E13.82 each
GB badge (chrome on brass)	E13.82 each
Paddy Hopkirk accelerator pedal	E13.82 each

SUSPENSION & STEERING

Spax/Koni gas adjustable (Std, Lowered or Estate)	E18.06/E13.82 each
Standard shocks / Gas-a-just	E18.06/E13.82 each
Comp bump stop kit (front/rear) Hydro only	E13.82 each
Steering rack oil rig	E13.82 each
Reconditioned radius arms (exchange)	E13.82 each
Hydroscopic pipes - Nylon / Copper	E13.82 each
Kaurin joint	E13.82 each
Sealed joint kit	E13.82 each
Track rod ends (Genuine / Non Genuine)	E13.82 each
Steering rack boot kit (pair)	E13.82 each
Front subframe - front mount / Rear mount	E13.82 each
Displacer dust cover	E13.82 each
Bottom arm bushes	E13.82 each
Tie rod bushes	E13.82 each
Front towing eye	E13.82 each
Wendybar camber bottom arm 1.5 degrees	E13.82 each
Adjustable tie rods (road use)	E13.82 each
Adjustable rear camber brackets	E13.82 each
Adjustable suspension units - Standard / Competition	E13.82 each

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twins box - Side or Centre exit	E13.82 each
Single box - Side or Centre exit	E13.82 each
Manifold stage 2 LCB - Standard / Injection	E13.82 each
Manifold LCB Standard / Big bore / Injection	E13.82 each
Manifold freetool suits 850 / 998 / 998	E13.82 each
Van/Estate - Single box / Twin box	E13.82 each
Catalyst back - Single / Twin box	E13.82 each

OTHER EXHAUST SYSTEMS

RC40 - Twin box / Single box	E13.82 each
Works replica alloy system (ST800)	E13.82 each
Sportline rear box single tailpipe	E13.82 each
Manifold gasket - Standard / Big bore	E13.82 each

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	E13.82 each
Clear indicator lens kit including bulbs - Early / Late	E13.82 each
Clear rear lens kit including bulbs	E13.82 each
Stainless dipstick A+	E13.82 each
Chrome wiper hanks (including nut & gasket)	E13.82 each
Stainless wiper blades	E13.82 each
Chrome twin washer jets (inc drilling required)	E13.82 each
Deluxe gear knobs (leather or wood)	E13.82 each
Stainless chrome dropper bracket	E13.82 each
Seal adjuster kit	E13.82 each
Carb gasket covers 1275, 1.5, 1.75	E13.82 each
Grille buttons - Quick release (Black / Chrome)	E13.82 each
Rocker cover buttons / F-bars	E13.82 each
Paddy Hopkirk accelerator pedal	E13.82 each
Motor straps - Leather / Rubber	E13.82 each
Internal bonnet release kit	E13.82 each
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NEXT ISSUE ON SALE: 26 September 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 month it's been. After years of build-up, the 2014 International Mini Meeting finally became a reality, and it certainly didn't disappoint. It's reckoned that over 8000 Mini fans passed through the Kent Showground gates over the course of the meeting, with more than half from overseas.

Credit must go to the Southern Mini Owners Club for making the event so successful. These people are Mini enthusiasts, not professional event staff, and their efforts have been nothing short of staggering. I'm just gutted it's all over, but fear not, because on page 28 you'll find a six-page report to alleviate those post-IMM blues. Looking to the future, you can also get the lowdown on Belgium's successful 2016 IMM bid in our news pages.

Staying with the international theme, you'll find the tale of Mark Liprini's epic South African roadtrip, plus my experiences at the Balkanska Minijada in a slightly scruffy 1975 Mini 1000. Contributor Alex Kinsman also recounts his experiences of Mini Meet East Meets West in America, and we've got a feature on the prototype of an intriguing three-wheeled Mini set to enter production in Germany.

Closer to home, this month's cover star is a real

Jeff Ruggles
Editor, Mini Magazine

favourite of mine. It's a replica of the 1275 GT that Richard Longman raced to victory in the 1978 and '79 British Saloon Car Championship, only built to modern standards by the engineering wizards at Swiftune for the Goodwood Members' Meeting earlier this year. In fact, it's a bit of a big-name tuner bonanza this month, with a Bill Richards-tweaked Mk1 and a Mk3 famously fettled by Janspeed featured amongst these pages. And for those who prefer their transplant Minis, we also bring you a fearsome VTEC-powered Clubby Estate.

As for me, I've already discovered a way to recover from the lull left after IMM – plan for the next one! Now, which way is it to Lithuania?



On stage at the IMM to present the Car of the Show award.



The IMM was a truly fantastic event. Read our comprehensive report from page 28.

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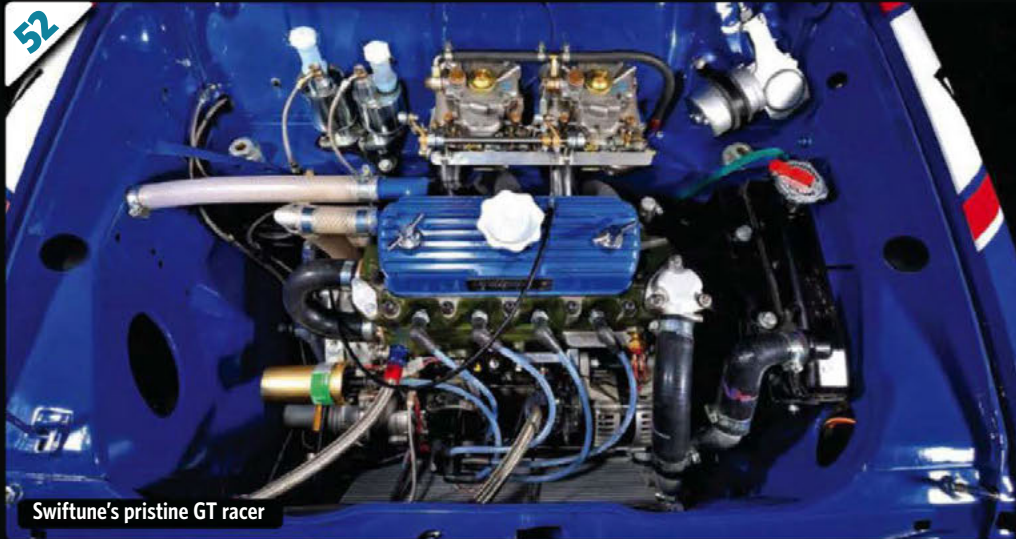
Mengers 3WP



Custom VTEC Clubby



Heading to Serbia



Swiftune's pristine GT racer



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Cool ex-Janspeed video star



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JANSPEED MK3



VIDEO V

When a one-off, super-tuned, video-star Mini came up for sale, Steve Watson couldn't resist the chance to own a bit of Janspeed history.



TAMP

Words Marc Stretton Photography Ade Brannan

Buying a car off eBay can be a dodgy business, especially when you're doing it sight-unseen as you live abroad. But having searched for a Mini to play with for when he returned home from working overseas, Steve Watson of Fife did just that. In Steve's case, however, his blind-buy wasn't as much of a gamble as it could have been. The item he decided to bid on had been the subject of a full restoration and engine rebuild by some of the most famous names in the Mini business – Jan Odor of Janspeed, ex-F1 engineer Frank Swanston and the eminent A-Series engine tuner David Vizard. To top it off, the whole nut-and-bolt job was documented in a video documentary, called *Janspeed DIY Mini*, which was produced back in 1989.

I learnt to drive in a Mini, so have always liked them," Steve begins, "and while working away I'd imported a couple of Japanese-spec Minis to drive. So when it was time to come home, I really wanted a Mini to be waiting for me. And then I spotted the eBay advert for DHR 586L, which was accompanied by a link to the car's own website and the video, which could be viewed on YouTube. With that information, plus an article on this Mini amongst other Janspeed cars in the March 1990 issue of *Buying Cars* magazine, it was nearly as good as being able to view the car personally."

The eBay listing noted that, even though the Mini had been rebuilt more than 20 years before, it had covered less than 2500 miles since, and just needed a final bit of recommissioning to bring back to perfection. With a bid of almost £9000, Steve owned it.

So what had been bought? Well, the story of this 1973 Mini video star actually starts back in the 1960s, when film-maker Ethem Centintas bought a Cooper S brand-new. Ethem must have used his S to its full capabilities (and beyond) as one day in the early '70s he rolled it! With the car written off, he decided to reshell the Cooper mechanicals into a good body, so he bought DHR, a 1973 Mini 1000. Next, he fitted the 1275 engine, Cooper S suspension, brakes and twin tanks to the car, and carried on enjoying himself. ➡

JANSPEED MK3

FROM THE ARCHIVE

The Janspeed tuning video offers a fascinating insight to how things were done at the forefront of Mini tuning in the late '80s, and highlights how little has really changed since then. A beige Mk3 is soon transformed into a high-performance road racer. View the highlights at: <http://goo.gl/i8kSNQ>

JANSPEED



For more information on Janspeed today, visit www.janspeed.com, or call 01722 321833.



Traditional Tartan Red with a white roof replaced the all-beige hue that the Mini had worn previously.

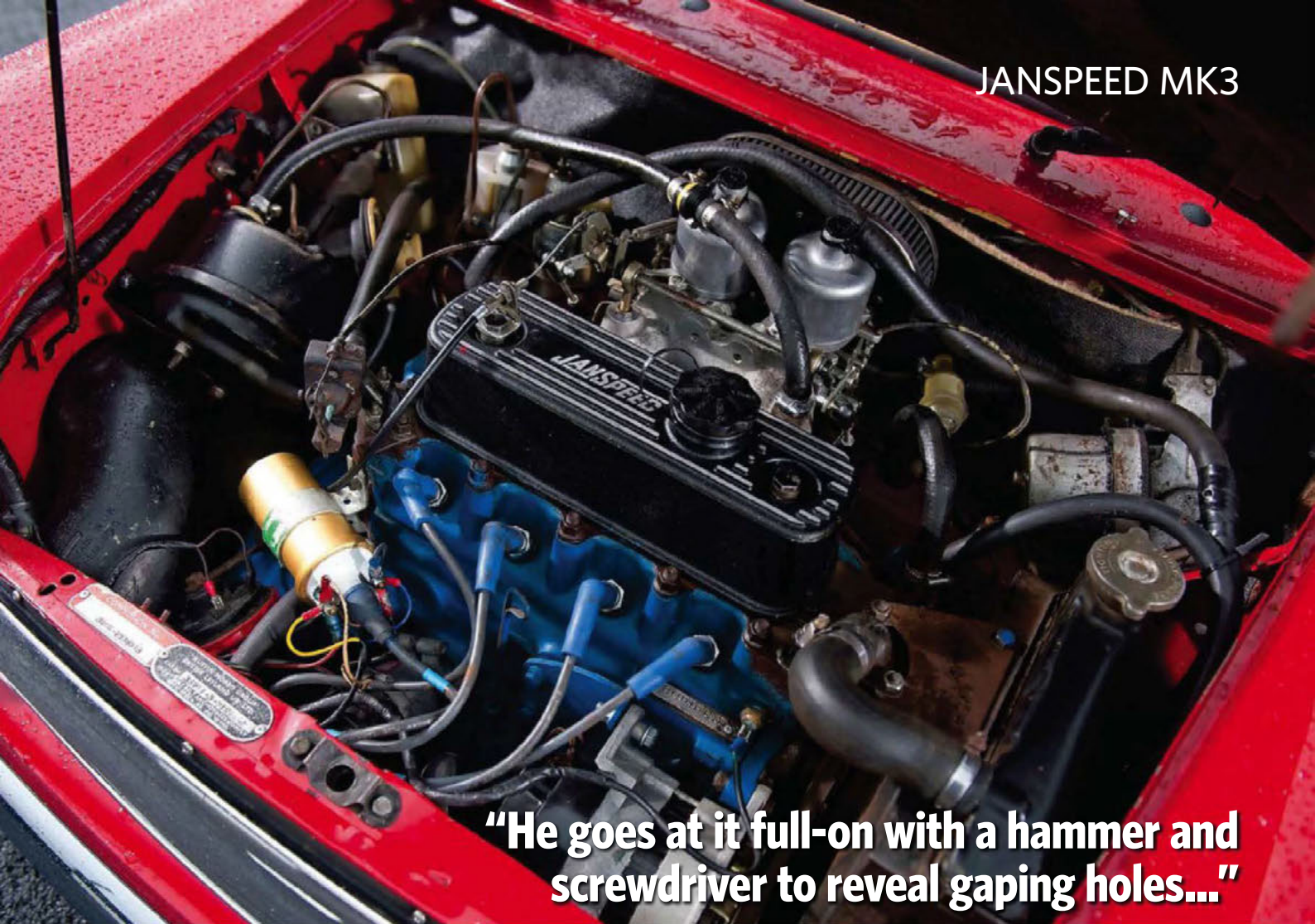
VIDEO STAR

Fast-forward to the late '80s and Ethem was commissioned to produce the advertorial video for Janspeed, to highlight the tuning work the company were doing at the time – i.e. turning out some of the quickest and best-handling Minis in the world. Nowadays, Janspeed is predominantly a top-spec exhaust manufacturer, but for nearly four decades after its formation in 1962, the firm's engineers turned out some of the fastest race cars on the planet, including multiple championship-winning Minis. For the video, a Mini would be needed as a guinea

pig. And guess what? Ethem knew just where such a thing could be found; in his garage was a pretty tired old 1973 Mini, with Cooper S running gear and a '70s-style beige paintjob needing a make-over. DHR was volunteered for the role – what a stroke of luck!

The Janspeed DIY Mini video Ethem created was mainly to showcase Janspeed's tuning kits and full engine builds, but it wasn't just a workbench exercise. To fully show off the firm's skills, Jan Odor wanted to rebuild a Mini from scratch that would rival the hot-hatches available to car buyers in the late '80s. It would be quicker and





"He goes at it full-on with a hammer and screwdriver to reveal gaping holes..."

better handling than anything Rover was offering at the time, with superior performance to the long-gone Cooper S. This meant that Ethem's Mini would not only have its mechanical parts fully rebuilt, but it would also undergo a body restoration too – a job which, as it turned out, was desperately needed.

For this, the stripped-out shell was entrusted to Auto Engineering, a leading paint and bodywork specialist in

Christchurch, Dorset. There's a brilliant section in the film where Auto Engineering's man carries out an old-fashioned 'hammer inspection' to locate all the rust in the Mini. He goes at it full-on with a pointed hammer (and screwdriver) to reveal gaping holes in the sills, wheel-wells, floors, rear valance, scuttle and A-pillars. With the full extent of the rot discovered and removed, a complete front-end and all the necessary replacement

panels go on, and the A-post are repaired too. A set of subtle Cosmic aluminium wheel arch extensions are then added to replace the nasty wideboy add-ons, before the shell is then resprayed in traditional Tartan Red with a white roof – beige just couldn't have stayed.

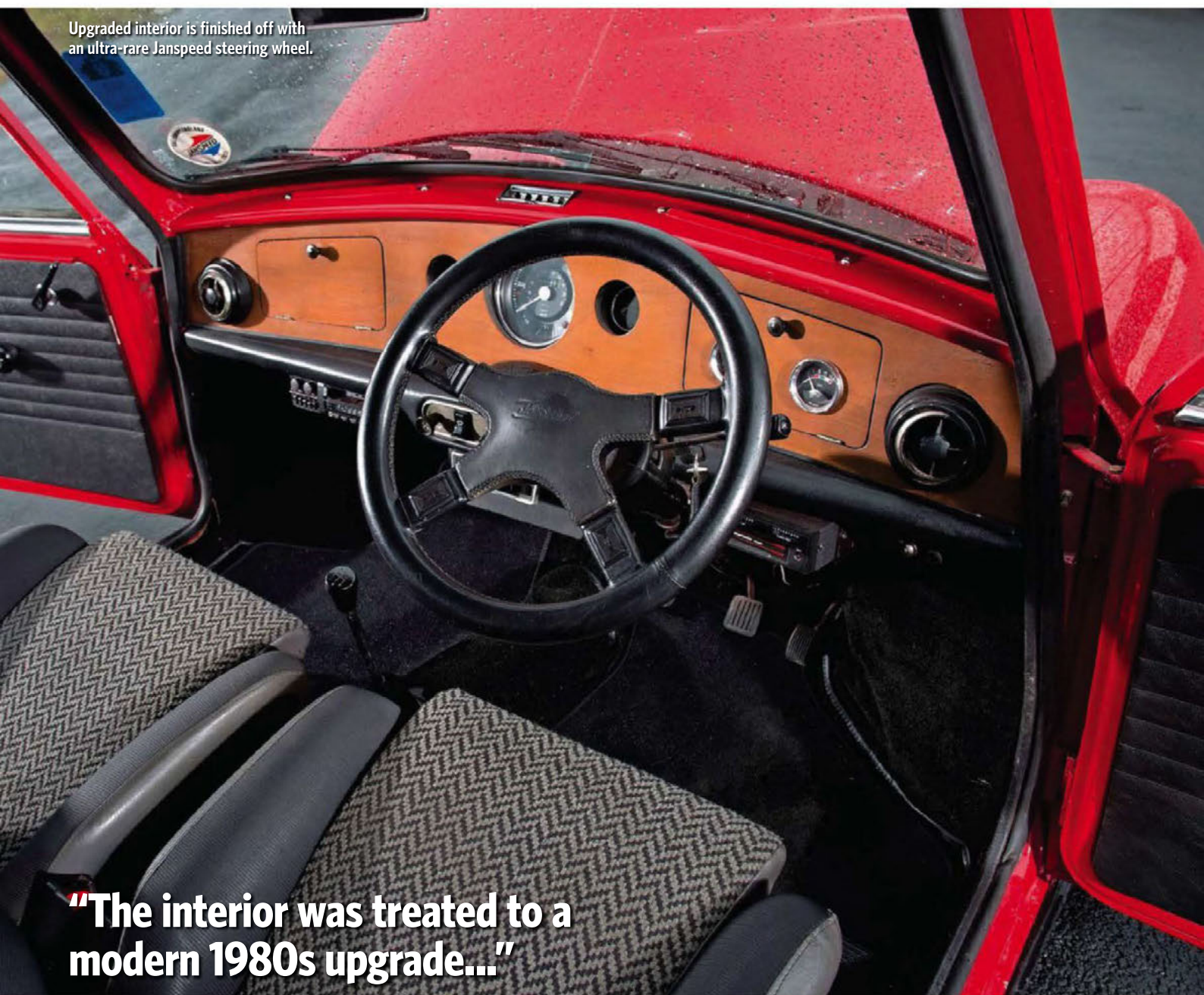
Back in the Janspeed workshops, the task of getting the mechanics sorted begins. Not only is the Janspeed DIY Mini an entertaining hour's-worth of viewing, ➔

Nicely stanced on a set of Konis, Hi-Los and Revolution alloys, with body-colour Cosmic arches.



JANSPEED MK3

Upgraded interior is finished off with an ultra-rare Janspeed steering wheel.



"The interior was treated to a modern 1980s upgrade..."



but it's also an incredible teaching tool too, as the whole process of stripping-down and rebuilding a Mini engine is fully covered. Watching the Janspeed engineers go through every minute detail assessing the engine for wear and suitability shows the levels to which anyone should go to when they want to produce a powerful and long-lasting A-Series. The section on re-working the cylinder head is an informative, and easy-to-understand, introduction to this dark-art. One of the most entertaining scenes has David Vizard explaining that his flow-bench tester is "basically a glorified vacuum cleaner."

The full details of the engine Janspeed created can be seen in the tech spec section, but power-wise, the 1293cc A-Series fitted back into Ethem's restored Mini shell was dyno-tested at 115bhp. This gave the finished car a top speed of 112mph and a 0-60 time of 7.5 seconds, which more than

TECH SPEC

BODY 1973 Mini 1000, Cosmic wheelarch extensions, Cooper S twin tanks, Koni and Auto Engineering badging, Janspeed sport boot badge, Janspeed Motorsport decals. Paint: Tartan Red with white roof.

ENGINE Cooper S block, 1293cc rebore, wired block face, lightened and balanced Cooper S EN40B crank, S rods, Omega pistons, Kent 266 cam and adjustable timing gear, Janspeed ported and polished head, comp head gasket, Titan 1.5:1 roller rockers, uprated oil pump, adjustable pressure relief valve, lightened flywheel, twin HIF38 1.5-inch SU carbs, Janspeed inlet manifold, K&N air filter, Janspeed LCB exhaust manifold and stainless system, Lumenition ignition, Janspeed rocker cover, large-capacity radiator.

TRANSMISSION Cooper S close-ratio gearbox, heavy-duty rally-spec clutch, centre oil pick-up pipe.

SUSPENSION Koni adjustable dampers, Hi-Los, adjustable tie-rods and negative camber bottom arms, negative camber rear brackets, rear anti-roll bar.

BRAKES Cooper S callipers and discs, Minifin drums, servo-assisted.

WHEELS AND TYRES Revolution 6x10-inch alloys, 165/70x10 Yokohama A008 tyres.

INTERIOR Recaro front seats, rear seats trimmed to match Herringbone pattern, wooden dash with S speedo and additional gauges for water temp and oil pressure, Janspeed four-spoke steering wheel, Audioline radio, Sparkomatic cassette player, Audioline shelf speakers.



Despite Steve's Mini being unique, he knows what it's really for... driving, as often as possible.



ICE from the '80s too... cassette-tastic.

fulfilled the brief to create a GTi and Cooper S beater. With its uprated suspension (Koni dampers, Hi-Los, adjustable suspension geometry and rear anti-roll bar) handling was massively improved to suit the big power increase, and braking wasn't forgotten either, with refurbished Cooper S callipers up-front and Minifins aluminium drums on the rear. An added servo helps pull the Mini up sharply too.

To complete the build, the Mini's interior was treated to modern 1980s upgrade, with a full-length wooden dashboard housing additional instruments to keep an eye on that expensive engine, and a pair of Recaro front seats that Steve believes came out of a sporty Vauxhall. The rear seats were retrimmed to match, and the jewel-in-the-cabin is the original Janspeed steering wheel, now a rare and sought-after item.

LUCKY WIN

Steve's ownership of this very special Mini began in late 2011, when Ethem reluctantly decided to sell his cherished car, which in one form or another he'd owned for nearly 50 years. "He was finally moving home to Turkey, where he was from, and it was too difficult to take the car back home," says Steve. "I was the lucky winner of the auction of his prized possession."

With only light use, and 2457 miles driven in the preceding 22 years, DHR had



Recaro recliners with rear seat retrimmed to match.

"Steve picked the Mini up from the South Coast and drove it to Scotland..."

survived well since its Janspeed starring role. An excited Steve picked the Mini up from Ethem's house on the South Coast, and drove it all the way home to Scotland. "The long trip went brilliantly," he says, "although it did show up a few faults that many years of under-use had brought about. The brakes were probably the worst bit, so I soon replaced the Cooper S callipers with new ones, renewed the Koni dampers, replaced the clutch, flushed the cooling system and swapped the old Revolution wheels (which were past their best), for a brand-new set.


As a perfectionist, I also had to set about the bodywork too," he adds. "After 20 years or more there was some bubbling to a few

A happy Steve won the one-off eBay auction.



areas. I couldn't have left them, but kept the work to localised repairs only rather than going for a full respray, which I think would have taken something away from the original work carried out by Janspeed."

Keeping true to the car Janspeed produced is what this Mini is all about, and that means getting out there and driving it, as *Mini Magazine* witnessed when we first met Steve on the Thistle Run 2014. "It's very quick, quite noisy and goes round any corner at any speed. The best way to describe my Mini is 'incredibly addictive'" he says, with a smile.

And we've got a couple of words to sum up our thoughts on Steve's Janspeed Mini too: 'massively jealous'. 



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

Reconditioned

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

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

Mini Road (Stage 2)

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

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

Road Sport (Stage 3)

Improved efficiency in gas flow through the cylinder head, along with larger valves it is designed for maximum Power, Torque & Economy.

Perfect to release power from bespoke engines.

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

Grand Tourer (Stage 4)

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

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

7 Port Mini X-Flow

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

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

Performance Built Engines & Kits



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	£1446
Built Engine	Stage 2	Stage 3
Carburettor engine, ready to fit	£1804	£2036
Injection engine, ready to fit	£1866	-

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

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	-

Crankshafts

Brand New
1275cc £279

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

Engine Stabilisers

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

Roller Rockers



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

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

Head Parts



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

Rocker Cover



Polished Alloy £27.24
Polished Alloy - with cap £29.39
Chrome Plated Steel - with cap £33.80
Metro Style Polished Alloy with cap £45.46
Alloy with Polished Fins - Blue or Red £33.68
Rocker cover gasket £1.32
Oil Filler Cap - Chrome £4.86
Oil Filler Cap - Red original £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
Valve stem oil seals - set 4 £2.83
Copper head gasket - 998cc £10.91
Copper head gasket - 1275cc - AF460 £44.33
Turbo head gasket - 1275cc £23.06
Manifold gasket - Standard £1.06
Manifold gasket - Large Bore £2.58
Catalytic converter gasket £1.37

Full range of individual gaskets available

Stage 1 Tuning Kit

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



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

Parts & Mountings



Cam Follower (Set of 8) £12.23
Pushrod 1275cc 1.3i each £2.76
1275cc Steel Centre Main Strap £16.40
Chrome Dip Stick - Silver, Red or Blue top £9.60
Engine Steady Bush Kit - Std Rubber £1.44
Engine Steady Bush Kit - Comp Rubber £2.69
Engine Steady Bush Kit - Solid Nylon £13.32
Engine Mounting Standard £3.78
Engine Mounting Easy Fit Standard £6.92
Engine Mounting - Quick Release - Poly £9.90
Engine Mounting - Solid Type - each £18.00
Oil Filter Head - Spin On - A series £13.31
Oil Filter - Spin On type £3.54
Oil Filter - Spin On - 1996 on (PH4952) £4.50
Oil Filter Element - Early pre Spin On £4.80

Millers Oil
Classic Mini 20/50 (5 Litres) £28.80
Sport CVT 20w-50 (5 Litres) £53.04

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

Pistons



Prices include: set (4) pistons, rings and gudgeon pins. All sizes available.
998 Dish - circlip fit from £253.95
998 Flat Top - press fit from £317.96
1275 Slipper Std comp from £156.72
1275 Slipper High comp from £206.55
1380cc Powermax 73.5mm set £286.13

Timing



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

Oil Pumps



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

Cams & Kits

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

Both only £56
All prices are exchange

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

Also available full range of cams & kits from

KENT CAMS PIPER

Mini Special Tools



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



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

Gunson Special Tools

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

Flywheels



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
Vento clutch plate £36.37
Sintered Metallic Full Race £214.72
6 Paddle Cerametallic Clutch Plate £157.95

Rolling Road Tuning



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

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Cooper Tuning Conversions



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-vento) £8.05
Release bearing - Verto £6.00
Slave cylinder - pre-vento £15.60
Slave cylinder - Verto £31.03
Master cylinder - Late type, plastic £63.67
Master cylinder - Early type, metal £84.38
Clutch Oil seal - Orange Rubber £4.20
Clutch Housing Breather - '89on £19.20
Veto Clutch Arm £18.28
Clutch Throwout Plunger - Verto £15.00
Clutch Arm - pre Verto £15.77
Clutch Throwout Plunger £11.36

Clutch Kits

Pre Veto 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
Veto flywheel bolt £4.63
Veto flywheel keyplate £22.80

Oil Pipe & Mag Trap

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

Gearbox Steady Kits

by Mini Sport
Right or Left Side only £18.18

Quickshift

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

4 Pinion Diff

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

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

Drive Train

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

Competition Drive Shafts

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

Drive Flanges

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

Wheel Bearings

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

Brake Parts

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



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



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

Pads & Shoes

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

HUGE RANGE AVAILABLE, PLEASE CALL

Aeroquip Hoses

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

Remote Servo Kit

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

Swivel Hubs

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

Sure Stop Kits

Kit includes: pair performance discs, set fast road EBC brake pads. Direct replacement.

Cooper 'S' 10" wheels - x-drilled discs £107.06
Mini '84 on, 12" wheels - x-drilled & grooved discs £72.83

Brake Drums

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

Brake Discs

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

Steering

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

Subframes

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

Cooling

Radiators
Alloy 2 Core £140.93
4 Core uprated £152.86
2 Core injection uprated £151.59
2 Core uprated £126.66
Cooper S/GT £172.82
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 (7-15psi) £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 £96.10
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.

Calipers - 7.9" vented £288.79
Calipers - 7.9" non vented £288.79
Calipers - 7.5" (10" wheels) £288.79
Calipers - 8.4" vented £139.51

Gold, Green, Gunmetal, Titanium, Silver, Black, Red, Blue or Purple

Alloy Brake Kits



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

Disc Drive Assy



Fully built disc drive assembles 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

Alloy Superfins



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

Drum Brakes



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

Fitting & Service Center

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



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



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196 pages
packed full.
FREE with
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GET YOUR COPY TODAY!

SPORTS Ride



Fully adjustable sports suspension kit to allow fine tuning for maximum road holding.
Kit:- Adjusta Ride full kit, 4 sports shock absorbers, negative camber bottom arms, adjustable tie rods, poly bushes & rear brackets.

Sports Ride - Gmax Shockers - Kit	£266.48
Sports Ride - GAZ Shockers - Kit	£346.76
Sports Ride - KYB Gas Shockers - Kit	£281.59
Sports Ride - Spax Shockers - Kit	£433.02

ADJUSTA Ride

Variable Height Suspension Kit



The unique design enables quick and easy fitment and suspension height adjustment. Designed as a direct replacement to the original alloy trumpet and knuckle joint, without modification.

Front set	£45.18
Rear set	£63.20
Full Kit, includes front and rear sets	£98.31

SMOOTH Ride



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

Negative Camber Kit



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

Rear Brackets



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

from only £57

Bottom Arms



1.5° negative arms, pair	£42.60
2.0° negative arms, pair	£57.35
Adjustable, heavy duty, pair	£66.35
Adjustable rose jointed, pair	£83.95
Adjustable rose jointed, heavy duty pr	£127.32
Standard bottom arm bush, each	£1.50
Upated 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, uprated	£4.20

Shock Absorbers



Spax RED Front/Rear std or lowered, each	£70.26
Spax Yellow Front/Rear std or lowered, each	£70.26
Paddy Hopkirk Edition Spax - set 4	£254.16
Spax Full Coilover KIT, standard or lowered	£611.98
GAZ Front/Rear standard or lowered, each	£40.80
KONI Front/Rear standard or lowered, each	£68.40
Bilstein B4 Gas - Front or Rear, each	£72.50
Bilstein B6 Sport Gas - Front or Rear, each	£73.80
KYB Front/Rear Oil, each	£14.28
KYB Front/Rear Super Gas, each	£24.01
KYB Front/Rear Gas-a-Just, each	£35.32
GMAX Front or Rear, each	£21.80
BOGE Front or Rear, each	£14.88

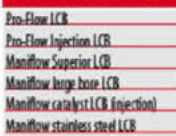
Suspension Parts

Rubber cone, genuine	£40.60
Ball joint kit (1 side)	£7.56
Knuckle joint	£3.24
Knuckle joint cap	£1.59
Radius arm, recon, exchange, each	£56.85
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 RH	£12.00
Top shocker mount LH	£12.00
Top Suspension Arm - LH or RH	£45.60
Top arm repair kit	£14.77
Lower suspension arm shaft	£9.00
Top suspension arm shaft	£9.28

Competition Suspension

Front comp bump stops, pair	£21.55
Rear comp bump stops, pair	£24.36
Rose joints 1/2" (male)	£19.75
Rose joints 1/2" (female)	£22.97
Top shocker mounting (THM) ea	£21.59
Lower shocker mounts pin, each	£6.89
KAD Alloy 1/2" brake quadrants, pair	£38.48
Competition track rod end	£18.47

LCB Manifolds



Pro-Flow LCB	£61.10
Pro-Flow Injection LCB	£75.10
Maniflow Superior LCB	£79.10
Maniflow large bore LCB	£201.10
Maniflow catalyst LCB (Injection)	£307.10
Maniflow stainless steel LCB	£188.10
Maniflow carb cat LCB incl link pipe	£122.10
Maniflow injection LCB incl link pipe	£147.10
Maniflow large bore 3into1	£258.10

Exhausts

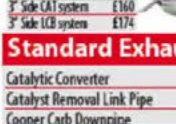


Mini Sport Superflow exhaust systems designed for ultimate gas flow, increase in power yet retain a low noise level. A twin silencer system with stainless steel tail pipe.	
Full range of quality exhaust systems and silencers.	
2" Centre Exit	£62.10
3" Side Exit	£91.10
2" Twin Centre	£75.10
2" Twin DTM	£84.10
2" Twin Round	£84.10

Standard Exhaust

Catalytic Converter	£81.70
Catalyst Removal Link Pipe	£29.75
Cooper Carb Downpipe	£56.16
Injection Downpipe	£54.00
Magpie 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

Airfilter	Mini Sport PipeX	K&N
1 1/4" HS2	£36	£76
1 1/2" HS4 cone	£37	£69
HIF 44 cone	£37	£67
Carb element	-	£34
Injection element	-	£35
SPi Induction kit	-	£80
MPI Induction Kit	-	£100

Throttle Body

10% POWER INCREASE	
Replacement Throttle body for MPI Minis. A quick & low cost performance boost.	
Mpi 42mm	£153.81
40 - 45 DCOE Weber carburettor	£392
40 - 45 DCOE Weber kit	£630

FACET Fuelling

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

Wipers

Full Kits: 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	£1.84
Wiper bezel kit	£7.45
Washer jets	
Twin, pair	£7.55
Single, pair	£5.81
Wiper Motor	£39
Wiper Wheel Box	£14
Wiper Rack	£19
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

Ignition Parts

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

Lucas Sports Coil

Lucas Sports Coil	£18.60
Ignition Switch Mk4 on	£42.00
Plug Lead set	from £11.90
Silicone Plug Lead 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 £2.02	
Starter Solenoid, from £8.37	

PowerLite Electrical

Dynalite Alternator that looks like a C40 Dynamo	
- 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
Adapter Alternator to Lucas Plug	£19.96
Dummy Control Box for Dynalite Alternator	£54.00

Alternators & Dynamo - by Mini Sport

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

Starter Motors - by Mini Sport

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

Wiring Looms

Mk1/2 Mini, Cooper & S	from £167.13
Van/Traveler/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 £32.22
Full range available, please call for details	



Sales: 01282 778731



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Mail Order Specialists

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Friendly Service &
Helpful Advice

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

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50TH ANNIVERSARY OF THE RALLYE MONTÉ-CARLO VICTORY

Special Edition Merchandise

Golf Umbrella	£25
Pen 'Legend'	£3
Parker Pen	£9
Bottle Opener Keyring	£3
Mug - Monte Winner	£9
Mug - Col Du Turini	£9
Coaster Set 4	£6
T-Shirt - '64 winner	£13
T-Shirt - Shield	£15
T-Shirt - Monte	£13



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

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

Light Systems

Quadoptic Headlamps
Quadoptic H4 Halogen Conversion

£46 £38

Headlamps

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

Pre '97 Mini from £43.71

MPI Headlamp Mini - with motor £58.16

Headlamp Leveling Motor - '97 on £46.64

Valeo/Cibie Halogen unit, each £36.65

Halogen Crystal Headlamp - standard £37.22

Halogen Crystal Headlamp - Angel Eye £46.15

Headlamp Bowl from £8.29

Rubber Seal - Headlamp Bowl £2.85

Inner Chrome Bezel, from £5.40

Chrome Headlamp Ring from £9.42

Genuine Rover Cooper Lamp Kit

Kit includes 4 lamps, 4 brackets

£222

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

Full Kit: 4 Drive Lamps £220.67

Genuine Lamps, Fog or Drive each from £39.95

Lamp Brackets, outer or inner, each from £9.85

Wiring per lamp £11.92

Works Lamp Bar Kit

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

£165 £59

Spot Lamps

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

Rally Giant Spot Lamp Kit £39.12

Road Runner H3 Spot Lamp Kit £20.27

Side Repeaters

Clear Type £2.46

Amber Type £3.30

Indicators

MK1/2 - push fit amber plastic lamp unit £7.20

MK1/2 - amber glass lamp unit, each £12.00

MK1/2 - push fit clear plastic lamp unit £6.78

MK1/2 - clear glass lamp unit, each £11.96

MK1/2 - metal bulb holder £6.72

MK1/2 - chrome outer locking ring £2.76

MK1/2 - rubber boot rear of lamp £3.35

MK3/4 - amber lamp unit (screw type) £7.19

MK3/4 - amber lens, each £3.89

MK3/4 - clear lamp unit (screw type) £7.27

MK3/4/5 - clear lens, each £2.68

MK5 - clear lamp '97-01 £11.12

Rear Lights & Lenses

MK1 Rear Lamp RH or LH, each £37.98

MK1 Rear Indicator Lens RH or LH, each £8.16

MK1 Rear Stop Lens RH or LH, each £6.54

MK1 Lens screw kit, per side £1.70

MK2/3 Rear Lamp RH or LH, each £47.94

MK2/3 Rear Lens RH or LH, each £16.75

MK2/3 Rubber Seal RH or LH, each £7.24

MK4 Rear Lamp RH or LH, each £42.84

MK4 Rear Indicator Lens RH or LH, each £6.82

MK4 Rear Reverse Lens RH or LH, each £9.00

MK4 Rubber Seal RH or LH, each £6.30

Clear Lenses

Supplied as pairs complete with orange and red bulbs, upper lenses only

£15

Wheel Arches

Special Chrome Sports Pack Group 2 Race 3 Race

Special Arches, black £19.20

Chrome Covers inc Side Strips £71.81

Monte Carlo style £63.42

Sports Pack - Genuine inc all fittings £342.16

Sports Pack - Non Genuine inc all fittings £50.16

Group 2 Glassfibre arches £54.85

Group 2 Race Glassfibre arches £55.77

Group 5 Race £61.54

Mud Flaps

Genuine Rear - pair £2.85

Mini Logo £29.38

Cooper Logo £30.60

Body Panels

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

Replacement Panels

A panel Mk3 - RH/LH £10.93 £19.99

A post hinge panel - RH/LH £10.44 na

Rear valance all models £11.52 £49.00

Rear valance closing plate £6.48 £34.07

Front floor well - RH/LH £18.36 £51.64

Rear floor well - RH/LH £25.02 £59.53

Sill Outer 4.5" Mk3 on - RH/LH £14.02 £37.52

Sill Outer 9" Mk3 on - RH/LH £15.44 na

Sill Inner repair - RH/LH £8.82 na

Door Step, shaped - RH/LH £8.82 £75.00

Boot floor rear repair £18.40 na

Scuttle complete £50.22 £124.99

Door Skin Mk3 on - RH/LH £27.36 £80.00

Bonnet Mk2 on £117.45 £165.00

Front wing - early £51.30 £94.99

Front wing - late £51.30 £94.99

Front panel to '76 £61.02 £175.00

Front panel '76 on £56.88 £175.00

Screen corner repair £9.54 na

Fibre Panels

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

Screens & Seals

Windcreens

Clear, front £80.00

Clear, heated, front £255.85

Tinted, front £96.32

Tinted, heated, front £254.96

Top Tinted, front £56.40

Top Tinted, heated, front £276.28

CAN BE SHIPPED WORLDWIDE

Rubber Seals and Strips

Screen seal front from £9.31

Screen seal rear £12.14

Chrome locking strip £3.78

Quarter light seals

opening type £8.04

flush type £10.97

MK3 front seal £16.56

MK3 door chrome strip £15.50

MK4 front lid seal £9.50

Sill trim black £9.56

Sill trim chrome deluxe £14.20

Rear quarter trim black £10.52

Roll cages

Front Cage - ROAD only £151.30

Rear Cage - ROAD only £151.30

Front £190.12

Rear Rally £204.20

Rear Race inc Diagonal £264.46

Rear detachable diagonal £136.85

Multi point weld in cage £625.75

Multi point built in cage £939.88

Roll cage padding £113.33

Roll cage padding 20cm £11.48

* Red, Blue or Black available

Sump Guards

BAC dual £96.00

Monte Carlo £86.90

Steel £68.50

Extension £51.60

Moto-Lita

Handcrafted wood or leather steering perfection

Bess Kits to suit Mk1, to '76 or '76 on

- Black with cap or horn control £54.32

- Polished with cap or horn control £83.83

Steering Wheels - flat or dish spokes

13" Woodrim - Polished Spoke £150.11

12" Leather - Polished or Black Spoke £150.49

13" Leather - Polished or Black Spoke £146.15

Other Steering Wheels - wheel only

12", 13" Black Vinyl 3 spoke £39.13 £52.25

12", 13" Black Leather 3 spoke £56.04 £67.10

13.5" Woodrim 3 spoke £72.04 £88.16

13" Black Vinyl, red stitching £49.53 £59.15

Boss Fitting Kit £16.12

Dashboards

Classic style only £141

Available only in Burr Walnut or Charcoal finish

3-3 RHD - also available in LHD only £141

Style - 2 or 3 clock instrument fascia

Finish - Burr Walnut, Charcoal or Alloy

Options - Chrome ring inserts & extra gauge holes

Burr or Charcoal Interior Accessories

Door Pulls, pair from £50.04

Window Winders, pair from £50.41

Door Openers, pair from £56.00

Door Cappings, set 4 £123.00

Handbrake Handle £21.00

Gearknob - silver Mini Wings Logo £20.38

Custom Consoles

Coloured Vinyl, Burr Walnut, Charcoal

Fibre look or Alloy. Radio slot

Optional. Available in all colours.

Vinyl - no options from £70

Vinyl - radio slot from £73

Vinyl - air vents from £113

Vinyl - vents/radio - fr £112

Handles

10 Piece Polished Alloy Handle set

Full Set only £34.80

Exterior Handle Sets

MK1 set £78.22

MK2 set £87.77

MK3 set, early £97.42

MK3 set, late £48.50

Seatbelts

Automatic Belts in Black, Red, Blue, Beige or Grey

Inertia Reel type

Front - Black £32.39

Front - Coloured £55.80

Rear - Black £32.39

Rear - Coloured £44.80

Full range of Harnesses available.

Interior Trim

Full range available

Newton Commercial interiors & trims available for all models of Mini. Please call for details.

Seats

Cobra seats - available with Mini fixings

Classic Vinyl - all colours from £135.90

Classic Vinyl & Piping - all colours from £157.78

Clubman - black, blue, red or grey £189.54

Monaco - black, blue or red £200.80

Forza FIA Approved - black, blue or red £248.53

GTB Recliner with h/rest - black doth £437.57

GTS Recliner with h/rest - black doth £443.46

Grilles

Cooper int release £44.10

Cooper ext release £44.10

Cooper Lamp Holes £98.56

Mk5 wavy int £82.43

Mk5 wavy ext £82.43

Mk3 chrome £73.90

Mk1 Austin wavy £88.46

Mk1 Austin Cooper £85.15

Mk1 Morris Cooper £74.00

Mk1 Mustange surr. £91.96

Mustache ends, ea £10.78

Mk3 surrounds, ea £9.32

Mk3 Top surround £16.64

Grille Buttons

Chrome or Black set £10

Internal Bonnet Release Kit

£30

Bumpers

O.E. spec Stainless £46.80

Chrome £36.24

Stainless £42.14

Black or Grey £35.65

Clubman Front £156.57

Overriders & Corner Bars

Mk1 kit £133.52

Mk1 kit & bumpers £214.37

Mk2 overider kit £58.48

Mirrors

Stainless door, each £28.04

Black early, each £19.85

Black late, pair £38.46

Bullet chrome, each £33.86

Bullet late chrome, ea £26.82

Downton style, each £21.07

Cooper Chrome, pair £51.92</

The Mini Fun Club Belgium will host the IMM in 2016.



IMM BELGIUM

Mini Fun Club Belgium to host 2016 event

The International Mini Meeting will take place in Belgium for the first time in 2016. The event will be hosted by the Mini Fun Club Belgium, the oldest active Flemish club in the country, following an unopposed victory at the recent 2014 IMM in Kent.

With a rival German bid from Osnabrücker Mini Club failing to materialise, the Belgians were effectively guaranteed hosting rights from the outset. They were still keen to impress, however,

with an excellent club stand featuring samples of Belgian chocolate and beer, plus an informative presentation at the Presidents' Meeting.

The club was formed at Silverstone 15 years ago, and now boasts around 100 active members. It plans to stage the IMM at Kristalpark near Lommel, located in the north east of the country. The 60-acre site will feature ample showers and toilets, with plenty of hotels and two bungalow parks also located nearby. The club will also look

into 'Festihuts' with a proper bed and lighting on-site if there is sufficient interest.

The event will take place from May 12-16 2016, with early bird tickets priced at 57 Euros (to mark 57 years of the Mini). The ticket includes meal and drink tokens, T-shirt, rally plaques, camping and various parties. Best of all, a 33cl beer will be just 2 Euros! Day tickets for Saturday and Sunday will be 20 Euros, with under 12s going free. For more info, search for IMM 2016 - Belgium on Facebook.

ICE INSTALL COMPETITION

Sound system prize installed live at Mini 55 Show

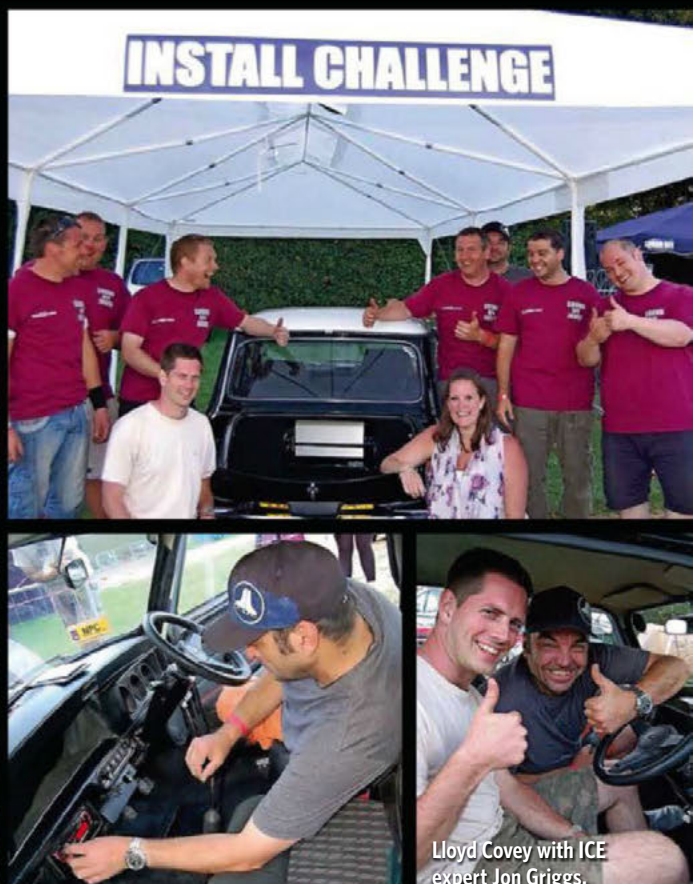
Visitors to the recent IMM and Mini 55 Show had the chance of winning a superb sound system for their Mini, featuring some of the best audio kit on the market. The free-to-enter competition also included a full professional installation live at the event. The system included a JL Audio amplifier, speakers and subwoofer, a Pioneer head unit, Optimise Automotive boot kit and front speaker pods, a bulk kit of Dynamat Extreme, a full deluxe carpet kit from Newton Commercial and an amp wiring kit from Stinger.

Emma Rodgers and Lloyd Covey won the coveted prize for their Mini Checkmate, and were over the moon with the result. Six ICE experts were on hand to install the kit in just three hours, and despite having to connect up a few extra cables and remove some old sound deadening material, all went to plan. Once complete, the system was even tuned by JL Audio's Jon Griggs, a multiple sound-off winner. Thanks go to Celsius ICE (JL Audio, Dynamat and Callearo), Optimise Automotive, Pioneer,

Newton Commercial, Stinger, Adam Rayner, Jon Griggs, and the Southern Mini Owners Club for organising the competition. The install team included Dan Stradling, Pete Winbolt, Russell Dickie of Croydon Minis, Chris Kemp, Simon Hughes and Joe Hunter. Good work chaps!



The audio install team gets to work, fitting the entire kit in three hours.



Lloyd Covey with ICE expert Jon Griggs.

MINIS ON THE REC

Words **John Chapman**
Photography **Faron Scrivens**

Brighton Mini Club's annual show

■ Minis on the Rec was hosted by Brighton Mini Club on Sunday July 20 at Adur recreation ground in Shoreham-by-Sea. Now in its ninth year, the show raises money for Chestnut Tree House, the only children's hospice in Sussex. The emphasis is naturally always on Minis, but the show invites all types of classic and modified cars and bikes, which results in an interesting mix of things to see. This year it attracted everything from a Toyota monster truck to a Model T Ford. Over 600 cars visited during the day, with a healthy attendance of Mini clubs travelling from Dorset, Hampshire, Surrey and all over Sussex.

The show is known for its friendly, relaxed atmosphere, and also for having great weather. "We guarantee good weather, or we refund your ticket price," said a BMC representative of the free-to-enter event. BMC member Tom Grindall hand made the Show and Shine trophies, which were highly sought-after. Equally, the level of neglect shown by entries for 'Wreck of the Rec' (awarded to the shabbiest car) was quite impressive!

BMC members cooked over 200 sausages, 400 burgers and 50 bacon rolls to feed the attendees, and Julie White made over 250 of her delicious cakes. Over £3000 was raised from all the activities during the day, and no doubt BMC will be hoping for more of the same when it organises its 10th anniversary event next year.



Gleaming Minis in the show and shine.



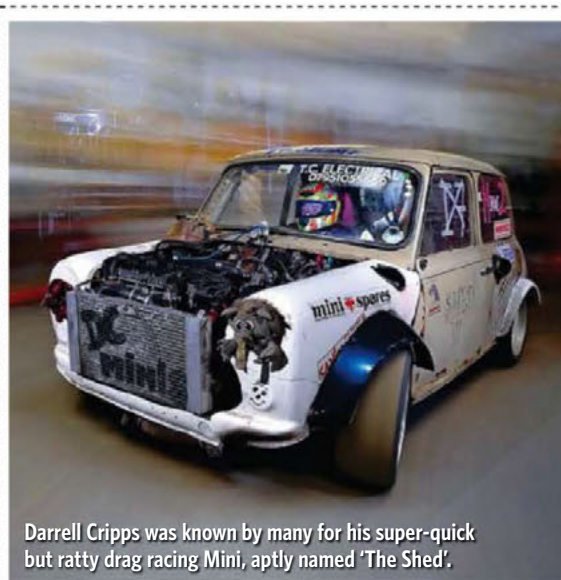
MINI HATCH WINNER

Auto Express 2014 Car Of The Year

■ The F56 MINI Hatch has been named *Auto Express* magazine's Car of the Year 2014 at its annual New Car Awards. Explaining the reasons for MINI's win against tough competition from the Jaguar F-Type and McLaren 650S, Editor-in-Chief Steve said: "The MINI Hatch is the perfect Car of the Year for 2014 – it's a small car that's big on talent. We love the way it drives, the quality, the efficiency and the big car tech on board. It's also built brilliantly in Britain – a car the UK can be proud of."



The F56 has received rave reviews.



Darrell Cripps was known by many for his super-quick but ratty drag racing Mini, aptly named 'The Shed'.

DARRELL CRIPPS

Popular Mini expert remembered

■ Darrell Cripps of DC Minis and London and Surrey Mini Owners Club sadly passed away on May 13. Darrell was a popular personality, famous in the Mini scene for his drag racer known as 'The Shed'. Mini owners would travel from around the world to book their cars in with Darrell, ranging from MoT tests to complete restorations. A highly respected perfectionist, he ran DC Minis single-handedly, so the business in Potters Bar has now closed. Over 400 friends and family attended Darrell's funeral, showing just how loved he was by all who knew him. Our condolences go out to all of his family and friends.

NEWS SHORTS

CROWDS FLOCK TO IMM 2014

Southern Mini Owners Club has announced that just over 5000 Mini fans attended this year's International Mini Meeting, with around 2500 Minis heading to the Kent County Showground for the big event. There was an additional 3000 day visitors on the Sunday for the Mini 55 Show, and SMOC estimates that just over 50 per cent of the event's visitors were from abroad.



MONTE CARLO HISTORIC 2015

Registration is now open for the Rallye Monte Carlo Historique 2015, the 18th running of this famous classic car rally. A change to the regulations for 2015 means that three separate regulation speeds will now be available, to better suit the wide range of classic machinery taking to the Alpine routes. Expect a strong turnout of Minis once again, as experienced teams return from around Europe in ex-Works and Works-inspired rally cars. See www.acm.mc for more info.



STORM HITS MITP

After the sun-soaked IMM weekender, Mini in the Park had a very unfortunate clash with the wet weather. Traders and the dedicated fans still made the most of the event though, in true Mini fashion, and we'll bring you photos and a full report in the next issue.



Mini 80 Club's event attracted over 200 Mini fans.



Is that you Rowan?!



PHILIPPINES 55TH

Mini 80 Club hosts a big anniversary event

■ Over 200 Mini fans made their way to the Quezon Memorial Circle, Philippines, on August 10 for a special celebratory event. There were some fantastic Minis on show, including a Mr Bean replica complete with a

Mr Bean impersonator, a stretched limo and a Mk1 Escort-inspired custom. Ten individual clubs and societies were involved in the meeting, travelling from far and wide to commemorate the Mini's 55th birthday.



MINI FIXERS ON TOUR

Cotswold Classic Tour success

■ The Cotswold Tour goes from strength to strength. This year The Mini Fixers offered an online booking system, which greatly helped organisation beforehand. This was a handy bit of foresight, with over 100 Mini drivers and navigators coming from as far afield as Florida, Australia, South Africa and the Netherlands.

The mid point was the town of Bourton on the Water. Speaking of water, the route included its usual 'wet hazards', ranging from simple splashes to adventurous fords. Many stopped at beauty spots along the way for picnics. For the finish line, the Mini Fixers made a 40-foot long tunnel with an Italian Job style sewer exit, where Minis would emerge to the sound of the 'Self Preservation Society' theme from the Italian Job. The Best Mini trophy was awarded to Ian Potter's beautifully turned out English Moke.



Minis were a big surprise for the groom on this couple's wedding day.



SOMERSET WEDDING

Ryan and Emily married with Minis

■ Ryan Helliard and Emily Burt were married on June 21 at All Saints Church, Curry Mallet in Somerset. The bridal party Minis were a complete surprise for the groom Ryan - he didn't know about the transport to the reception until he and his new wife came out of the church after the ceremony. Steve, Jeannette and Pete from Western Mini Muckers drove the bridesmaids, whilst the best man and ushers looked down from the lofty heights of two huge tractors. Robin Haggett transported the bride and groom in his adorable Austin Seven.

FLYING THE FLAG

Red Arrows and Minis at RAF show

British Mini Union joined forces with the Royal Air Force Mini Club to celebrate the 50th anniversary of the famous Red Arrows display team. Both clubs posed together at the International Air Tattoo at RAF Fairford. What a fantastically patriotic display.



British Mini Union and the RAF Mini Club got together for a special display at the International Air Tattoo.



Mark and Hannah had a Mini-themed ceremony.

MINI 30 WEDDING

Mini-themed wedding on the IOW

Mark Tobitt and his new wife Hannah Collinge are big fans of Minis, so they themed their Isle of Wight wedding around their favourite cars. Mark's own Mini Thirty named Cherie was used as one of the wedding vehicles, along with a friend's Mkl Cooper and a 1380 purple custom owned by his usher's brother. The icing on the cake, quite literally, was a miniature version of Cherie. Mark has owned the full-sized version since he was 17, and there was no way it was being left out of the celebrations.



CLUB SHORTS



MENDIP MINIS

A new club has been started in the hills of mid Somerset, based in the Radstock area. Club member Josh Cocks said: "We normally have a run every other Sunday, and we arrange the meetings fortnightly at a different location around the Somerset area." More info is at mendipminis.co.uk



WEB RELAUNCH

East Coast Minis, from beautiful County Down in Northern Ireland, has relaunched its website. Bi-monthly meetings are held at the Cultra Inn in Hollywood every second Wednesday evening of the month, and every last Sunday afternoon of each month. More information and contact details are at eastcoastminis.org.uk



HERE COME THE GIRLS!

MiniGirls is a club open to all female Mini fans. The girls are looking to create club stands next year and encourage Mini owners to join in and have a giggle at some of the top shows of the season. Bags, purses and phone cases adorned with the logo are coming soon. Sorry guys, it's for ladies only! Check out the club's Facebook page: 'The MiniGirls'



The Colchester Minis enjoying the sunshine.

TO THE BEACH

Colchester Mini run

Colchester Minis had a local run-out to the beach last month, which was a good excuse to try out the Colchester to Great Yarmouth route that the club will host next month. "The Minis really enjoyed the sun!" said member Darren Pygott.

MINIS ON THE STELVIO

Alpine Mini roadtrip

Mini-owning friends Geoff, Alan, David, Mark and Lee from the Old and Strict Mini Club planned an Alpine jaunt together in July. The idea was to do the Furka Pass, Gotthard and of course the famous Stelvio Pass. They set out from England and managed to reach Interlaken in Switzerland in two days. The combined age of the four Minis was 110 years, but they all managed the long steep roads in their stride.

Geoff said "The Stelvio Pass was a very exciting highlight. It's simply amazing to see and drive, and is a must-do!"

The Old and Strict Mini Club headed to the Alps for a memorable roadtrip.



Words Roy Sisley Photography Matthew Barrington

DAVIS FINALLY DOES IT!



Graeme Davis took his first win at Oulton Park.



A big off for Aaron Smith and Daniel Wheeler in the Miglias.

Experienced racer takes maiden win after three decades.

A bumper weekend of Mini racing at the Oulton Park Mini Festival on July 12 ensured strong grids for rounds nine and 12 of the Dunlop Mini Se7en and Miglia challenges, supported by Mini Sport.

Andrew Deviny set the pace in qualifying to head the 16-car entry for the opening Se7ens race, and duly led into Old Hall from Graeme Davis, Darren Thomas, Ashley Davies and Gareth Hunt as the race got underway. The three-way dice for second remained closely fought until Davies retired on lap five, leaving Davis free to battle with Thomas as he strived to snatch second.

Davis made an attempt to pass Thomas on the inside line through Lodge Corner on the eighth lap, but didn't manage to dislodge him from his keenly defended position. Up front, Deviny was shown the chequered flag on the completion of the ninth lap, with Thomas retaining second position ahead of Davis. Hunt held on to fourth by just 1.6 seconds from the ever closing Leon Wightman, while Shaun Tarlton triumphed in the S-Class with Ian Deviny.

In race two, Andrew Deviny once again led away from pole, ahead of Davis, Thomas and Hunt, but Thomas soon became the first retirement as he slowed along the Lakeside Straight. Wightman quickly closed on Hunt, whilst behind them, Tarlton was heading a five-car train disputing fifth.

Davis took over in the lead after slipping past Deviny at Old Hall on the third lap, and

Wightman found a way past Hunt into third. Deviny managed to stay on terms with Davis for several laps before a misfire caused him to drop back into the clutches of the advancing Wightman, who got past on the penultimate lap. Davis took his first ever win after three decades of trying, while Wightman held on to second after starting back in ninth. Deviny completed the podium finishers, with Tarlton taking another S-Class win.

In the Miglias, Rupert Deeth was quickly on the pace, setting pole for race one to head the 16-car entry. Deeth headed the field away as Kane Astin and Daniel Wheeler raced side-by-side through Old Hall, followed by Colin Peacock and Aaron Smith, who rose to fifth after passing Dave Drew at Cascades. Wheeler tried to pass Deeth on the inside line into Old Hall on the second lap without success, and Astin remained third despite running wide while exiting Cascades on the same lap.

The lead battle came to a head as Wheeler forced his way alongside Deeth on the inside line into Old Hall on lap five, ripping off both of his own wheel arches in the process. With both lead cars at lurid angles, Smith saw his chance and took a bold outside line down The Avenue to draw level with Wheeler on the approach to Cascades. Wheeler wasn't about to surrender his lead though, and the resulting clash of wheels sent both cars off into the armco, prompting a safety car to allow them to be moved to a place of safety. Astin inherited the lead, but

cooling issues forced him into retirement.

This meant Deeth could reclaim the lead from the closely pursuing Peacock, Howard and Tony Le May. Deeth took a slender win from Peacock, who achieved his first podium finish of the year, with both Howard and Le May surviving sideways moments at the Chicane to fill the next two places. After the race, Wheeler was excluded for "Driving in a manner not compatible with general safety" and Mark Cowan was formally reprimanded for his "failure to comply with yellow flag signals."

The second race saw Astin led away from the outside of the front row into Old Hall, ahead of Wheeler, Peacock, Drew and Deeth. Wheeler and Peacock were soon disputing second, while James Coulson and Tony Le May also began dicing over fifth. Meanwhile, Drew slowed during the fourth lap, before continuing at the tail of the field.

Up front Astin continued to lead, with Deeth getting past Peacock for third on lap six. Wheeler got sideways as he attempted a passing move on Astin at Old Hall on the eighth lap, before pulling off to retire further on.

Deeth closed right on to Astin's tail before grabbing the lead on the final lap. In his attempts to recover Astin clipped the solid tyre markers at Hislops and damaged his suspension, causing him to pull off the track. Coulson inherited second, while Le May kept Howard and Peacock at bay to claim third.

Deeth's victory saw him take a six point lead over Astin with four rounds to go, but with the top six drivers covered by just 20 points, we're set for a thrilling season climax.

RACE & RALLY

■ WEST WALES RALLY SPARES R.A.C. RALLY CHAMPIONSHIP

Just one Mini took part in the latest round of the West Wales Rally Spares R.A.C. Rally Championship, held at the Neath Valley Stages on August 9. Irishman Ray Cunningham and Arron Forde set a fearsome early pace in the Walker Diecastings Category One in their Cooper, but it all went wrong on Rheola 2 when they lost first and second gears. They elected to battle on, but dropped four places in the process. "Starting stages in third gear was hard work," said the Irishman.



Gearbox problems for Ray Cunningham.

RACE RESULTS

OULTON PARK JULY 12

MINI SE7ENS

Round 9

- 1 Andrew Deviny
- 2 Darren Thomas
- 3 Graeme Davis

Round 10

- 1 Graeme Davis
- 2 Leon Wightman
- 3 Andrew Deviny

MINI MIGLIAS

Round 9

- 1 Rupert Deeth
- 2 Colin Peacock
- 3 Rob Howard

Round 10

- 1 Rupert Deeth
- 2 James Coulson
- 3 Tony Le May



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



Engine Kits

1293/1330cc 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



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

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 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		£245	£245	£259
Stage 3	36x29	£459	£499	£530
Stage 4	36x31	£499	£549	£612

All heads are supplied unleaded, unless requested otherwise.

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	

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	

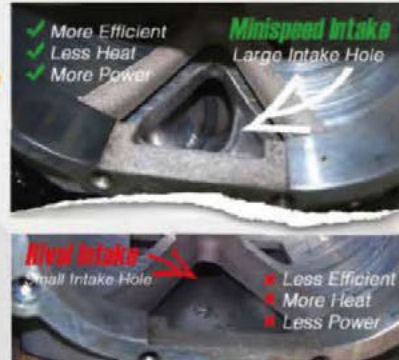
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Heritage body panels

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 MK3on 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

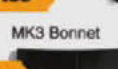
Mk4 Body Shell 1976 - 97, doors, bonnet & boot lid.

£6340

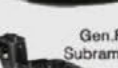


Clubman Wing

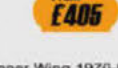
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£165



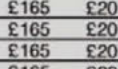
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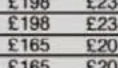
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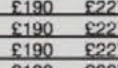
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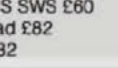
£175



£183



£125



£183

Clutches

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

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

Flywheels

Supalite Alloy Back plate 730g	£119
Supalite Flywheel 2.4Kg	£189
Lightened (exchange)	£41
Billet ultralight steel & Backplate	£219
As above, pre-engaged	£219

Camshafts

	KENT CAMS	X-drilled Billet	Billet
256 Mild Road	£165	£201	
266 Fast Road	£165	£201	
274 Fast Road ini	£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	X-drilled Billet	Billet
BP255 Mild road	£94	£190	£227
BP270 Fast road	£94	£190	£227
BP285 Rally	£94	£190	£227
BP300 Rally/Race	£94	£190	£227
BP320 Full race	£94	£190	£227

Minispeed Camshafts

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

Rebuilt Gearboxes

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

Upgraded Brake kits



8.4" UPGRATED BRAKE KITS:	
Stage 1 - Drilled and Grooved discs and EBC Green stuff pads	£97
Stage 2 - Standard vented discs and Metro 4 Pot calipers	£306
Stage 3 - As above with vented & grooved discs and G pads	£383
Stage 4 - 4 Pot aluminium calipers, drilled and grooved vented discs and Green stuff pads	£436
KAD 8.4" 4-pot alloy vented brake conversion kit - includes alloy calipers, x-drilled, grooved & vented discs, Greenstuff pads & all fittings	£572
KAD rear brake disc conversion kit	£687
KAD 8.4 kit	£572
7.5" UPGRATED BRAKE KITS:	
Stage 1 - Grooved discs & Green stuff pads	£87
Stage 2 - 4 Pot aluminium calipers, vented discs & G pads	£490
Stage 3 - 4 Pot aluminium calipers, x-drilled v discs & pads	£536
CooperS front drum to disc brake conversion kit	£506
CooperS 12" to 10" disc conversion kit	£239

Brake Discs

£77	Cooper 'S'	£25
	Cooper 'S' Hi-Grade	£29
	Cooper 'S' Grooved pair	£71
	8.4" grooved solid discs (pr)	£77
	EBC (pair)	
	8.4" solid discs	£33
	Vented	£39
	Vented & x-drilled discs	£74

Brake Pads

From £15.50	EBC PADS:	
	Kevlar Black Stuff Road Pads:	
	Cooper	£16.90
	Cooper S	£14.80
	1275GT/late Minis	£14.60
	Vented	£26
	Green Stuff Fast Road/Rally	
	Cooper	£29.60
	Cooper S	£36.89
	1275GT/late Minis	£30
	Vented	£43.50
	RED STUFF PADS:	
	Cooper S	£45.60
	1275GT/late Minis	£44
	Vented	£42.38
	Standard Pads 8.4"	£12
	Standard Rear Brake Shoes	£10
	Mintex Rear Shoes	£20.30

£12.50	Solid Tower mounts set of 4
£58	Adj. Ride Height car set
£146	Kayaba gas adj. car & adj. ride height set

Upgraded suspension kits

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



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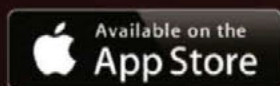
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SS501	40105	£33.15
SS502	40106	£33.68
SS503	40107	£38.05

from £33.15



from £28.48

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60104	60104	£29.02
60106	60106	£28.48
60107	60107	£31.46

Clam Shell Kit	Price
FEP04SV	£33.40
FEP06SV	£32.14

Clam Includes: Pump, fuel unions

from £44.95

CUBE PUMP KITS

Pump Kit No.	Pump No.	Price
40105 - K	40105	£44.95
40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter union & rubber mounting kit



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Words Jeff Ruggles photography Matt Woods

INTERNATIONAL MINI MEETING

After more than three and a half years of preparation, the big one finally arrived. And it didn't disappoint...

There are some Mini events that will always live long in the memory, and the 2014 International Mini Meeting was definitely one of them. Such was the sheer scale of the event that it's difficult to know where to begin when trying to sum it up. Make no mistake, this was a proper Mini event, the likes of which we hadn't seen for many years.

It's hard to believe that more than three years have passed since Southern Mini Owners Club was given the go ahead to host the 2014 event at the Swiss IMM back in 2011. Every five years anniversary of the Mini is marked with an IMM in England, and SMOC really put in the hours to ensure the Mini's 55th birthday was marked in fine style.

One of the key decisions was to base the event at the Kent Showground, a venue that not only featured exactly the right kind of

infrastructure, but was also just a mere hop from mainland Europe. The result was almost 5000 weekend visitors from all over the world and a further 3000 day visitors for the Mini 55 bash on the Sunday, bringing together over 2500 Minis in total. And aside from a couple of quick showers on the Saturday, the weather really was exemplary throughout the weekend.

From Thursday afternoon right through to Monday morning, the programme was packed to the rafters. Well-rehearsed SMOC favourites like a loudest exhaust competition, club games and a late-evening glow show were joined by traditional IMM highlights like rocker cover racing and a stunt display from Russ Swift, plus a few new wildcards like a jet Mini demo. The traditional 'village green' area was particularly impressive, providing a great atmosphere in which to relax and sip a few drinks from the fantastically-named 'Rusty Subframe' pub.

The Mini Magazine stand had top feature Minis and staff projects.



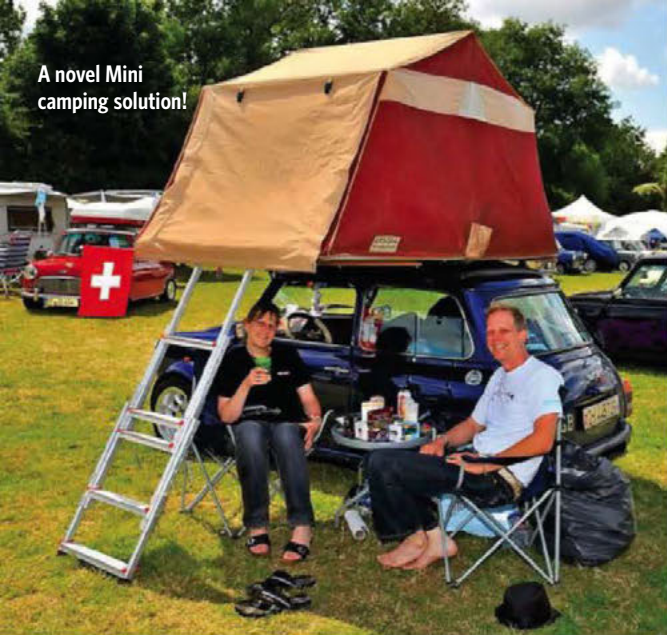
Adam Rayner interviewing the rocker cover racing participants.



Rick Wyard from Essex - saving the rave.



A novel Mini camping solution!



Fancy dress always goes down well at IMM party nights!



SHOW REPORT



Cool Italian spare parts.



John, Gary and Craig from Southern MOC.



Behold, the Rusty Subframe public house!


Lee Billing's carbon warrior, now with Compomotive split-rims.



One real bonus of the location was the newly-erected Maidstone Exhibition Hall – a large indoor arena right in the thick of the action. Its stage provided the venue for live music performances from The Overtures '60s tribute group, Jamie Johnson from the BBC1's *The Voice* and the very entertaining Bogus Brothers amongst others, plus the party discos each night. It also played host to the IMM opening ceremony and gift reception, the presidents' meeting and the IMM key handover ceremony, which saw Mini People Lithuania walk away with the famous memento in preparation for next year's event.

But that was far from all. The mammoth trade area ensured plenty of goodies old and new were on offer, and there were a host of special displays too. The 50th birthday of the Moke and 45th anniversary of the Mini Clubman were both marked with indoor and

outdoor exhibits, while over in the live arena, master of ceremonies Adam Rayner talked us through the live judging for the 'Top 55' Mini concours. There was a great variety of Minis on the *Mini Magazine* stand too, with past feature stars joining up with staff projects and our choice for the Car of the Show award, Andy Knight's brilliant 'chop' creation.

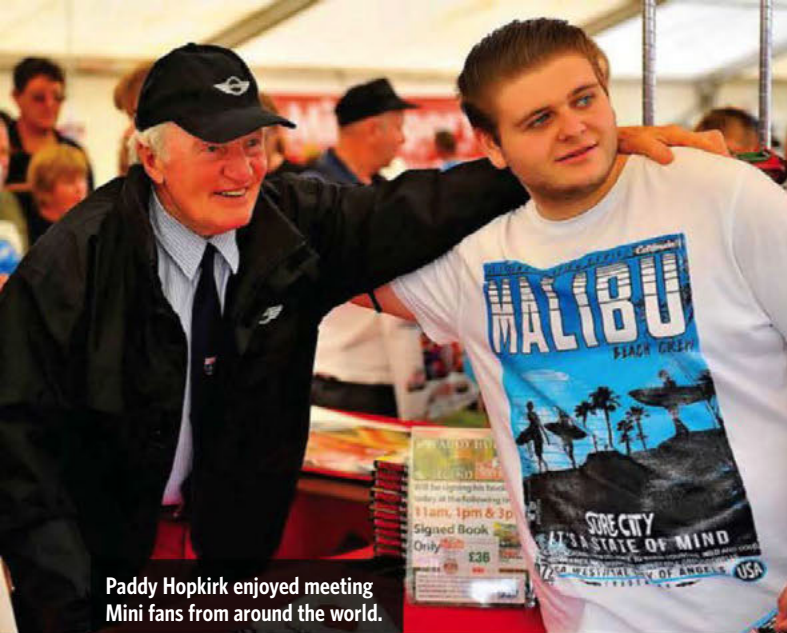
Complaints? Aside from a few moans about long queues for entry on Thursday and the evening meal, plus a few other reported niggles, the vast majority had high praise for the organisation and the security team. With only one shot to get things right, it really was a marvellous performance all round. In fact, the only real problem is having to wait until next May when the madness starts again in Lithuania. In the meantime, here are some highlights from the 2014 event to alleviate some of those post-IMM blues. 

The Fire Fighters race team.



New bearings please.





Paddy Hopkirk enjoyed meeting Mini fans from around the world.



MARVELLOUS MOKES

The event marked 50 years of the Mini Moke, and to celebrate, the Moke Club organised a bumper turnout. As well as an indoor exhibit, rows upon rows of Mokes were gathered outside for a special display. All in all, a whopping 88 examples were present. "The club was very pleased with the attendance, which is the highest number the club has had at a single event since its creation, and we would like to thank SMOC for an enjoyable IMM," said chairman Chris Naish.



Stephen's Mini Magazine project car on show.



Steam punkers from LSMOC and Somerset Rusteez.



ROCKER RACERS

Originally from Japan and a top feature of the Longbridge IMM in 2009, the rocker cover racing once again proved to be a very popular attraction on the Village Green area. Some the creations were particularly impressive, especially the remote control car and trailer arrangement from the Robin Hood Mini Club. However, no one could beat the Somerset Rusteez, who took the top three places!



Keith Dodd's eight-port MiniSprint.



Mini fans all the way from Mexico!



Jeff goes for a ride in a Dutch seven-port.



Live demo from Mini Spares and Newton Commercial.



I'VE GOT THE KEY

The final night of the IMM played host to the key handover ceremony, with Mini People Lithuania the lucky recipient ahead of its bash on Lake Zarasas next May. This young and enthusiastic club is sure to inject its own brand of enthusiasm and humour into the event, and have already managed to sell 250 tickets in just one weekend. For more information see: www.imm2015.lt



Minis of all shapes and sizes in the glow show.





Liz White presents a gift to the SMOC team.



Massive turn-out from the Flying Finns.



SHOW REPORT



Holger Boboroski and Darrin Butcher swap tips on concours paint prep, and maybe a beer or two!



BELGIUM 2016

With only one club making a bid for IMM 2016 in the President's Meeting, Mini Fun Club Belgium was a shoe-in to get the gig. However, the club didn't rest on its laurels, offering chocolate and three types of local beer on its stand, as well as putting a strong presentation. The promise is for a traditional IMM organised with heaps of enthusiasm, and we're sure Mini fans will respond in great numbers. Nice fancy dress too!



SLAB-FRONT CELEBRATIONS

Last but not least in the trio of anniversaries celebrated this year was 45 years of the Mini Clubman range. There were 16 examples outside and eight indoors, with the latter including a South African Clubman, an Australian S and Barry Tilbury's almost-completed Project 55 Estate. "I think we had the largest collection of early Estates that I've seen together, with cars from the UK, Finland, Germany and Switzerland," said organiser Liz White.

Kay and Ryan came all the way from the Philippines to represent Mini 80 Club.





BUILT FROM SCRATCH

Mini Spares' attempt to build a Mini 'live' from scratch was one of the main features of its colossal trade stand. With a crack team of Mini experts and legendary engine guru Bill Richards on hand, it was transformed from a painted shell and a box of bits into this one-off stunner. The Mini is due be raffled-off at the end of August, with proceeds from the draw going to Variety, the children's charity.



One of the famous jet Minis wows the evening crowds with a glowing exhaust.



CAR OF THE SHOW

If there was one car that really attracted the crowds over the weekend, it had to be Andy Knight's incredible 'chop' creation. In fact, we had to move the other cars on our stand simply to cater for the sheer volume of intrigued onlookers. Andy proved to be a great sport too, leaving the door open for people to try and squeeze inside, as well as leaving some headlining material for people to sign. And no, it's not a vinyl wrap - that unique wooden finish is painted on! A worthy winner of the Car of the Show.



The Mini Car Club of New South Wales.



There was plenty of live music to be enjoyed.



The Lithuanians with 'Charlie Croker'.



TOP SCORER

The novel 'Top 55' concours saw each car judged live in just a minute, with 10 different judges each looking at different sections of the car, while compere Adam Rayner interviewed the owner in his own unique style. Competition was fraught, but it was Andy Nash's amazing Mini Pick-up that emerged to top the list with an amazing score of 98 points out of a possible 100 - just two from perfection!



The loudest exhaust contest was as popular as ever.



Feature car owners were on hand to chat with readers about their pride and joys.



GO GET GABOR

One of the most touching stories of the IMM was the generous donations that allowed one of the organisers of the 2012 event in Hungary, Gabor Varga, to attend. Barry Tilbury, Emma Slocombe and Martin Cull set the ball rolling with a Facebook group, which attracted donations from almost 40 people to cover the price of his travel from Hungary. In fact, the group raised so much for Gabor that, after buying his ticket for next year's IMM, he thoughtfully donated the rest to Paddy Hopkirk's charity, Skidz.



Mini Sport had a fantastic display stand.



Italian Mini fans Daniele and Francesco.



SWISS SENSATION

Catching our eye in the Top 55 concours was this superb Swiss 1980 Mini 1000 Super special edition, number 224 of just 250 produced. Owned by Priska and Marc Henchoz from Geneva, it was fully restored two years ago and still boats its unique and very bolt red tartan-style interior. "It was the first car I ever bought, and I've owned it for 22 years," Priska told us.



Hitching a lift.

BALKAN MINI DAY

An Englishman and a Hungarian drive across four countries to meet Mini fans from eight different nations....

Words and photography **Jeff Ruggles**

Having been to the Balkanska Minijada in Serbia for the past five years, you'd think I'd know what to expect by now. With no overseas IMM to break up the journey this year I even considered giving it a miss, but Mini Club Serbia's all-new plan for 2014 soon had me reeled-in once again. Rather than the usual shindig in one of the big cities, this time the event would begin in the capital of Belgrade and head south west to the Tara National Park in the Dinaric Alps. With the promise of amazing scenery, Minis and outrageously cheap lager, I couldn't wait to be a part of it.

But before I could take part in 'Rallye Monte Serbia' as it became known, I needed a car. And with precious little time to drive my Sprite on a 4000-mile jaunt, I needed another plan. Step forward a long-haired Hungarian man named Balazs Kotroczo, famous in Mini circles for his

Antique Gold Mini wearing the registration AOK 621. But we wouldn't be travelling to Serbia in that car; instead we'd be in a British-cum-Hungarian Mk3 with a rusty rear valance and gearbox problems that Balazs had pinched from his girlfriend. We would be joining Mini fans from Bulgaria, Croatia, Greece, Hungary, Macedonia, Serbia and Slovenia.

Having boarded a cheap flight, I was greeted by Balazs at Budapest airport in 'Toffee', said Mk3. Luckily he'd burnt the midnight oil to fix the troublesome first motion shaft roller in the clutch case, and even found time to swap the final drive for a highway-friendly 3.1 ratio and fit some Cooper S disc brakes. After a few miles we joined up with fellow Hungarians György and Csilla in a red Mayfair, and set off for the Serbian border. With both cars running well, we arrived in Belgrade without a hitch. Well almost – it was tricky to find the Palace Hotel



The views from the narrow-gauge railway at Mokra Gora were superb.



Thessaloniki Mini Club receive a memento.



Tidy saloon from neighbouring Bulgaria.





The first night was spent at the Palace Hotel in central Belgrade.



Crossing the border into Bosnia.



Luka Bulatovic's new Mk1 project.



Participants got these neat bags.



Balazs behind the wheel of the Mk3.

meeting point with only a phone as a sat nav, but we got there in the end.

After a few drinks in the hotel on the Thursday night, we set off for Tara on the Friday morning. Our destination was the brilliantly retro Hotel Omorika, built for the military back in 1970s and located within the mountains. Sadly one of the Greek Minis suffered a head gasket failure en route, which gave the Serbians a great opportunity to display their fantastic hospitality. A replacement head and gasket were sourced in Belgrade, before being delivered and fitted by club members in order to allow the stricken Mini and its occupants back on their way. Once at the hotel they were able to join fellow Mini revellers for drinks and live music, with the evening passing in true Minijada style.

The following day saw everyone back in the Minis bound for Mokra Gora, a picturesque

tourist resort with a narrow-gauge railway scaling the mountainous landscape in a figure-of-eight. And after riding the train there was also a chance to visit Drvengrad, an ethno village constructed with help from well-known Serbian film director Emir Kusturica. The views from both were spectacular, while the drive back was the icing on the cake.

MEAT AND DRINK

Late afternoon saw the group enjoy a superb meal in the forest close to the hotel, with spit-roasted lamb and traditional slow-cooked veg. This was followed by a prize-giving ceremony with mementos for all participants, then a chance to enjoy a live band and partying until the small hours. Or at least, that's what I think happened. Even after five years, the effect of rakia and the aforementioned cheap beer has yet to be properly negotiated... ➡



An emergency head gasket swap en route.



Mini fans from eight countries gathered together for the event.

SHOW REPORT




Ready for the off outside the wonderfully retro Hotel Omorika.

Bleary-eyed, we woke on Sunday to say our goodbyes and make the long trip back to Budapest. But rather than take the obvious route via Belgrade, we decided to head up the western border of Serbia alongside the River Drina. From here we crossed into Bosnia, again with no problems at the border and turning heads wherever we went. Bosnia surprised us with its smooth roads and rather curious roadside huts selling CDs, but we weren't allowed out of it. Well, not at the first border crossing anyway, but we had better luck at the second and found ourselves in Croatia – where we proceeded to get lost.

Minus the rest of our Hungarian group and with the most simple route closed, we found ourselves in the town of Vukovar, visible war

damage and all. Nevertheless, the setting sun proved a great backdrop as we made our way to our final border crossing for Hungary. The weather had been hot and sunny until now, but just a few miles from Balazs's hometown the heavens opened with the kind of venom that would have had Noah reaching for his woodworking tools. Amazingly though, the plucky Mk3 ploughed on, even without any kind of splashguard to protect the electrics.

In fact, Toffee ran faultlessly throughout the whole event, and I'm indebted to Balazs for being my international Mini-cab driver on what was another fantastic Balkan event. All credit to Vladimir Kovacevic and his Mini Club Serbia team for making it all happen. Who knows what they will come up with for next year? 



The Minis take a breather in the historic village of Mokra Gora.



Our Hungarian contingent, expertly photo-bombed.



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SHOW REPORT

Words and photography Alex Kinsman

MINI MEET EAST MEETS WEST

Mini owners headed to Milwaukee on July 2-6 for this annual American Mini meet.

There are two large annual Mini Meets in the USA – one on the west coast and one on the east. Every five years, both meets happen in the same place at the same time, to create Mini Meet East Meets West. This year for Mini 55, the MMEMW show took place in Milwaukee, Wisconsin and was hosted by a MINI owners group for the first time.


Traditionally, a Mini Meet lasts for three days and has a major activity on each day, as well as other events occurring around the bigger things. A show-n-shine with public voting for the winners, a navigational rally and an autocross are pretty much set in stone as part of the charter for holding an event, with a panoramic photo, a Funkhana and other evening activities

expected by the attendees. In a break from the norm, Milwaukee Minis decided to drop the rally and autocross and effectively turn the show into a two-day event instead of three.

Although numbers were down on previous years, due primarily to the Can-Am Challenge race meeting held at Mid-Ohio the week before, day one saw a decent turn out for the car show, which was held on a nearby university playing field, followed by the panoramic photo. The camera is an old film type, and several people ran round the back to appear on each end of the picture!

Day two featured two organised drives on some splendid roads – one to collect some of Wisconsin's famous cheese, and the other taking in some of their equally famous breweries. At the

same time the Funkhana (which was put on at the last minute by MME stalwart Nick Lehner) saw teams of two or three perform daft tasks while driving round an obstacle course. All three activities were thoroughly enjoyed by the respective participants.

Unusually for an American hotel, the Radisson in Milwaukee has split-level car parking, so the lack of organised activities in the evenings saw the extended Mini family hanging out in the lower deck of the car park. The unseasonably cool and pleasant weather meant that much beer could be drunk and many tales told without the risk of sunstroke for a change. Capital Mini Register has now taken up the reigns and is planning to hold the 2015 edition of MME in Eastern Maryland. 



During the final banquet, diners were serenaded by a brass band.



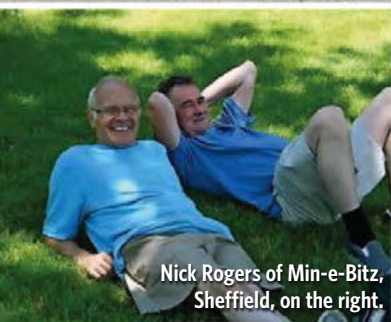
Dean washes his car after a four-day drive to reach the event.



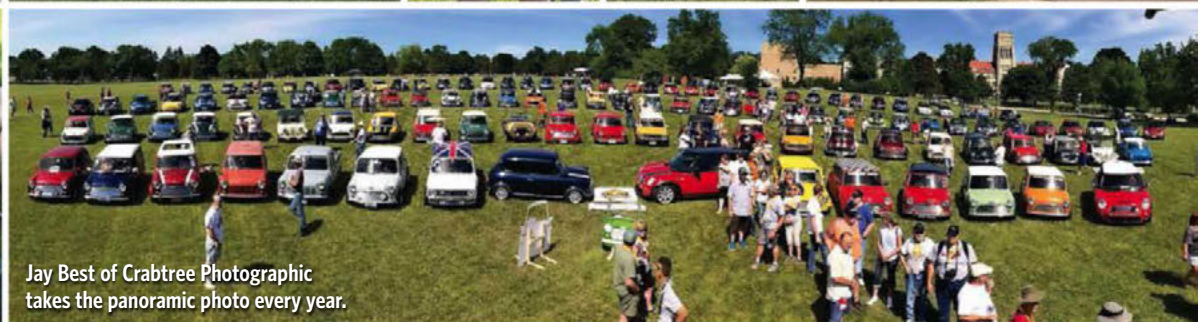


SHOW REPORT

Stopped outside a traditional barn during the cheese tour.



Nick Rogers of Min-e-Bitz, Sheffield, on the right.



Jay Best of Crabtree Photographic takes the panoramic photo every year.



Lovely Mini Countryman bathes in the sun.



Dooderwear's Dean Wilhite and Larry Atkinson's MiniSprint.



Wayne with his Austin America.



The rules of the Funkhana didn't say you had to stay seated in the car at all times...



Paul Strieby's 1967 Cooper S.



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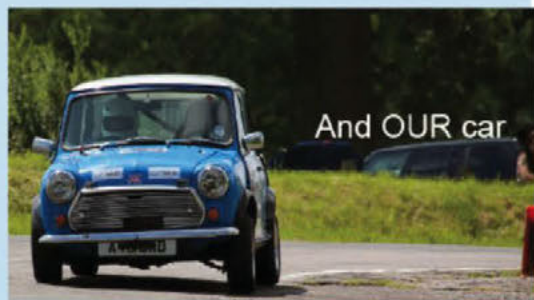
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Events

Book your Mini activities with our comprehensive Mini show guide!



The National Mini Show attracts thousands of enthusiasts and some of the biggest traders to Stanford Hall in September.

■ 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.ccminiclub.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 weekender taking part for the 16th time. Includes drives out into the Yorkshire Dales and 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.belgianminisonstour.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

■ January 24-25 2015

Mini Winter Rally

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

mini-winter-rally.blogspot.co.uk

■ 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.imm2015.lt

■ May 12-16 2016

IMM 2016

Mini Fun Club Belgium will host the 2016 International Mini Meeting at Kristalpark near Lommel, 30km from Eindhoven. This is set to be a traditional IMM, with added Belgian beer and chocolate. Search for IMM 2016 - Belgium for more information.

REGULAR MINI EVENTS

Ace Café Mod 'n' Mini Night

Visit the iconic Ace Café on London's North Circular on the first Thursday of every 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 Café Mini Meets

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

www.h-cafe.co.uk

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Steve's newly-completed 998 resto.

Finished resto

I've just finished a full restoration on my 998cc 1985 Austin Mini and it survived its first trip! It was a 260-mile round trip to Saundersfoot - and with only a few teething problems. One window wiper enjoyed Wales so much, it decided that it would like to stay and leapt from the car never to be seen again. Distracted by the loss of his buddy, the remaining wiper then refused to turn off. It was an interesting drive in torrential rain...

Steve Salter

Nice work Steve - the car looks excellent even with one wiper!

Apprentice restorer

Hi Mini Magazine, this is the first time I've felt the need to write to a publication, and it is just to say a thank you for the help your Facebook team gave me to find a copy of your magazine. I'm just starting my Mini adventure with what some may call a dream job as a Mini and classic car restorer apprentice with the North West Mini Centre, and I have my own '84 Mayfair project. Flipping through the magazine every month has given me many ideas for the build.

Josh Chadwick

No problem at all Josh, good luck with the new job and the project too!

Lunchtime question

Hi Mini Magazine, what happened to the lunchtime question on Facebook?

Dan White

Hi Dan, we're taking a break from the questioning but will be back with more social media ideas soon.

On the roof

Hi guys, you posted a pic of my Mini with a roof tent recently on Facebook from the IMM. Well here's another pic in good quality!

Mo Amenitsch, Germany

These roof tents are pretty cool. Is it OK with that kind of weight on the roof gutters though...?



Harry's Mini pumps out 124.7db from its twin DTM exhaust!

Loudest exhaust

I recently went to the IMM and entered my Mini, called Sanka, into the loudest exhaust competition. I was happy to win the entire contest with a reading of 124.7db. Sanka is a 1275 auto - here are some pics from the day.

Harry Barham

No trackdays for you then Harry! Congratulations though, we bet your neighbours are pleased...



Harry with Sanka and his trophy.



Hunter's cool Tamiya RC Mini.

Tamiya RC

I'm still a few years away from buying a real Mini Cooper, but I started early - it's a Tamiya M-05. It's a long way from the real thing but should keep me entertained in the meantime.

Hunter Dahlquist

These radio-controlled Minis are great fun - a very good start nonetheless.



The Webb family start 'em young...

Family affair

As you can see in the photos, our new baby Joseph is already a Mini fan and I'm sure he will look forward to driving it when he's old enough. The photos are of us at baby Joseph's first IMM. My first car was a Mini and I'm sure Joseph's will be too!

David and Hayley Webb

Great pics, thank you.



A double tribute to Mr Bean's Mini.

Lego bean

Hi guys, here's my custom Mr Bean Lego Mini to match my custom Mr Bean Mini. What do you think?

Andrew Singer

Very impressive - true dedication to the cause there Andrew.



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

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HYBRID SCREAMER

Name: Paul Clearly

Car: 1978 Yamaha R1 Mini

Location: Ontario Canada

■ My car started life as 1978 Mini 1000 that was resprayed in Greko Green. The wheels were replaced with 13-inch Ultralites and Yokohama A539 tyres, and then the original A-Series was been replaced with a 2002 Yamaha R1 motorcycle engine. Now the Mini has 150bhp and a six-speed sequential gearbox. The engine cradle and set-up was custom-made by a previous owner and uses a Mini differential via a chain

and sprocket, whilst the chain is lubricated by a Scotts oiler system.

The car has Hi-Los, 8.4-inch disc brakes, four-pot callipers and braided brake lines, plus an RC40 exhaust system. The carbs breathe through K&N filters and the clutch was replaced with a high-end aftermarket item by DP Clutch, with a Barnett pressure plate and high pressure springs.

The car is still under going changes, and a custom Works-style dash is being fitted with a KOSO digital gauge. The Mini's extremely fast and a real blast to drive!



Paul has given his Mini a
150bhp Yamaha engine!



RETRO TOY

Name: Rammie de Timmerman

Location: Belgium

■ In just one year my brother-in-law started with a wreck and transformed it into this nice little runner. Everything on this car is new or restored, it's sprayed in Speedwell Blue and we covered the seats in a matching trim. The car gets constantly changed and improved. We've recently fitted a classic-style steering wheel and a classic '70s radio. We hope you like it!



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Roof down for some fun in the sun.



Corbeau interior and Mohair roof.



FOUR-YEAR PROJECT

Name: Ben Clayton

■ Our four-year family project was a bit of a wreck to start with, but it had lots of potential. The enthusiasm soon spread through the family, with my young son Oliver and cousin Joshua helping out in swapping the 850 engine and subframe for a bargain 1275 scrapyard find. Then we removed the doors, fitted a new front end and had it painted by MTEC in varying shades of orange, with serious flecks turning red to green. The interior was trimmed by Corbeau and an excellent Mohair roof tailored by C A Uptons, giving it a mean look with the roof up. The Revos and arches have finished it off nicely.

The whole family got involved with the rebuild of Ben's custom cabrio.



HOT ERNIE

Name: Andrew Williams

Car: 1988 Red Hot

■ Here is Ernie, my pride and joy. He enjoys many shows, is my daily drive and has just undergone an extensive rust-removal exercise. There's a fibreglass front fitted, new floors, inner wings and A-panels, and he's been de-bumpered the rear. As far as performance goes, he has a 998cc engine with a Metro head, Stage 1 kit and Manifold exhaust system. Ernie is a pleasure to drive and buckets of fun!



THE BEAST

Name: Robert Howfield

Car: 1979 Mini 1000

Location: Lancashire

■ My Mini has become known in my family as 'The Mini Beast'. I got her over two years ago as a first car, but she has taken so long to get going that it didn't happen. So far I have replaced the wiring loom and all the lights and dash, then fitted a 1275cc Metro engine. Hopefully on my 21st birthday I can actually afford to insure her, but I know already that she is so much fun to drive. She may not be the best looking Mini, but she is mine.



Robert has completely overhauled his Mini and it's almost ready for the road.

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ON THE JOB



ON THE JOB

Super-sleeper

Bolt on a set of ultra-wide wheels and worry about the engine later? Not for Mick Cooke and his unassuming Mini 35.

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

Having a car that looks totally standard on the outside but hides a lairy little secret under the bonnet is something people have been doing for years. However, it's not something we see all that often when it comes to Minis. Instead, the will to personalise the exterior with a few choice cosmetic upgrades usually comes first, and any serious tuning is dealt with later.

Not so with Mike Cooke, however. He's keen to preserve the limited edition status of his Mini 35 by keeping the factory look on the

outside, but with a little more power on tap. Mick's an engineer by trade, and by his own admission is unable to leave the mechanical bits alone. So after deciding to restore his Mini 35 to original spec, he soon had other ideas regarding the engine. To this end a BMW K1200 motorbike has been relieved of its cylinder head and, following some re-engineering, it's now sat atop of a Mini block that has been bored out to 1380cc. "I think the car is a lot rarer now than it's ever been as people tend to modify them," explains Mick. "However, I'm going the other way and

it will just be the exhaust that gives the game away!" That, and the fact that most other drivers will be left admiring its glossy white rear as Mick plants his foot and the car disappears into the distance...

Mick is in no hurry to get the car finished. It's already been six years in the making, but when you are doing things like making your own crankshaft it's never going to be a quick weekend project! Collecting the parts to return a car to original specification can also cause a headache as many simply junk items like standard seats in favour of new items.



The block needs quite a bit of machining work to suit the BMW bike head.



PROJECT PROFILE

THE OWNER

NAME: Mick Cooke
AGE: 43
OCCUPATION: Sub Contract Engineer
LOCATION: Lancashire

THE CAR:

CAR: Rover Mini 35 LE
START CONDITION: Rough around the edges
CONDITION NOW: Sparkling!
TIME TAKEN SO FAR: It's a secret... around six years maybe.
ESTIMATED TIME OF COMPLETION: Sadly I cannot answer that question as it may incriminate me!

Mick's not being specific on a deadline!



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ON THE JOB



Mini 35 badges will be retained.

What sort of condition was the Mini in when you first bought it?

It was the usual scabby, rusty mess but I knew it was an original Mini 35. I got it around six years ago, but back then I couldn't even get in the bucket seats so I decided to get it all back to standard.

What made you decide to modify the engine?

Being an engineer I just can't leave anything alone, so having decided to restore the car to original condition I was only left with the engine to play with! The car is quite a lot rarer now thanks to so many people modifying them, so with this one it will just be an exhaust and some silliness under the bonnet to give the game away.

Were you specifically looking for a Mini 35 when you bought this one?

Not really, it just came up at the right money. I would have preferred something a little more obscure, but it had a low mileage engine, the right price tag and was just for sale at the side of the road. It was my missus that spotted it first, and as I had the cash spare at the time, I bought it. It had a custom interior so I sold that on eBay and I've been buying up bits ever since to



Shiny new pistons with valve cut-outs.



The interior needs a bit of TLC.

return it to standard. The steering wheel centre is as rare as hens' teeth!

Have you owned Minis before this one?

I've had them ever since I could drive and my first one was a Mini Mayfair. It was supposed to be a standard 1000, but it was quicker than a Golf GTI! When it died I stripped the engine down and found it was full of goodies. I've also got a Cooper that I've built into a road-going rally car - the car I've always wanted.

Have you done all the work yourself so far?

No, being self-employed, time is hard to come by sometimes, so Jim at Race Motorsport has been doing bits on it for me too. I'm doing what I can and it's starting to get close now. My mates are running a book however on how long the car will actually last once it's on the road, as I have quite a history of accidents behind the wheel!

Why have you decided to go for a BMW cylinder head conversion?

It's down to the quality of components and the original build quality really. My parts are from a 170k-mile engine, and yet there is practically no wear at all. All the tolerances are still within the original manufacturer's specification.

I take it you enjoy the engine building side?

As an engineer it's what I love doing. I'm actually a time-served tool maker, so on the engine side I am working to tolerances that we used at Rolls Royce. I have machined the forged crank myself as I don't really like the steel ones.

Is fitting the head a hard job?

Not really with my background, and it helps that my



The bay awaits a powerful new motor.

dad had a full machine shop. It's basically just a case of blanking off what isn't needed and then re-drilling for the new head studs. I guess it sounds a lot simpler than it actually is though!

What other items have you done yourself?

We have designed a windage tray for the gearbox, but to do so we first needed to machine a block down so we could work out the clearances and return flow. This stops the oil being thrown about as much, which helps to reduce drag and should give us a small gain in power.

Have you painted the body yourself?

No, I used an old-style coachbuilders who does bodywork and sign-writing for buses and coaches. They put mine in a small booth that they have there and got the apprentice to do it. It's not concours, but it's a nice paint job inside and out and at least I won't have to worry about using it on the street.

Who would you like to thank?

Everyone that has helped so far including Jim Brindle at Race Motorsport in Chorley.



FINISHED SPEC

COLOUR: Factory Rover Diamond White

ENGINE: 1380 with K1200 16-valve conversion

GEARBOX: Top secret with windage tray

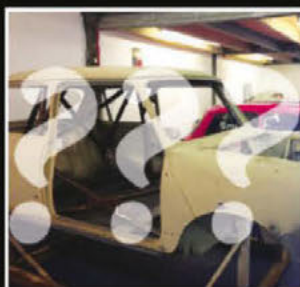
SUSPENSION: Bilstein dampers and Adjusta-rides, Group A tie-rods, negative camber brackets

BRAKES: Vented four-pot callipers and Super-Minifins

INTERIOR: Factory spec

WHEELS: Factory spec

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SWIFTTUNE 1275 GT

SWIFTLY REMASTER

With the original car deemed too precious to modify, Swifttune took on the challenge of building this stunning replica of Richard Longman's iconic 1978-79 British Saloon Car Championship-winning 1275 GT - and all in a mere five months.

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



Ask any enthusiast to compile a list of the most iconic Minis, dead or alive, and we reckon they would all be pretty similar. The very first Mini would surely be a in there, as well as a smattering of famous Works rally cars. We'd wager that something owned by a celebrity would make the cut too; like Peter Sellers' Wicker Mini or Ringo's hatchback. But unless you're a fan of Mr Bean's wacky green 1000, there might not be too many '70s examples on the list.

The Mini's habit of punching well above its weight in motorsport had propelled it into super-stardom by the mid-'60s, but its success was on the wane by the 1970s. The Works rally team had been canned, and newer machinery was able to take the Mini's crown on the track too. Up against cars

designed and developed more than 10 years after its birth, the Mini simply wasn't quick enough to compete at the top level anymore.

However, there's one '70s Mini that certainly could compete, and surely deserves its place in our imaginary hall of fame. We're referring to the Patrick Motorsport-sponsored 1275 GT that legendary racer and engine builder Richard Longman drove to consecutive title victories in the British Saloon Car Championship (later known as British Touring Car Championship). In 1978 he entered all 12 races, won his class 11 times, retired once, and took the championship in fine style. In 1979, running a two-car team with Alan Curnow in a Datapost-livered GT, Richard achieved 10 victories and Alan took the other two. Put simply, it was complete Mini domination.



SWIFTUNE 1275 GT



A modern bucket seat was a safety essential.



Trick new Stack gauge is housed in a replica version of the original Longman rev counter pod.



It's a perfect replica on the outside, but a whole lot tidier than the original inside!

PRECIOUS REMAINS

Unlike many ex-competition cars, Richard's car - and Alan's for that matter - have been beautifully preserved and are virtually unchanged from their racing days. So when the chaps at Goodwood were looking for cars to compete in the Gerry Marshall Trophy at the newly-resurrected Members' Meeting in March, they immediately wanted Richard's old car to take part. For the uninitiated, Gerry was a big name in the world of 1970s saloon car racing, predominantly with Vauxhall and Triumph, and Goodwood decided to honour his memory with two races for the iconic Group 1 cars raced in the '70s and early '80s. However, the original Longman car would've

needed a modern rollcage and seat to enable it complete, and current owner David Boswell understandably declined the offer.

That left Goodwood with a problem, and ironically it was one of Longman's biggest engine-building rivals of the period that came to the rescue. That rival was Swiftune, and it was boss Nick Swift who set the wheels in motion. "I got the phone call from Goodwood about the 72nd Members' Meeting, saying that they wanted the Longman car," he recalls. "The original car still exists just as Richard stepped out of it in '79, so obviously you don't want to touch a car like that. You'd spoil it by modifying it, and it would just fail scrutineering anyway. So the only right thing to do was to build a replica, and we were asked



"The only right thing to do was to build a replica..."

The 1330cc motor was built to satisfy the Goodwood regulations, and features goodies such as a Swiftune DC5 crank and con rods.

to build one. That was back in October.

Fortunately, Nick's father and Swiftune founder, Glyn Swift, had a suitable donor 1275 GT vehicle stored in his workshop, resplendent in glorious Russet Brown. "It was a complete car, and within a week my dad had stripped it down to a bare shell and sent it off to our body repair man," says Nick. "We thought it might be easy to do straight away – it was bought as a supposedly completely restored car, but blasting revealed some previous dodgy repairs that had been well covered by filler. So Mini Spares did us a good deal on new Heritage panels. It needed wings, a front panel, front floors, a door step and sills amongst others – even a roof skin as the old one just wouldn't clean up properly. While the shell was away the subframes were all stripped, blasted and strengthened too."

RACE AGAINST TIME

Once the body had been returned, Nick's first task was to establish a comfortable driving position. "The steering column was fitted and a dummy seat shell was put in place, which meant we could fabricate a steel seat frame and weld it to the floor," he recalls. "It was then delivered to Richard Wager, who had Chris Ludlow weld the six-point rollcage in. I could have collected it on Christmas Eve, but we had the Christmas off, came back and steamed-in with the project.

"We dry-built it with the complete front



Swiftune's Phil Anning built the wiring loom.

and rear subframes, dummy engine, tank, battery and exhaust system so that all the necessary holes, brackets, cutting, trimming and tweaking could be done before any paint went on," Nick continues. "Then we took it apart and it was straight down to Duncan at Altered Image Coachworks."

The Strood-based specialist was responsible for applying that superb blue paint, but it wasn't an easy off-the-shelf shade. "I got talking with Dave Boswell at the NEC Classic Car Show, and he lent us an original door off an earlier Patrick Motorsport Longman GT that we colour-matched," says Nick. Amazingly, Duncan managed to complete the whole job in less than a week. "It was good because it hadn't really been prepped at all, it was just in etch primer," adds Glyn. "Normally I have them more or less ready for paint, but Duncan had to do a lot of work on it." The results are fantastic – while



the original car may look a bit careworn these days, this one is absolutely stunning both inside and out.

With the paintwork completed, the race was now well and truly on. "We had our first test day booked at Goodwood at the end of February," says Nick. "Phil Anning worked solid on it, including making the loom, fitting the running gear – everything. All we had built was the subframes." And during this period, arguably the most crucial part of the build the replica Patrick Motorsport livery was applied courtesy of Justyn Higgs at Jellyfish Design. "One of the first phonecalls

THE BUILD

Using a supposedly rebuilt brown 1275 GT road car as basis, Swiftune had to work fast to complete the project. A whole host of panels were replaced, before it was dry built and stripped down again for the paint to be applied. Once returned, it was stickered-up and completed in a mere five weeks!



I made was to *Mini Magazine* to get the photos of the original car, which I remembered being featured. Justyn scanned them all up and came down about three or four times to fit everything to the car – it was great to watch and he's done an amazing job."

The photos were also used to recreate the interior, albeit with a vastly superior finish. It's notable just how close to a road-going GT Longman's original racer was, and though the new car boasts modern upgrades, it still retains a host of stock parts like the factory tan doorcards and dash binnacle. One thing that hasn't been copied, however, is Longman's use of a rather cheap looking

padded bucket seat. Instead, Nick sits in a Corbeau Revolution seat with a Luke harness, which he describes as "the safest seat you can buy in the UK." Likewise, vital information comes from a trick Stack ST700 dash display rather than an old analogue item, but its mounting pod replicates the original as closely as possible. It's all been very well thought out.

SWIFTLY DOES IT

But that wasn't all. In the background, a real stonker of an engine was being built-up. It had to be built to satisfy the rules for Goodwood, which are based on Group 1 regulations, but

The Longman graphics were brilliantly recreated by Justyn at Jellyfish Designs.





The car sits on ultra-rare GKN Silverstone rims for show use, with 13-inchers used on the track.

some technical leniency means that, just like in period, it's effectively Group 1 and a 1/2. Of course, the game has moved in since the late '70s, and Swiftune was able to use a host of ultra-trick new parts such as its radical five-bearing crankshaft in a new 1330cc motor. "Crank and con-rods are free, but have to remain as the original stroke," Nick explains. "So we built it with our DC5 crank – that's what it was made for. It just feels as smooth as a baby's bum, even at high revs. It's also got all our normal stuff like the feather light flywheel and our new lightweight aluminium Simplex timing gear. We put it on the Kent 310 cam because we wanted top-end power, but before the next Members' Meeting don't be surprised if there's a new cam developed in conjunction with Kent." In addition, one of Swiftune's race heads with 37/31 valves has been fitted, and it's dry-decked too.

The new car also differs from the original in terms of fuelling. "Carburetion is free as long as you have the same number of chokes, and Group one and a half was on spilt Webers," says Nick. But although the Curnow car used that arrangement for the '79 season, Longman decided to stick with SU carbs. "They weren't just normal SUs though," adds Nick. "They would have been bespoke manufactured by SU itself as part of a sponsorship deal. Obviously we couldn't have that, so we fitted the Webers." There's been slight changes to the cooling system too. "The



Goodwood rules say the original radiator must be used, but an additional one can also be used. So at the bottom of the front panel behind the holes, we have an additional alloy rad so we don't need to run with a fan."

Just as with the engine, the gearbox is laden with Swiftune's finest parts. "It's got a dog 'box with a rod-change," says Nick. "And it's got our new Mk6 LSD, which had no pre-load. Then we've got our own Hardy Spicer outputs and our own driveshafts. It's all manufactured by Quaife, apart from the



Aluminium fuel cell fitted inside the boot.



SWIFTUNE 1275 GT



Nick gives the GT the beans around the historic Goodwood circuit.

"Horsepower-wise it's pushing towards 140, and it's put to good use..."

Hardy-Spicers which are from GKN. All the rest is normal off-the-shell stuff, but with our own cone washers and bearing spacers to make things last."

BOX FRESH

Amazingly, the car was complete in time to make the test day at Goodwood. "The whole build with stickers and everything was done in a five-week period. It just had to be done; when we promise to do something, we have to back it up," says Nick. "I even had Dave Boswell ring me up and tell me he couldn't believe how well it had turned out. You'd have to do a double-take if you put them next door to each other!"

And it worked well, too. During a hard day's testing it ran faultlessly throughout, and Bill Sollis was also on hand to put his years of experience into achieving the perfect set-up. "We added adjustable camber and castor front and rear, and used the Mini Spares four-pot callipers," Nick explains. "Then we had our

own Koni man from Holland make us super-trick dampers. He came over from Holland to set them up, and for only small adjustments the difference was staggering. That's the trick; the Koni dampers and our own rear rollbar."

And what about power? Well, with the more relaxed regulations, the engine has a decent power advantage over the FIA Appendix K race engines used in the pre-1966 cars. "Horsepower-wise it's pushing towards 140, and it's put to good use," says Nick. At the Members' Meeting, we were hoping to just be in the top 10, but we finished third and fourth overall in the races. That was higher than we could ever have imagined." In fact, Nick spent much of the first race running second, and if wasn't for an unruly backmarker delaying his race, he would've finished there too – an incredible performance for a box-fresh car against super-fast contemporary rivals like three-litre Capris, Rover SD1s, RX7s and Chevrolet Cameros.

So there you have it – a brilliant replica of

TECH SPEC

BODY 1978 Mini 1275 GT, shot-blasted and restored with new Heritage wings, front panel, front floors, doorstep, sills and roof, rear arches tubbed, Group 2 arches, Vitaloni Californian wing mirror, bonnet pins, emergency cut-off switches, Patrick Motorsport replica livery/graphics in vinyl, blue paint matched from original Longman car.

ENGINE Swiftune race engine built to suit Goodwood regulations, 1275cc A-Series block bored +60 thou, Swiftune DC5 crankshaft with H-beam rods and billet pistons, steel main caps, Kent 310 camshaft, Swiftune FIA race head casting with 31/37 valves, dry decked, lightweight aluminium Simplex timing gear, Swiftune feather light flywheel, Swiftune CSI distributor, oil cooler, under wing oil catch tank, modified rocker cover with Swiftune oil filler cap, two-core radiator with addition aluminium radiator, silicone hoses, lightweight alternator, split Weber carburettors, Facet fuel pump, aluminium race tank in boot, Manifold race manifold, Manifold reverse cone megaphone two-inch race exhaust system with centre exit back box, bespoke wiring loom.

TRANSMISSION Rod change four-speed gearbox with Swiftune super finished dog engagement gear kit (2.1:1 ratio), Swiftune drop gears, Swiftune/Quaife Mk6 LSD, Swiftune Hardy-Spicer outputs shafts and driveshafts, 4.2:1 final drive.

SUSPENSION / STEERING Dry suspension with Hi Lo adjustable trumpets, bespoke Koni dampers, Mini Spares adjustable bottom arms, tie-rods and rear camber/castor brackets, Swiftune rear roll bar, Swiftune CV washers and wheel bearing spaces, Mini Spares quick rack.

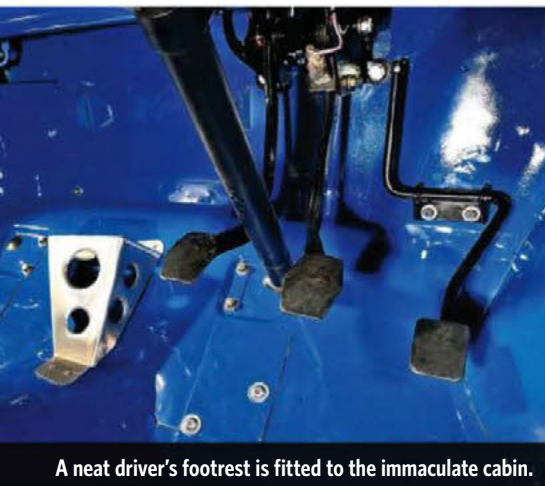
BRAKES 8.4-inch disc brakes with Mini Spares four-pot callipers (front), finned drums (rear) braided brake hoses.

WHEELS AND TYRES 5x12 GKN Silverstone wheels with Dunlop CR65 tyres, or 13-inch Minilites with Avon all weather tyres for race use.

INTERIOR Standard 1275 GT trim including tan doorcards, passenger seat, dash binnacle and dash rails, Swiftune steering wheel boss, Sparco steering wheel, driver's footrest, Stack ST700 multi dash/analogue rev counter in replica Longman pod, Corbeau Revolution seat with Luke harness, welded-in six-point rollcage with harness bar, fire extinguisher.

Longman's championship-winning 1275 GT, but with a superior finish and plenty of modern technology lurking under that iconic exterior. There's no doubt it will be back to do battle at Goodwood again next year, but that may not be all. "The car could be eligible to do many different things, but we want to go where there's going to be competition," says Nick. "We've got several customers who are thinking of doing GTs off the back of it – what ultimately it needs is a few of us out there to have our little ding-dong at the Silverstone Classic or whatever."

The thought of GTs doing battle with the big boys just as Longman and Curnow did some 35 years ago is certainly a tantalising one. But how does Nick feel about racing in the colours of one of Swiftune's greatest Mini engine-building rivals? "Our engines have had some incredible fights over the years in all forms of Mini racing," he says. "I've always respected Richard as an engine builder and driver, and because of that I'm more than happy to run in Longman colours!"



A neat driver's footrest is fitted to the immaculate cabin.



Nick Swift with his GT racer.

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PERFORMANCE MKI

ONTOA



WINNER

The advertisement promised so much for so little, but Dean Bryant's gamble on this modified Mkl really paid off...

Words **Dan Furr** Photography **Phil Steinhardt**



Every now and again, a car appears in the classifieds that looks too good to be true. It will invariably offer the world in exchange for peanuts, and our gut reaction will often be to scoff before turning the page as we erase the offending advert from memory. Once in a while, however, our curiosity will get the better of us, particularly if the ride in question is a stone's throw away from home and can be evaluated with ease.

It was this deciding factor that encouraged Londoner, Dean Bryant, to hop aboard the M25 bound for Dartford after clocking an ad for a modified Mk1 Mini. "The car was billed as former sprint and hillclimb racer equipped with a powerful long-stroke 1430cc engine. To be honest, I wasn't expecting much as the price was very low, but it was worth checking out on the off-chance that I'd be pleasantly surprised," he says.

It turned out that the Mini's owner needed a quick sale in advance of an imminent relocation to Australia, hence the keen asking price. Dean was gobsmacked when presented with an "awesomely quick" 1963 Mk1 complete with all the hallmarks of a serious sprinter, and soon realised that he was in the presence of a bargain. "The British Racing Green paintwork was showing its age, but the rest of the car was in tip-top condition and didn't miss a beat on the test drive. Crucially, the shell and body panels were free of corrosion, and ➤

THE REBUILD

Palmer Brothers were responsible for restyling the rear from box-arched to rounded (to match the fronts). With a few other small repairs to the body made, a full respray in British Racing Green followed. Fitting up consisted of using some original and plenty of newly-bought performance goodies.



Seven gallon tank is large for a hillclimber, but saves Dean a trip to the petrol station every five minutes.

the drivetrain had only covered 9000 miles since a major upgrade by MED at some point during the late '80s," he explains.

IT'S A DEAL

A pile of service history and parts receipts proved to be the icing on the proverbial cake, so Dean went for it. "I was thrilled with the car, and it filled a Mini-shaped hole in my heart following the untimely demise of my previous two chariots," he tells us,

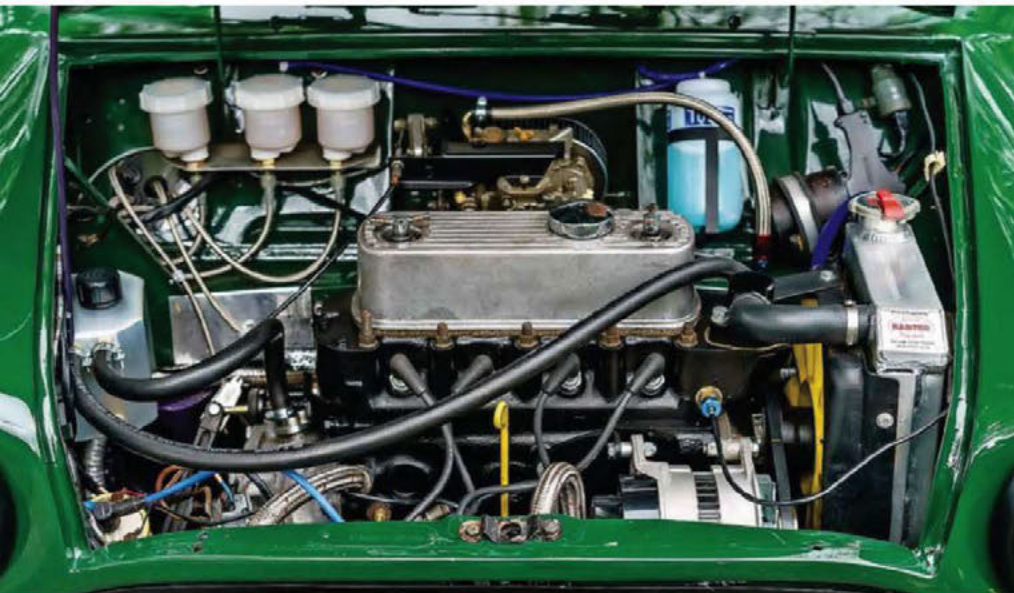
referencing a head-on collision experienced behind the wheel of an ill-fated 1978 Mini 1000 and the subsequent writing-off of a metallic grey Mayfair. Those involved in the unfortunate incidents managed to escape without injury, but painful memories of his mangled Minis would ensure that Dean would make every effort to safeguard the future of his race-ready Mkl.

Taking possession of a stripped-out Mini had come as something of a surprise to the

"The car appeared to be coping without complaint, but disaster struck..."



PERFORMANCE MKI



An oil-pump failure nearly meant disaster for the MED-built motor, but quick-thinking and quality saved it.

30-year-old floor layer, and the functional race car office that formed the car's interior provided far less in the way of creature comfort than he had been used to. A call to Demon Tweaks would go some way towards rectifying the situation, with an order placed for some Cobra Imola buckets, Sabelt harnesses, a Momo steering wheel and a Sparco snap-off steering wheel boss.

With the sporty seats fitted, Dean embarked on the first long-haul outing in

charge of his new ride. The car appeared to be coping without complaint, but disaster struck on the return leg of the journey to Cambridge as oil pressure dropped without warning. Immediately, he assumed that the lump was ill-equipped to cope with lengthy cross-country jaunts as a consequence of being built for comparatively short hillclimb runs. "My fear was that it had suffered head gasket failure," says Dean. "I called the guys at Bill Richards Racing and they agreed to take a look at it for me."

POTENT POWERPLANT

Bill and his team dismantled the potent powerplant and determined that the oil pump had failed as a result of a feed blockage. Thankfully, Dean had stopped the engine as soon as he'd encountered difficulty, and the lack of any subsequent road-going action had saved it from almost certain self-destruction. The news came as a great relief, and Dean was happy to hear Bill confirm that the quality of MED's original build (not to mention the few miles that the unit had covered since) meant that a light hone and block skim were the only engineering jobs required.

The specification of the engine has, therefore, remained more-or-less as inherited; Omega 73.5mm pistons join Cooper S rods, while the crankshaft is offset ground to give an 84.3mm stroke. There's also a cross-drilled custom-profile

camshaft and a race ported cylinder head, plus a Weber DCOE 45 carburettor and a Magnetronic ignition system. That's not to say that Dean hasn't added his own updates, proof of which can be seen in the form of a Manifold exhaust manifold bolted to a Fletcher large-bore stainless steel side-exit exhaust. The car also makes use of an improved fuel system that features a seven-gallon aluminium tank, a Facet pump and Goodridge braided lines. All in all, the refreshed nuts and bolts are good for an estimated 115bhp.

A late night eBay session then delivered an upgraded transmission in the form of an MED-prepared straight-cut gearbox with a Tran-X limited-slip differential, but it was the Mk1's appearance that was beginning to play on Dean's mind. "The car wore wide wheel arches, yet the rears were square and the fronts were curved when I first laid eyes on them," he says. This was definitely a case of function over form, and it made sense to have brand new rear replacements fabricated to match the smooth lines of the front extensions before the Mini was treated to a fresh lick of paint.

COSMETIC TWEAKS

South East London Mini specialist, Palmer Brothers, was charged with the creation of the new exterior decoration. The resulting rear bulges wrap beautifully around the quarter panels where they merge into a modified lower valance (complete with licence plate recess). A smoothed bootlid also appears at the rear of the car, and it would be rude not to mention the custom nose comprising a fettled bonnet and lightweight grille that sits above even more moulded metalwork. Furthermore, the shell had been completely de-seamed and strengthened prior to Dean getting his hands on it, and the recently applied



A mesh grille conceals a Mocal oil cooler.



KAD brakes both front and rear.

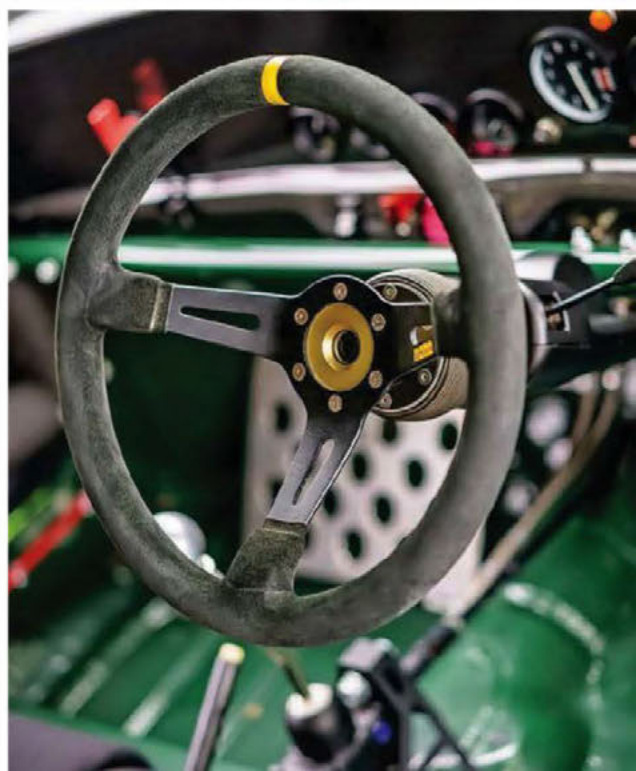


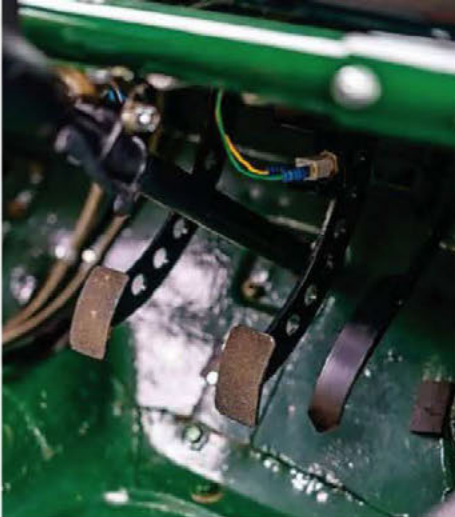
Deceased wide-arch body, with 13-inch Mambas - perfect profile.

Dean has given this bargain-buy a brilliant new lease of life.



Stripped-out interior is packed full of the right labels... Cobra, Sabelt, Sparco, Curley and Stack to name a few.





Track so wide, even the inner edges are nearly outside the original Mini body lines!

PERFORMANCE MKI

TECH SPEC

BODY 1963 Austin Mini MkI, shell fully deseamed, steel fabricated wide wheel arch extensions, rear valance modified to accept registration plate, smoothed bootlid with relocated hinges, modified bonnet with custom air intake ducts, bespoke lightweight front grille, polycarbonate door windows, carbon-fibre wing mirrors. Paint: British Racing Green, all brightwork painted matt black.

ENGINE Bill Richards Racing prepared 1430cc MED Engineering A-plus, block offset bored to 73.5mm, Omega forged pistons, 11:1 compression ratio, Cooper S lightened and balanced con-rods with ARP bolts, four-bolt centre main cap, crankshaft offset ground and cross-drilled, 84.3mm stroke, 12G940 race ported big-valve cylinder head, 35.7/31 race valves, Piper competition springs, 1.5:1 roller tip rockers, APR studs and nuts throughout, cross-drilled billet camshaft, AY100 distributor, Magnetronic ignition system, Lucas coil, Varley Red Top 25 race battery, high-flow oil pump, Swiftune oil filter housing, Weber 45 DCOE carburettor, Mocal fuel tank pressure relief valve, Facet Interrupter Silver Top fuel pump, Radtec radiator, DSN Classics thermostat, Mocal 10-row oil cooler and single-litre catch tank, Manifold Stage 3 long centre branch exhaust manifold, Fletcher large-bore stainless steel side-exit exhaust system, Volcano exhaust heat wrap, Mondo Sport top engine steadies.

TRANSMISSION Rod change gearbox with MED straight-cut gear race set, straight cut 1:1 drop gears, central oil pick-up, Tran-X limited-slip differential race ramp angle with 3.7:1 final drive ratio, MED Engineering driveshafts and heavy duty clutch arm, AP Racing clutch plate and Orange diaphragm, KAD internal gear linkage, lightened flywheel and backplate.

SUSPENSION Refurbished front subframe and adjustable rear subframe beam, Spax RSX Krypton coil-over kit, adjustable lower front arms, KAD tie-rods, rear anti-roll bar, rear strut brace.


BRAKES KAD 8.4-inch vented discs, KAD four-pot callipers, rear disc conversion, OBP pedal box with adjustable brake bias, Goodridge hoses throughout, AP551 race fluid.

WHEELS AND TYRES 7x13-inch JBW Mamba wheels with Anthracite Grey centres and polished lips, Yokohama A048 175/50x13 tyres.

INTERIOR Fully stripped cabin, rear bench and companion bins removed, Cobra Imola bucket seats with Sabelt three-inch safety harnesses, Momo steering wheel with Sparco quick release boss, Mini Sport carbon-fibre dashboard, Stack gauges, fuse box relocated to dashboard, DSN Classics MkI door openers, Curley Mouldings carbon-fibre panels (boot floor, rear quarters and door cards), multipoint rollcage including dashboard and door bars, Sparco passenger footrest, Goodridge 811 braided fuel lines and hoses, seven-gallon aluminium fuel cell.

THANKS TO:

Dean would like to thank: "Kevin and Jamie at Palmer Brothers, Bill Richards Racing, my family for their support, and to my partner, Sandra, for helping whenever she can.

be true'. Bear that in mind next time you're flicking through the classifieds – you might be dismissing the opportunity to own something as special as Dean's marvellous and rather rapid Mini! 

"I'll take it to Brands after Bill Richards has guided me round Lydden Hill..."

colour looks fantastic set against the matt black exterior detailing.

A set of 13-inch JBW Mambas wrapped in Yokohama rubber nestle inside the aforementioned wheelarches, and KAD brakes can be seen behind the Anthracite Grey centres of the polished rims, even at the rear. The brakes are operated by a recently installed OBP pedal box, and Dean has paid a similar level of attention to the car's suspension set-up by adding custom profile Spax coil-overs, adjustable lower arms, KAD tie-rods, a rear beam to replace the subframe and a rear strut brace.

Piecing the MkI back together in the comfort of his own garage gave Dean the perfect excuse to add more customised interior trim. Carbon-fibre panels now feature throughout (including a Mini Sport dashboard that has been drilled to accept a host of Stack gauges) and additional

rollcage door bars provide increased safety and strength to the car's structure in preparation of its impending visit to a number of the UK's race circuits.

"I intend to take the Mini to Brands Hatch after Bill Richards has guided me around Lydden Hill," says Dean with a grin. "The great man wants to monitor the engine's performance now that it's fully operational, and I'll use the opportunity to draw on his extensive experience as I ask for a few pointers that will improve my own abilities behind the wheel."

There's no denying that this lean, green racing machine was a great find, and that Dean has done a stunning job of giving it a new lease of life through some carefully considered styling updates and a comprehensive mechanical overhaul. It also serves as a fantastic example of a car that challenges the notion of being 'too good to



Pristine Minis can make big money in some markets, and Germany is definitely one of them. So when you enter Mini Mengers' showroom on the outskirts of Oldenburg in the country's north west, don't be surprised to stumble upon an MPi Mini wearing a staggering price tag of 43,800 Euros. There's no doubt that it's a stunning car though, with its deep dark coffee brown paint, full magnolia leather interior and 'besser wie neu' (better than new) statement displayed on its windscreen. It does remain a steep price for Mini however, and Dierk Mengers is happy to admit it. Indeed, he adds to that: "I am the man responsible for the dramatic price development of classic Minis here in Germany. But I fully owe this phenomenon to my customers who are willing to pay serious money for a really good car."

Dierk can say that. After 48 years of buying, selling, servicing, maintaining and building hundreds of Minis, the sprightly 75-year-old knows the tricks of the trade. And he is still as keen on the Issigonis design as he was back in April 1965 when he saw a Mini for the first time: "I had finished my school and within a matter of time I was franchising a petrol station," he says. "A dark brown Mini frequently flew past and it turned out the car was owned by the daughter of the local baker, who'd studied in the UK." Dierk had a more than average interest in both the car and the girl despite having never seen them up close. ➡

Inspired by Morgan's new three-wheeler, German Mini specialist Mini Mengers has come up with an astonishing Mini-based creation.

THREE

MENGERS 3WP



Not the first, but could this be the most complete and well-engineered Mini three-wheeler conversion ever?

Words and Photography Jeroen Booij

SPIRIT

MENGERS 3WP



Scuttle and doors blended-in to give a streamlined finish.

At the same time he started buying and repairing cars, soon making more money with this than with his petrol station. "My own first Mini followed in 1966, a maroon 850," says Dierk. "It was a great time, when everyone wanted Minis and all the girls wore mini skirts. Within months the whole place was full of them, but I didn't know much about them yet as there were no technical books available. I had to learn about them just by working on them."

But Dierk did become a specialist and was soon even subcontracted by the local BMC dealerships to do their work; "I remember going to Cologne to pick up a couple of Minis from the German concessionaire with a couple of friends. We were picked up with an old Austin Cambridge rattling and squeaking all over and were brought over to this garage... I had been expecting something slightly more glamorous! We drove back home with five brand-new Minis, one each, and when we arrived the oil level on all of them had

dropped considerably, such was the quality of the cars at the time."

CREATIVE CONVERSIONS

And so Dierk set himself the task of improving the cars where he could. It led to some sophisticated projects. Apart from power steering, central locking and air conditioning conversions, he built a number of four-door Minis and a range of convertibles. "In 1973 or 1974 I did the first cabriolet. That became quite a success and I eventually did 127 of them. We never made calculations for strengthening the floor, though, as we just tested it by bouncing up and down in it with four guys. It was clearly strong enough."

But these methods won't do anymore for his latest project: the Mengers 3WP, or Three Wheel Power. Work started two years ago, but Dierk had been wondering about a three-wheeler for much longer. In fact, it was the new and successful three-wheeler introduced by the Morgan Motor Company that gave him the final push he needed.

A 1995 single point Mini was taken as a base vehicle, but according to its creator it could have been any Mini. Dierk says this particular was one pretty bad, and so he set himself to the task of renewing just about all of the metal: "We stripped the car down and worked from the front to the rear. It was challenging to find the right shape for the car's rear, as I wanted the rear wheel to be visible from under the closed body.

"We started by simply cutting out a big slot into the rear of the floor and bringing the two sides together. It needs to look good but you also need two people to be able to sit in it properly." Once the shape was as Dierk wanted it to be, it was time to fully develop the new rear suspension layout. He used an existing rear Mini trailing arm placed into a new subframe of his own design, which is considerably smaller than the original: "We have designed it so that it doesn't matter whether you use the left or right side of the Mini's suspension," he adds.

The rubber cone has disappeared now to make way for a more traditional coil spring, which is mounted into the new subframe and adjusted to the bodywork, too. Dierk says the construction is stronger than required and very stable. The wide 13-inch Revolution wheel at the rear with its 205-tyre also helps matters considerably.

TESTING TIMES

The prototype had to undergo some notorious TÜV testing, though, with the car was wrestled into a full-lock turn at speed. It passed with flying colours. "We decided to do this before going to the paint shop," says Dierk, wisely. A tilting test was another hurdle: one of the front wheels was put under a considerable angle to see if it was stable enough even with people bouncing up and down inside.

Another one of the more challenging aspects was the car's braking system, since a



Radically different from standard, but most of the body is formed from parts of other Mini panels.

two-way system was obligatory for safety reasons. "During the first braking test, which we carried out ourselves, the brakes were way too weak," says Dierk. "I redesigned the whole lot and when I pushed the brake pedal hard during the next test drive, the whole thing locked immediately and I span through 180-degrees. It was clearly over-engineered then, but again, it did not tilt." The front brakes are now 8.4-inch discs sourced from a Metro, with a single drum at the rear giving the three-wheeler perfectly adequate stopping power.

One thing that did strike the TÜV testers was that the rear of the vehicle would be improved by some more weight at the back, especially at speed. But how to achieve this? Dierk came up with another of his unconventional ideas – he took the rear deck lid off once more and went to work on it with the hacksaw. Well, it was slightly more complicated than that, but it led to the rear spoiler that the vehicle now sports. In fact, it's a rear spoiler that electronically erects at a certain speed to give the necessary downforce – just like that of a modern Porsche! It works well, and can be easily adjusted to lift at any speed.

The 3WP now just needs its final approval from the German authorities, as it will be classed as a new car. "They came here and concluded it had so many changes it could not be classed as a classic Mini anymore," says Dierk. "But the only thing we need to pass now is the exhaust emission test and I don't think it will be a problem."

REAL STEEL

Dierk insisted on the use of steel rather than fibreglass for the 3WP's body, and now has a company subcontracted to make new side panels for the vehicle. The rear deck lid with its integrated spoiler is self-made from →



Spacious boot capacity, and a pop-up spoiler for stability at speed... all very Porsche-like.

"The whole thing locked immediately and I span through 180-degrees..."



Looks like a Mini, but virtually every part of the 3WP has been redesigned in some way.



MORE MINI THREE-WHEELERS

Mengers' 3WP certainly isn't the first Mini based three-wheeler. In fact several have preceded it by decades. Apart from a multitude of private projects the first example, which was more or less professionally marketed and built, was the ABC Tricar. It was offered for sale for the first time in 1968 and, like the 3WP, retained much of its Mini looks. The AF Spider which followed a year later was about the opposite, resembling more of a classic 'Morgansque' three-wheeler with its exposed engine and pointed tail. The Mosquito of 1971 and the Ranger Cub of 1974 both used fibreglass bodies with distinctive shapes, while the Stimson Scorcher of 1976 was more of a cross between motorbike and car. The sporty Brookwell Trifid, so far, was the last in line. It came in 1990 and remained available until 1997, although no more than six were ever built. Jeroen Booij has fully researched their histories and photographed survivors of all of them for his new book 'Maximum Mini 2', available directly from the author: www.jeroenbooij.com





Tuned 1380 gives nearly 100bhp at the wheels.



Impressive access to the rear set-up.



Decades of Mini experience and some brilliant ideas in that time.

"The prototype has cost much more than he could ever sell them for..."

the bonnet of a Mini, however. Look close to the line running vertically over the panel and you'll recognise it. It's just another of the many solutions he has come up with. The tiny 'bootlid' gives access to the single rear wheel, and has similarly been made from a cut-down Mini item. The aero-style windcreens are also home-made and can be adjusted in rake. To smoothen the body there are no outside door handles, and the inside ones have been relocated to the bottom of the door.

Another striking detail is seen when you open the door and notice that the scuttle has been elongated. And Dierk hasn't exactly been conventional when it comes to sourcing parts: air vents from a Honda Accord, a battery from a motorbike and the fittings on top of the doors from a DIY store. The covers to seal the rear lights are modified Tupperware boxes, while the ring around the petrol filler comes from a piece

of kitchen equipment.

Naturally there are plenty of Mini parts reused, too. The front bumper is a cut and shut example, while the rear uses a single Minivan bumper in stainless steel. The exhaust is a Mk1 unit that has been modified extensively, the grille is also a reproduction Mk1 item, and the spotlights originate from the MINI. The petrol tank of a Minivan has been relocated to fit under the dashboard - for safety reasons - while the expansion tank under the bonnet comes from an Innocenti Mini Cooper.

The engine itself originates from the donor MPi Mini and is an overbored 1275 built by Faxe-Racing - another piece of German precision engineering. It's good for 96bhp at the wheels and enough to make the 500kgs three-wheeler fly. And Dierk is more than happy to demonstrate it. A nearby industrial estate is being developed, and proves to be the perfect testing circuit. 'Our own little Nürburgring' says Dierk, as he blats his creation around the newly laid tarmac. It is indeed surprisingly stable, and if you don't look behind you'd actually expect to be in an ordinary Mini.

The seats are placed very low, and the aero-style screens give you plenty of air to breathe, so there's no doubt that Dierk's most challenging project so far is very much a fun car. Has he calculated a selling price for it yet? No, and he finds it difficult to do so. Of course the prototype has cost him much more than he will ever be able to sell them for, but eventually it will be something between 40,000-60,000 Euros. Yep - a lot of money. But if someone has proved it can be done, it's Mr Mengers.



Single-sided rear suspension arrangement using one trailing arm attached to modified subframe.

TECH SPEC

BODY 1995 SPi Rover Mini shell with most of the body panels renewed and a completely redesigned rear using new panels and re-fabricated parts from an existing Mini bodysell. No door handles, no windscreen, self-developed and adjustable aero-style screens, elongated scuttle, air vents from Honda and Suzuki, petrol filler cap relocated to right hand body panel, Mk1 grille, MINI spotlights, chrome bullet mirrors, Mk1 rear lights, front Group 2 rally arches, split bumper with overrides and corner bars at front, single Minivan bumper at rear, Mini 40 badge. Paint: Bugatti Blue.

ENGINE Rover Cooper A-Series, block bored to 1380cc with 73.5mm bore by Faxe-Racing, Omega pistons, 7cc dish offset, crankshaft reground, lightened, cross-drilled, Ni-temp wedged and polished, A-plus con-rods, lightened, ARP Bolts, fully machined cylinder head, 36mm/30mm stainless steel valves, silicon bronze valve guides, 1.5:1 roller-tip rockers, SW10-07 camshaft, duplex steel/alloy cam timing set, ARP head bolts, steel ultra-light clutch kit with orange diaphragm and bonded plate, electronic ignition, HIF6 SU carburettor with heated inlet manifold, aluminium four-core radiator and oil cooler, Innocenti Mini Cooper expansion tank. Estimated power: 96bhp at wheels.

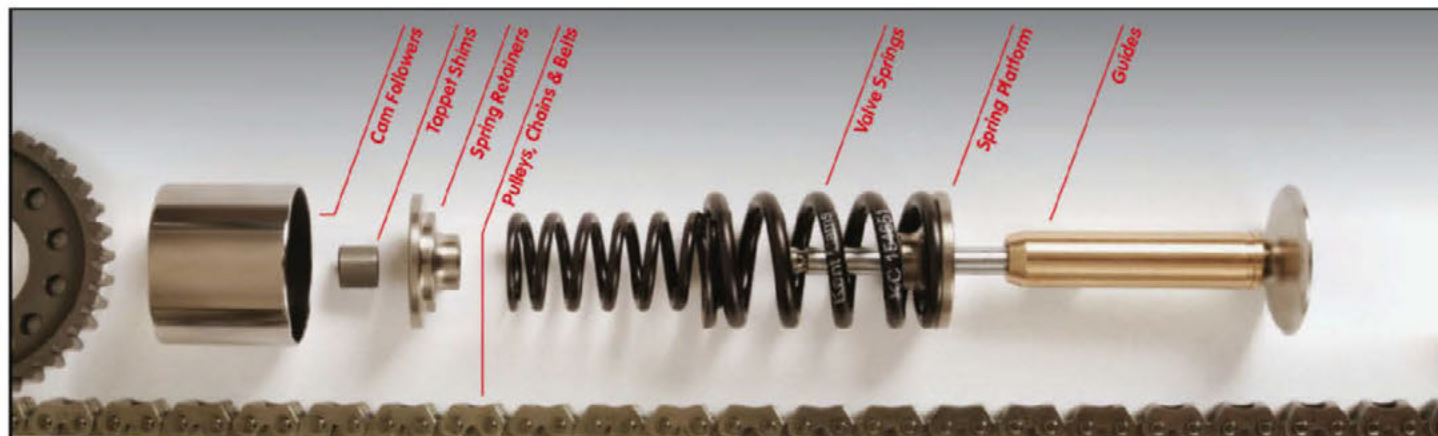
TRANSMISSION Reconditioned four-speed gearbox, 2.95:1 final drive.

SUSPENSION Dry suspension, Hi-Los and adjustable tie-rods at front. Home-developed frame at the rear using left or right hand trailing arm of existing Mini rear suspension, coil spring and Koni damper.

BRAKES 8.4-inch Metro discs and four-pots callipers (front), standard drum (rear), servo-assisted.

WHEELS AND TYRES 12-inch Revolution wheels with Yokohama 165/60x12 tyres front, single 13-inch Revolution wheel with Maxxis MA-V1 205/60x13 tyre at the rear.

INTERIOR Black bucket seats in vinyl and velour, carpets in matching black. Door panels and dashboard all trimmed in black vinyl and carpet, classic dashboard binnacle with Smiths gauges placed at left, with self-developed glove box. No heater, trimmed panel under dashboard with Minivan petrol tank fitted, retro Cooper-style steering wheel, interior door handles relocated to the bottom of the doors, window openers removed, starter button placed on centre switch panel.



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CLUBMAN ESTATE

The first thing you need to understand about Alec Harris' custom Mini is that it isn't really finished; it's still evolving. "I redid the front spoiler last week," he says. In a quest for greater aerodynamics? "No, I hit a cat – he jumped out in front of me. He was fine though – I stopped and checked." Feline altercations aside, Alec still has a few changes planned for the converted Clubby Estate, but first let's see what he's done already.

You might think the immaculate, mile-deep paint and perfect body panels mean this is purely a show car, but that was never the intention. "My background is general mechanical and bodywork," explains Alec. "Previously I've been building Bentley hearses and limousines as well as repairing and customising HGVs. I started my business South Coast Vehicle Restoration at the beginning of 2014 to undertake both restoration work and customising – the crazier the better.

"The Mini has since become a rolling advert for the company, but it was built by me, for me, some two years before that," says Alec. Looking around the workshop I spot a Cooper in for full restoration and a radical topless Mini roadster. "That's another of my projects," he adds. "I've had probably five or six Minis including a nice Minivan. I had to sell that years ago and this one was built to replace it."

Alec found the 1971 Clubman Estate on eBay. "It looked worse than it actually was; it still had the original floorpans and had been sat for 12 years when I bought it for £475. I had the idea to turn a Clubman into a van

since vans were getting expensive. I wouldn't cut up a van now, although Clubman values are creeping up now too... I stripped it all down and threw just about everything away – I didn't even see if it ran. I wanted an estate body to hide a full rollcage, as the car was designed to be a sleeper.

"I take photos and then draw mock-ups of possible designs," continues Alec. "I like Minis with a low stance, so got the vision in my head then started making it in metal. I expected it to take six months but it's so far been two years, because it got crazier as I went along. I was going to do it four-wheel-drive and still want to build one. Looking back, I spent far too long lining every panel up – when I got it the driver's door was overhanging by an inch and spent countless hours on that.

The front doors are the originals, and it's all metal except the wheelarch flares." The rear wings are standard other than the relocated fuel filler, while the one-piece rear door was made by welding the original and very solid pair together – there's about 16 hours of bodywork in that alone.

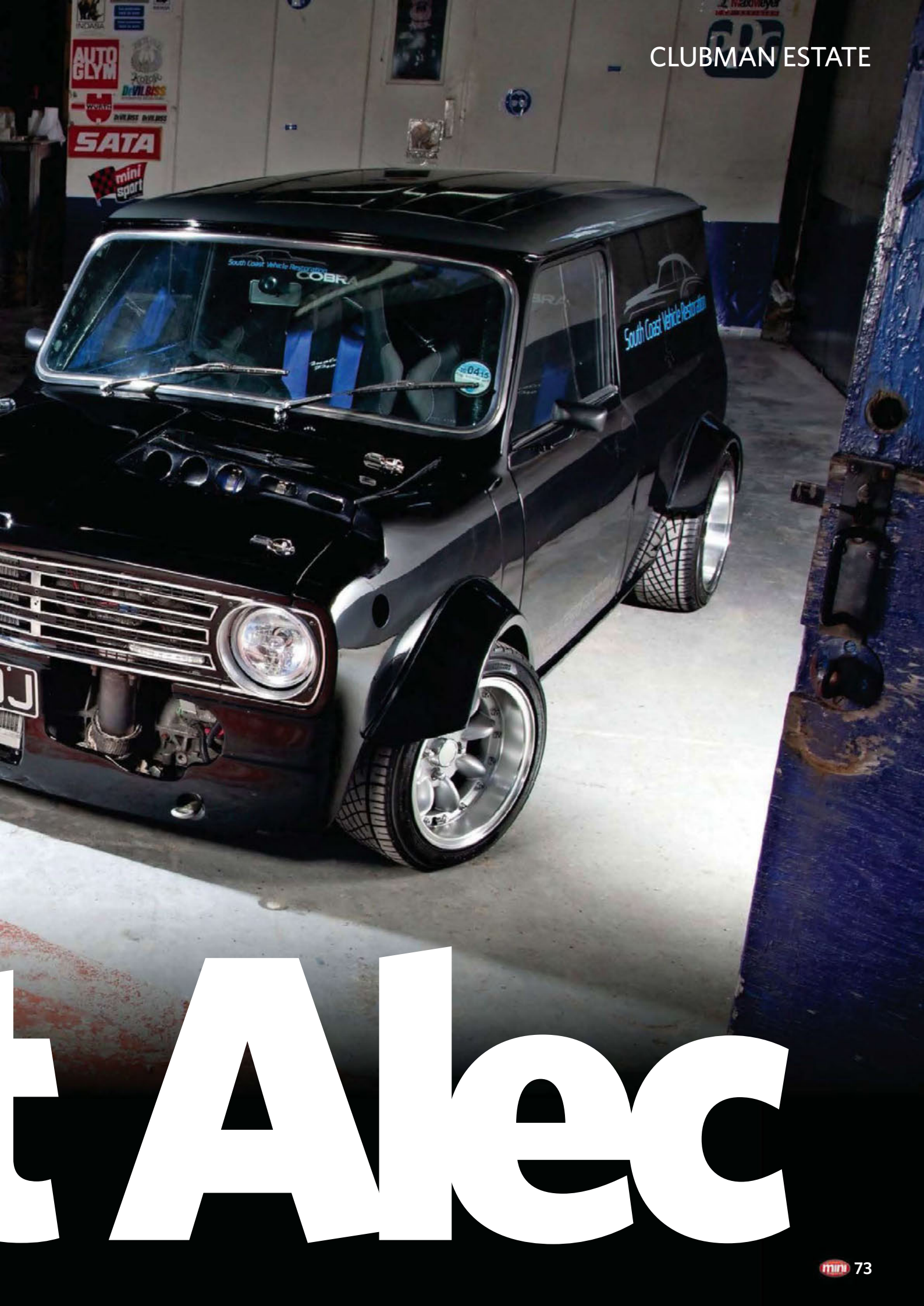
CIVIC PRIDE

"The van was always designed to be turbo'd from the start, but the original plan was to use an A-Series," continues Alec. "But then a mate had a Mini with a Honda engine, and since I wanted something reliable that worked well, it made sense to go that route. I borrowed a donor engine, a B16 Honda, so I could take measurements to build up a one-piece continuous subframe. Later I bought a T-registration, UK-spec Honda Civic VTi-S and based the build around the 1.8 VTEC ➡

Unable to find a suitable Minivan, Alec Harris built this VTEC-engined screamer from a Clubman Estate, pre-planning it every step of the way.

Words **Mike Renaut**
Photography **Gez Hughes**

Smart



talec

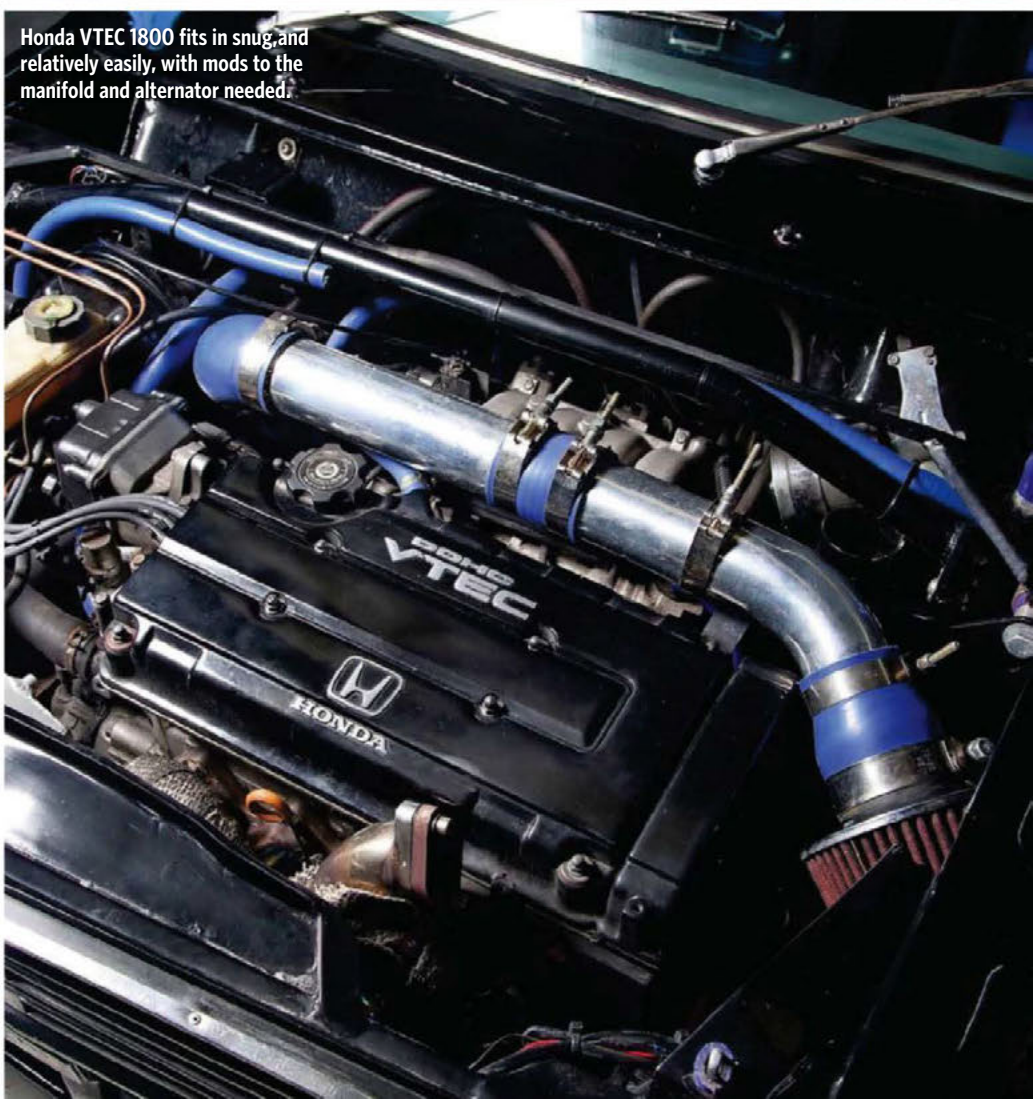
CLUBMAN ESTATE

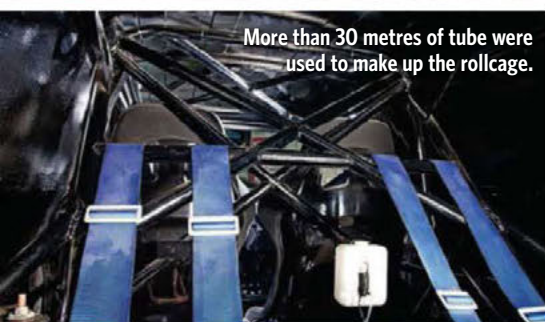
ALTERED IMAGES

Not wanting to chop a rare van version of the Mini up, but still wanting the commercial look, Alec went for a Clubby Estate and panelled it to suit... and that was the easy bit, as installing a VTEC and fully reworked suspension and brake set-up followed. A true feat of Mini engineering well-executed.



Honda VTEC 1800 fits in snug, and relatively easily, with mods to the manifold and alternator needed.





More than 30 metres of tube were used to make up the rollcage.



Custom-fabricated gear linkage with clever use of a CV joint gaiter!

knew I'd be putting more power through the car so I built it with that in mind. I've seen Minis where floors have been bent or even torn – that wasn't going to happen on this."

Bringing things to a safe halt are 8.4-inch front disc brakes with EBC Greenstuff pads and stock drums at the rear, but a 330mm bespoke disc brake conversion is coming soon. Metro hubs with their sealed balljoints and longer steering arms mount to a rack that's been placed further back and upward from standard, and Alec has fitted heavy-duty Allspeed driveshafts and CV joints too. "It took three goes to set-up the steering and suspension alignment correctly," he recalls.

Following the addition of new A-panels, the bodyshell was skillfully de-seamed. The front is now one-piece but was not designed to be regularly removed; it involves undoing many bolts so we didn't ask Alec to remove it for photos... Well we did, but he said no. The

want to fit a solenoid door lock kit – it's extra weight. That's the same reason it has electric windows (a kit pirated from a later Mini) – the new motors weigh far less than the old metal manual winding mechanism."

All the pipework runs through the bulkhead, threaded together via a Mini's CV boot and tucked away as much as possible. "I wanted a clean look to the engine bay, so the fuse box is now behind the dash and the screen washer bottle is currently fitted to the back of the driver's seat – it's a bit of a pain to fill," admits Alec.

The clutch master cylinder is now located inside the bulkhead, and the old clutch cylinder mounting on the bulkhead has been smoothed over. A Honda clutch cylinder is fitted, and Alec made himself a new pedal box using the top half of the Honda pedals, mounted so that they are all level. The gearstick for the five-speed Civic 'box has a shortened Honda linkage with neat hand-fabricated mounts, and the rubber boot at the base is another CV gaiter. "The handbrake is straight from a MkI Mini, albeit moved backward by about a foot," explains Alec. "It's one of the few standard Mini parts on the car."

"The handbrake is one of very few standard Mini parts on the car..."

engine. I tested the hell out of it," says Alec, grinning from ear to ear.

The front suspension is comprised of Gaz coil-over dampers with aluminium spacers, while the lower part of the top arm is hand-made by Alec and mounts the dampers with a slight negative camber. "It was leaning inward too much into corners, so I redesigned all of the upper arms last winter," he says. The rear end has a lightweight subframe section and trailing arms, with the centre raised for exhaust clearance, and the coil-over mounts have been raised by a couple of inches too. The flexible brake pipes now attach to the sides of the arms, which prevents them being crushed against the floor. "Every mounting bracket has been strengthened," says Alec, "I

separate panel was cut by careful use of an angle grinder – fortunately Alec is highly skilled at perfect straight lines. And you might have noticed the passenger door handle is shaved while the driver's one remains, "I prefer the clean look but I didn't

INSIDE STORY

The Clubman's floor has also come in for some modification. The battery now sits deeper in the tray and the transmission tunnel has been 'massaged' to get the



Alec's not shy in using the power... and he's scared a few passengers.

CLUBMAN ESTATE



One set of rear hinges have to do extra work holding up the two doors that are welded together.



Fibreglass arches are blended to a one-piece front, covering 13-inch Minilites.



Passengers need to be harnessed in to the Cobra buckets, as this Mini has a big kick on take-off.

driver's seat mounted directly in line with the steering wheel. Out back is a custom-made, 50-litre, foam-filled and baffled fuel tank that's recessed 100mm into the floor. Surrounding it all is a rollcage with a lot of cross bracing. "It's 38mm seamless steel, 2mm thick, welded and gusseted," says Alec. "I used just over 30 metres of tubing!"

The Mini steering column is one of few other original parts, but it's mounted six-inches lower than standard, and uses Honda control stalks – which provides such modern luxuries as self-cancelling indicators and a Honda ignition key immobiliser. Honda instruments sit in a hand-rolled custom-

built dashboard. "It will stay in bare metal – I've no intention to paint the dash. I liked the idea of centre mounting the dials as a nod to the original Mini ones."

The van's lucky occupants are held in by a pair of Cobra seats fitted with three inch-wide four-point race harnesses since Alec is taking no chances with safety.

"I was originally going to paint the body white but then I thought 'I've got loads of black paint'. It's ICI Deep Angle Black with a Fiat Grey roof – my mate Aaron Chalk has a Mini with the same colours reversed; grey with a black roof. The van had four coats of two-pack; that's all I ever use. Once it was

painted I assembled it all in three weeks, I'd mocked everything up beforehand – even where all the wiring was going to go. It takes longer like that but you end up with a far better car; you know beforehand that it all fits. There were so many parts that I bought, envisaging how they would go together and they turned out not to fit. Even the original Honda inlet manifold needed to be sliced about to get it in place in the Mini.

"The Honda engine actually fits very well," reckons Alec, "the front downpipe and the alternator were the only parts that really got in the way. An A-Series is more top heavy; while the Honda is an aluminium

Preparations are in place for further work. A larger intercooler will soon be poking through that front.



block so it's a lot lighter, meaning better weight distribution. There's only five electrical plug connectors for the whole engine so if you keep the Honda wiring it's fairly straightforward. The waste gate is re-routed to the top so it mounted inside the engine bay rather than cutting the grille – it's part of the sleeper feel I was going for. In time it will exit through that pre-prepared hole in the passenger wing once the GT35 turbo is fitted. The front is already cut in preparation for the intercooler to be fitted and all the mountings have already been put in place.

"I'd seen some really bad conversions in the past, with the wiring all lashed in, but I wanted to keep this simple – I retained the Honda ECUs and the Honda mounting brackets so it all bolts in as standard. I could take this to any Honda specialist, though in reality I'll be tuning it on the laptop myself."

VTEC KICKS IN

Time for a drive then. "It is extremely fun, I've scared a few people," says Alec, as the Mini chirps rubber in second gear without effort. "It's putting out about 190bhp with a 0-60mph in under four seconds and it revs to 9000rpm. It's off the clock above 130mph so I still don't know what the top speed is."

Yes, as you'd expect it's quick and it's noisy under acceleration, otherwise the estate feels surprisingly refined and happy in traffic. The ride is firm but still more comfortable than many a modern hot hatch and it corners with barely any body roll. Once you clamber over the rollcage seating position is very comfortable although you sit low – right on the floor. "I had to do it like that," says Alec, "I'm six-foot-four tall and needed to be



Custom dash with Honda clocks... but centrally-mounted in homage to the original Mini design.

comfortable wearing my race helmet." I suggest to Alec that with a few luxuries – mostly sound deadening and perhaps some carpet to counteract the echoing from the van's empty rear interior – the feel could be changed from a race car to something that could be sold as a quick daily driver. "Absolutely," agrees Alec. "I've been using this one every day – it's the quickest way I've ever found to get to work, and being a 1971 it's tax exempt. It's been a test bed for parts that we could realistically produce and sell. If someone wants me to build them one like this it'd be quite easy because I've already found out what works and what doesn't."

"Looking back, half the battle was sourcing parts. I didn't go on the forums to see what works, this was done as trial and error using my own ideas. I don't drive it gently, it gets thrashed around and it's had 8000 hard miles so far. To me it's not a show car and wasn't intended to be, it's not perfect; it's for having fun and is perfect for that."



Even at 6ft 4, Alec has no headroom issues due to proper planning and interior design.

"It's off the clocks at 130mph, so I still don't know what the top speed is..."



On the road the Clubby van is rapid but remarkably refined too.

TECH SPEC

BODY Mini Clubman converted to a van, Clubman grille with Xenon headlights, halo indicators surround headlights, LED sidelights, hand-formed lower valance 50mm lower than standard, larger intake for radiator, bolt-on one-piece lift-off front with hand formed intake and asymmetrical styling, one-piece rear door and Perspex window, LHD Wiper holes filled, shaved passenger side handle, fibreglass wheel arch extensions. Paint: ICI Deep Angle Black.

ENGINE 1797cc Honda VTEC from a 1998 Honda Civic VTi-S, K&N air filter, larger bore hand-formed exhaust (3-inch into 2.5-inch diameter with bulls horn shaped aftermarket turbo manifold, single stainless steel silencer), exhaust routed through rear valance, High-flow fuel filter, 6.5 bar electric fuel pump, 50mm core aftermarket radiator with race spec integrated electric fan, Honda nylon engine mounts on homemade subframe mounts, hand-built subframe bolted to strengthened floorpan.

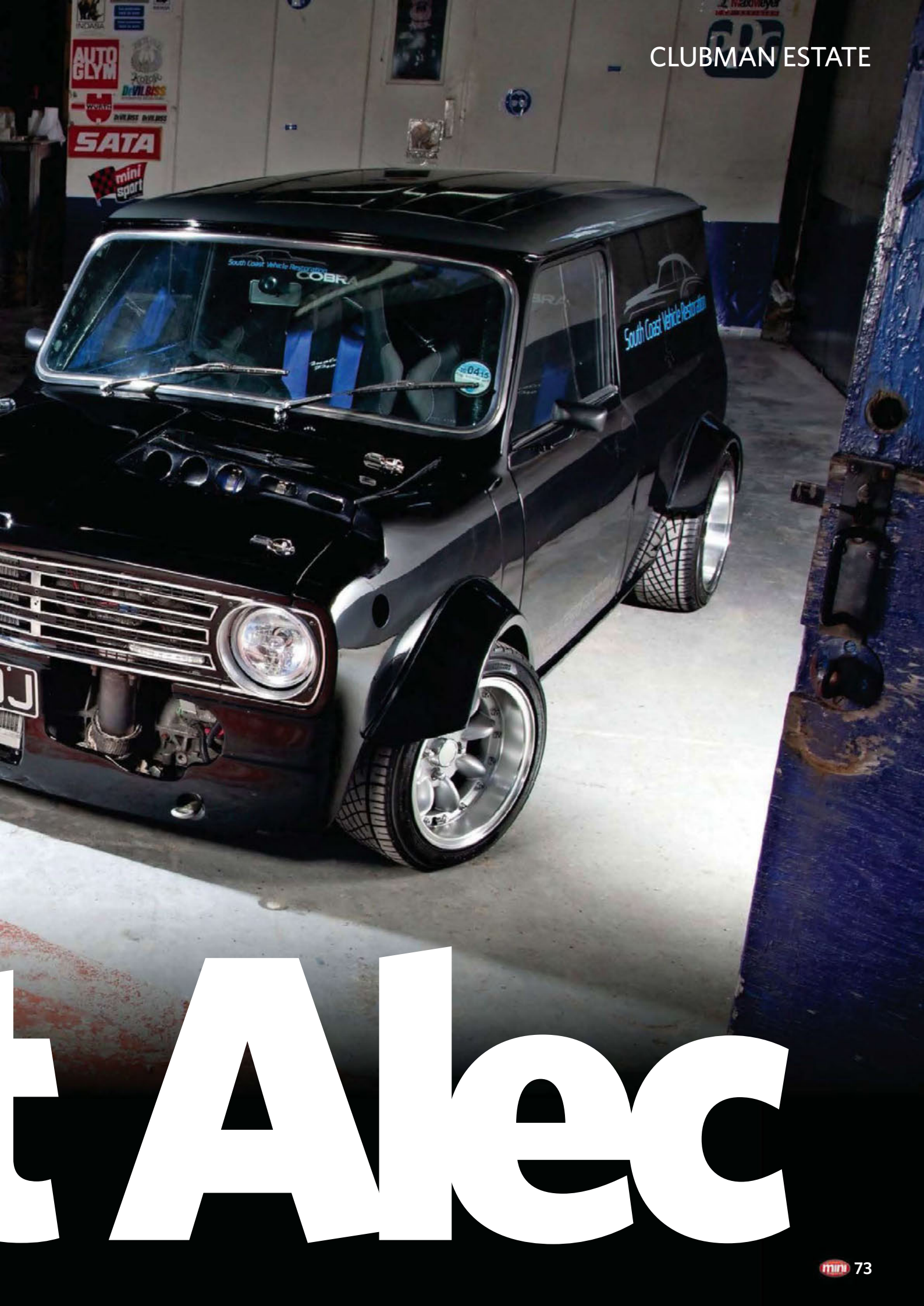
TRANSMISSION Five-speed Honda Civic with Kaaz LSD plate differential, custom linkage, Allspeed driveshafts and CV joints.

SUSPENSION All mounts fitted 50mm higher into the body than standard, Gaz coil-overs, Rose-jointed tie-rods and lower arms, fully adjustable beam rear axle with raised centre

BRAKES 8.4-inch Mini Spares discs and GreenStuff pads (front), drums (rear), braided hoses.

WHEELS AND TYRES Superlite split-rim-style 7x13 wheels, Yokohama 175/50x13 tyres

INTERIOR Hand-formed rolled dashboard, Cobra race seats, harnesses, electric windows, full rollcage.



talec

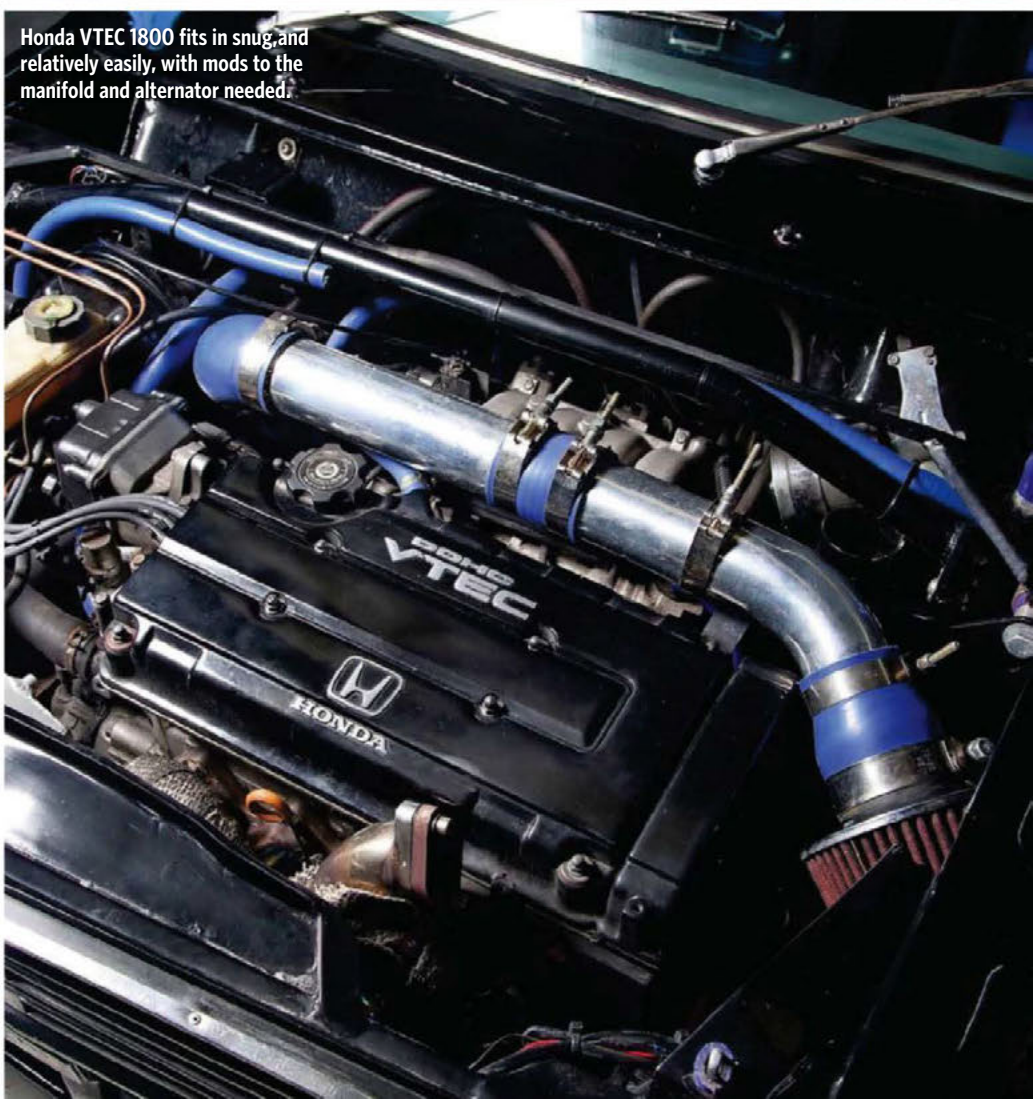
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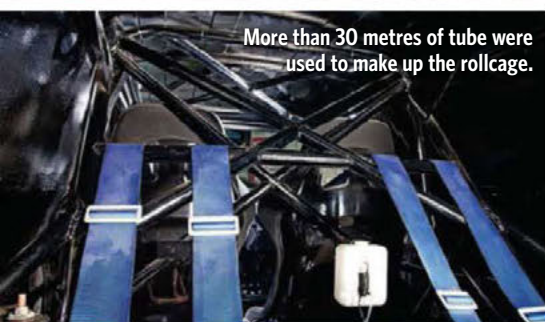
ALTERED IMAGES

Not wanting to chop a rare van version of the Mini up, but still wanting the commercial look, Alec went for a Clubby Estate and panelled it to suit... and that was the easy bit, as installing a VTEC and fully reworked suspension and brake set-up followed. A true feat of Mini engineering well-executed.



Honda VTEC 1800 fits in snug, and relatively easily, with mods to the manifold and alternator needed.





knew I'd be putting more power through the car so I built it with that in mind. I've seen Minis where floors have been bent or even torn – that wasn't going to happen on this."

Bringing things to a safe halt are 8.4-inch front disc brakes with EBC Greenstuff pads and stock drums at the rear, but a 330mm bespoke disc brake conversion is coming soon. Metro hubs with their sealed balljoints and longer steering arms mount to a rack that's been placed further back and upward from standard, and Alec has fitted heavy-duty Allspeed driveshafts and CV joints too. "It took three goes to set-up the steering and suspension alignment correctly," he recalls.

Following the addition of new A-panels, the bodyshell was skillfully de-seamed. The front is now one-piece but was not designed to be regularly removed; it involves undoing many bolts so we didn't ask Alec to remove it for photos... Well we did, but he said no. The

want to fit a solenoid door lock kit – it's extra weight. That's the same reason it has electric windows (a kit pirated from a later Mini) – the new motors weigh far less than the old metal manual winding mechanism."

All the pipework runs through the bulkhead, threaded together via a Mini's CV boot and tucked away as much as possible. "I wanted a clean look to the engine bay, so the fuse box is now behind the dash and the screen washer bottle is currently fitted to the back of the driver's seat – it's a bit of a pain to fill," admits Alec.

The clutch master cylinder is now located inside the bulkhead, and the old clutch cylinder mounting on the bulkhead has been smoothed over. A Honda clutch cylinder is fitted, and Alec made himself a new pedal box using the top half of the Honda pedals, mounted so that they are all level. The gearstick for the five-speed Civic 'box has a shortened Honda linkage with neat hand-fabricated mounts, and the rubber boot at the base is another CV gaiter. "The handbrake is straight from a MkI Mini, albeit moved backward by about a foot," explains Alec. "It's one of the few standard Mini parts on the car."

"The handbrake is one of very few standard Mini parts on the car..."

engine. I tested the hell out of it," says Alec, grinning from ear to ear.

The front suspension is comprised of Gaz coil-over dampers with aluminium spacers, while the lower part of the top arm is hand-made by Alec and mounts the dampers with a slight negative camber. "It was leaning inward too much into corners, so I redesigned all of the upper arms last winter," he says. The rear end has a lightweight subframe section and trailing arms, with the centre raised for exhaust clearance, and the coil-over mounts have been raised by a couple of inches too. The flexible brake pipes now attach to the sides of the arms, which prevents them being crushed against the floor. "Every mounting bracket has been strengthened," says Alec, "I

separate panel was cut by careful use of an angle grinder – fortunately Alec is highly skilled at perfect straight lines. And you might have noticed the passenger door handle is shaved while the driver's one remains, "I prefer the clean look but I didn't

INSIDE STORY

The Clubman's floor has also come in for some modification. The battery now sits deeper in the tray and the transmission tunnel has been 'massaged' to get the



CLUBMAN ESTATE



One set of rear hinges have to do extra work holding up the two doors that are welded together.



Fibreglass arches are blended to a one-piece front, covering 13-inch Minilites.



Passengers need to be harnessed in to the Cobra buckets, as this Mini has a big kick on take-off.

driver's seat mounted directly in line with the steering wheel. Out back is a custom-made, 50-litre, foam-filled and baffled fuel tank that's recessed 100mm into the floor. Surrounding it all is a rollcage with a lot of cross bracing. "It's 38mm seamless steel, 2mm thick, welded and gusseted," says Alec. "I used just over 30 metres of tubing!"

The Mini steering column is one of few other original parts, but it's mounted six-inches lower than standard, and uses Honda control stalks – which provides such modern luxuries as self-cancelling indicators and a Honda ignition key immobiliser. Honda instruments sit in a hand-rolled custom-

built dashboard. "It will stay in bare metal – I've no intention to paint the dash. I liked the idea of centre mounting the dials as a nod to the original Mini ones."

The van's lucky occupants are held in by a pair of Cobra seats fitted with three inch-wide four-point race harnesses since Alec is taking no chances with safety.

"I was originally going to paint the body white but then I thought 'I've got loads of black paint'. It's ICI Deep Angle Black with a Fiat Grey roof – my mate Aaron Chalk has a Mini with the same colours reversed; grey with a black roof. The van had four coats of two-pack; that's all I ever use. Once it was

painted I assembled it all in three weeks, I'd mocked everything up beforehand – even where all the wiring was going to go. It takes longer like that but you end up with a far better car; you know beforehand that it all fits. There were so many parts that I bought, envisaging how they would go together and they turned out not to fit. Even the original Honda inlet manifold needed to be sliced about to get it in place in the Mini.

"The Honda engine actually fits very well," reckons Alec, "the front downpipe and the alternator were the only parts that really got in the way. An A-Series is more top heavy; while the Honda is an aluminium

Preparations are in place for further work. A larger intercooler will soon be poking through that front.



block so it's a lot lighter, meaning better weight distribution. There's only five electrical plug connectors for the whole engine so if you keep the Honda wiring it's fairly straightforward. The waste gate is re-routed to the top so it mounted inside the engine bay rather than cutting the grille – it's part of the sleeper feel I was going for. In time it will exit through that pre-prepared hole in the passenger wing once the GT35 turbo is fitted. The front is already cut in preparation for the intercooler to be fitted and all the mountings have already been put in place.

"I'd seen some really bad conversions in the past, with the wiring all lashed in, but I wanted to keep this simple – I retained the Honda ECUs and the Honda mounting brackets so it all bolts in as standard. I could take this to any Honda specialist, though in reality I'll be tuning it on the laptop myself."

VTEC KICKS IN

Time for a drive then. "It is extremely fun, I've scared a few people," says Alec, as the Mini chirps rubber in second gear without effort. "It's putting out about 190bhp with a 0-60mph in under four seconds and it revs to 9000rpm. It's off the clock above 130mph so I still don't know what the top speed is."

Yes, as you'd expect it's quick and it's noisy under acceleration, otherwise the estate feels surprisingly refined and happy in traffic. The ride is firm but still more comfortable than many a modern hot hatch and it corners with barely any body roll. Once you clamber over the rollcage seating position is very comfortable although you sit low – right on the floor. "I had to do it like that," says Alec, "I'm six-foot-four tall and needed to be



Custom dash with Honda clocks... but centrally-mounted in homage to the original Mini design.

comfortable wearing my race helmet." I suggest to Alec that with a few luxuries – mostly sound deadening and perhaps some carpet to counteract the echoing from the van's empty rear interior – the feel could be changed from a race car to something that could be sold as a quick daily driver. "Absolutely," agrees Alec. "I've been using this one every day – it's the quickest way I've ever found to get to work, and being a 1971 it's tax exempt. It's been a test bed for parts that we could realistically produce and sell. If someone wants me to build them one like this it'd be quite easy because I've already found out what works and what doesn't."

"Looking back, half the battle was sourcing parts. I didn't go on the forums to see what works, this was done as trial and error using my own ideas. I don't drive it gently, it gets thrashed around and it's had 8000 hard miles so far. To me it's not a show car and wasn't intended to be, it's not perfect; it's for having fun and is perfect for that."



Even at 6ft 4, Alec has no headroom issues due to proper planning and interior design.

"It's off the clocks at 130mph, so I still don't know what the top speed is..."



On the road the Clubby van is rapid but remarkably refined too.

TECH SPEC

BODY Mini Clubman converted to a van, Clubman grille with Xenon headlights, halo indicators surround headlights, LED sidelights, hand-formed lower valance 50mm lower than standard, larger intake for radiator, bolt-on one-piece lift-off front with hand formed intake and asymmetrical styling, one-piece rear door and Perspex window, LHD Wiper holes filled, shaved passenger side handle, fibreglass wheel arch extensions. Paint: ICI Deep Angle Black.

ENGINE 1797cc Honda VTEC from a 1998 Honda Civic VTi-S, K&N air filter, larger bore hand-formed exhaust (3-inch into 2.5-inch diameter with bulls horn shaped aftermarket turbo manifold, single stainless steel silencer), exhaust routed through rear valance, High-flow fuel filter, 6.5 bar electric fuel pump, 50mm core aftermarket radiator with race spec integrated electric fan, Honda nylon engine mounts on homemade subframe mounts, hand-built subframe bolted to strengthened floorpan.

TRANSMISSION Five-speed Honda Civic with Kaaz LSD plate differential, custom linkage, Allspeed driveshafts and CV joints.

SUSPENSION All mounts fitted 50mm higher into the body than standard, Gaz coil-overs, Rose-jointed tie-rods and lower arms, fully adjustable beam rear axle with raised centre

BRAKES 8.4-inch Mini Spares discs and GreenStuff pads (front), drums (rear), braided hoses.

WHEELS AND TYRES Superlite split-rim-style 7x13 wheels, Yokohama 175/50x13 tyres

INTERIOR Hand-formed rolled dashboard, Cobra race seats, harnesses, electric windows, full rollcage.

CAPE TOWN OR BUST

Take a Mini 1275E, add a spirit of adventure, and mix well with the geographical challenges of South Africa for the road trip of a lifetime.

Words **Mark Liprini** Photography **Mark Liprini and Ted Lodewijks**



Here's the set up: for a business trip, I had to do the 2670-mile round trip from Johannesburg down the N1 to Cape Town and back home through the Garden Route of the south east coast. Now, for such a trek, my wife's Polo was the sensible option, or there was my 1982 1275E Clubman just itching for a road trip.

OK, seeing as the plan was to do it in the Mini, why not toss in a few extra things to see and do before and after the trip, and why not make a real adventure of it. That deserted railway station in the Northern Cape had been calling my name for years, and Cape Agulhas, the southernmost point of the African continent, also needed a visit. That last remaining hand-drawn ferry at Malgas over the Breede River was also sort of on the way.

But why? Simply because it was there to do. And so the planning started...

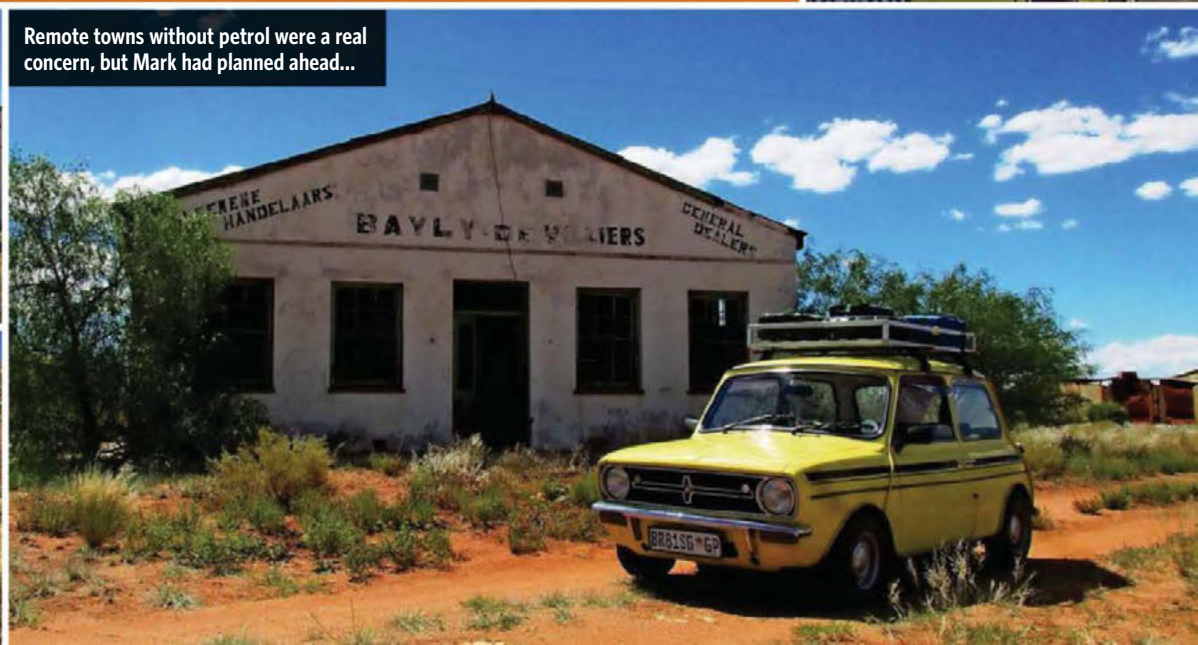
First of all the Mini needed some essential and overdue maintenance. A true classic Mini does not leak oil - that's a fallacy - they just mark their territory. Mine, having stood for eight years before I bought it, had all its gaskets getting brittle. And after a year of being used as a daily 80km commuter too, she was getting a bit good at the territory marking thing.

Luckily, a great father-son team (both ex-MB mechanics), had set up a workshop in town and they tackled the engine teardown, re-gasket and rebuild to high standards. We also replaced the valve seats so she could use unleaded fuel, the crank mains needed some work, and a hone with a new set of rings solved the increasing blow-by and oil burn.

A dab of paint, and the engine looked and ran like new again. The cooling system was also given a once over, the heater matrix replaced, brakes serviced and it was all systems go.



Remote towns without petrol were a real concern, but Mark had planned ahead...





Any one of those rocks could have caused huge damage to the sump.



The start of the 34 km dirt road to Putsonderwater. The first 5km were very badly corrugated - I averaged 20 km/h.



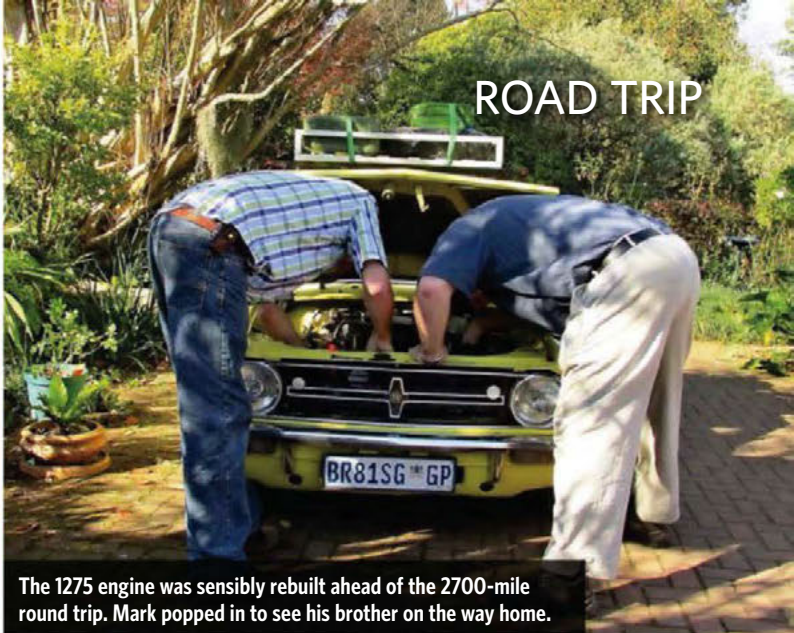
Stopping off at Cape Agulhas en route.



Due to the really long distances between towns in the Northern Cape - up to 90 or so miles at a time - with no guarantee of fuel being available, I would have to carry jerry cans. The seven-gallon fuel tank certainly wouldn't be enough to rely on. And because I still run standard 145/80 10-inch tyres, which are not that readily available in RSA, two extra spares would be needed too.

And then what about water? I was going to be in a really dry part of the country too, so a three-gallon can of water would have to be added to the roof load too. Not being able to find a period roof rack at all, I designed and built my own one from aluminium square tube and flat bar, bolted on the spares tyres and strapped on the jerry cans.

Next, the boot was packed with camping gear and the entire back, level with the seats, was filled with all my personal kit for the three months working in Cape Town.



ROAD TRIP

The 1275 engine was sensibly rebuilt ahead of the 2700-mile round trip. Mark popped in to see his brother on the way home.



Custom-made roof rack to carry the spare wheels and extra fuel and water.

Early one morning saw me heading south out of Johannesburg in pouring rain. Passing 18 wheelers when you're eye-level with their wheel hubs and the lashings of road spray meant just keeping an eye on the centre line and going for it. Those tiny wipers had to work really hard.

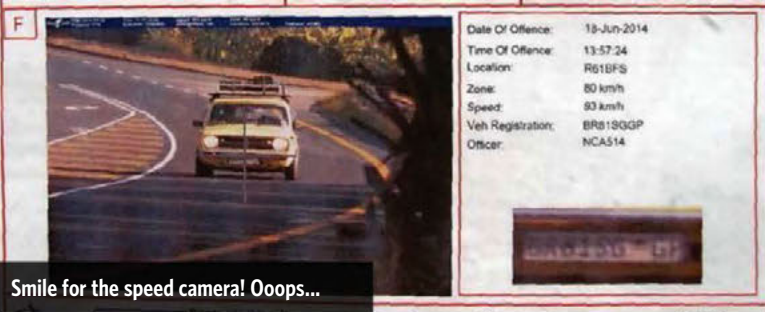
The first day went well as I eased the Mini's newly rebuilt engine into the long journey ahead, building slowly up from 50mph cruising, through 55 and then to 60 - my maximum speed for the whole trip.

The next day saw me tackling the first dirt roads to get to the railway station and the ghost town of Putsonderwater. Translated from the Afrikaans, this means 'town without water', and it's the South African equivalent of Brigadoon or Timbuktoo - somewhere a long way away and quite mysterious.

The tracks were pretty rough, the 6.5-inch ground clearance clearly highlighted, but I



ROAD TRIP



Smile for the speed camera! Ooops...



Getting aboard the ferry was tough!

soon became pretty good at picking a route to protect the sump. That day I used my first jerry can when the only refuelling stop had no electricity – the national grid was down in that part of RSA and they had not one back-up generator in the ramshackle collection of buildings generously called a town.

Reaching Cape Town four days later and 1550 miles after leaving Joburg, I'd stopped twice for exhaust repairs, once to replace an alternator bracket bolt, and then found that the main crank seal was leaking. Fortunately this could be fixed under warranty.

THE RETURN

Three months later and after another 2485 miles running around Cape Town on business, it was time to head home. I'd already had to replace the starter solenoid, a headlight switch and the windscreen washer pump – nothing major, just 32-year-old parts saying they'd had enough. As an added precaution, all four tyres were replaced when I discovered that there was still nine-year-old rubber on the rims.

The road ahead was calling strongly, so as a warm-up (and instead of doing it the easy way), we hit the Du Toitskloof Pass out of Cape Town. It was a mere 2690ft climb, but a nice shake down to get the car and myself back into the roadtrip mood.

Cape Agulhas, the southernmost part of the

African continent, was really a diversion, but also non-negotiable due to its stunning scenery. After a further 11 miles of excellent dirt roads I was well positioned for the Malgas ferry.

Disembarkation saw me head next to Swartberg Pass, 5193ft high and with 16-miles of steep narrow dirt roads to negotiate. These were rough and twisty, and there was the added excitement of minimal protection against a huge drop off the edge. It's one of the steepest mountain passes in RSA, climbing 3280ft in just seven miles. My 'because it's there' statement was beginning to seem a rather strange excuse to be travelling down these extreme roads just about now.

STEEP CLIMBS

The next 10 days and 1300 miles were pretty tame, zig-zagging through the Southern and Eastern Cape and Free State provinces, heading towards Morija in Lesotho where my friend works on contract. During this time the condenser failed, but 15 minutes with a Leatherman-tool had the spare installed and we were rolling again.

Lesotho is not called the 'mountain kingdom' without reason and I had elected to traverse the width of this land-locked country to get to my next destination in RSA. Some of those tarred gradients had to be tackled in first gear and 15mph going up, and second gear and 18mph



Me Mametse loved the 'toy car'!



Some of the temporary 'roadway' the construction crews offered. This was still excellent compared to later on...



Much needed exhaust repairs in Kimberly, Northern Cape.



Stunning scenery on the Swantberg Pass.



maximum going back down. With an all-up weight of around 900kg, the brake drums were worked hard, brake fade being way too common for comfort, especially with the hectic hairpins and gradients encountered.

Up to Semongkong it felt comfortable enough, but venturing onto a short nine-mile detour around the town due to road works was when I started getting concerned. The tolerable dirt road petered-out into a narrow dirt track, becoming more and more rutted, rocky and steep. A few times I had to stop, reverse gingerly, get out, scout the way forward, then launch a running assault at the slope ahead. With tyres spinning, rocks and stones bashing the underside, and horrendous scraping on the exhaust and underside, I made it through.

Once a Basotho local passing by in a 4x4 stopped me and exclaimed: "What are you doing here in that small car? You will never get

through! Where are you going?" And I was already starting to wonder that myself as by that time I had traversed patches so bad I knew I could never get back down past them – assuming I could find a place to turn around first anyway...

REMOTE COUNTRY

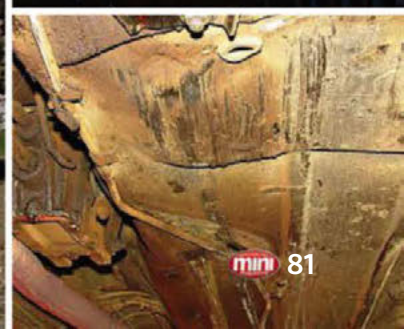
Stopping to reposition some rocks and boulders into a tolerable path through a small stream, I realised that there was no cellphone signal; I had seen no one for at least an hour; could see no signs of human habitation and wasn't even sure if this was still the right track. It dawned on me that if the sump cracked on that stream crossing it would spell serious trouble 8570ft up in the mountains of Lesotho on a winter's night. Thankfully, five miles later the detour rejoined the original road, having taken almost three hours to complete, and the exhaust now had



The end of that road...



Gouges and damage from rocks in Lesotho and on the Quacha-Matatiele road.





FACTS AND FIGURES

The first leg was 2500km/1553 miles then around Cape Town another 4000km/2485 miles, and the last three weeks heading home was 4800km/2982 miles. Total distance travelled: 11300km/7020 miles. Average fuel consumption: 12.15km per litre/34.34 miles per gallon. Oil consumption over the 7020 miles was just 12 pints, including leakage from the failed oil seal on the first leg!

a delicious throaty noise to it, with a load of exhaust fumes filling the cabin from the leaking manifold-to-exhaust pipe joint.

For the rest of the way to Quachas Nek border post it was one horrendous piece of road-under-construction after another. The whole 165 miles across Lesotho from Morija to Quachas Nek had taken about seven hours and added about three years to my life. But the Mini had handled it well, apart from that low slung exhaust.


At Matatiele, back in RSA, with the car up on a lift to sort out that exhaust, it was a shock to discover that the steel fuel line had almost been ripped off the body on that Semongkong detour. It had been torn from its metal clamps, and bashed almost flat in places. The numerous gouges and dents on the underbody and sump also testified to a pretty demanding day and some really close calls.

Apart from replacing a set of burned-out and

disintegrated back brake shoes (the legacy of Lesotho), the rest of the 775 miles home, meandering the length of Kwazulu Natal province and up the N3 home to Johannesburg was pretty uneventful.

So why did I do this trip in this car? Part of the answer certainly lays in pushing my own boundaries, but a better explanation also lays in believing that our classic cars can do far more than the occasional show or breakfast run. We can have way more excitement in them than just polishing-up our rides.

Taking my Mini on this trip has proven all this, connected me with new friends and facilitated endless entertaining conversations with total strangers all over South Africa.

It's also showed me (and you now hopefully) that a well maintained classic Mini is a tough little car that can go almost anywhere. Go on, find your spirit of adventure... I dare you! 



New brake shoes for the rear drums.



A very squashed exhaust downpipe.



Pick-up spotted in a used car lot.



Mountain passes in beautiful but remote countryside.



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Mini TECH

The essentials for keeping your Mini on the road.

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Swap rigid master cylinder lines for flexis.

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HERITAGE



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: SERVICE A CALLIPER

Save cash and return your existing brake callipers to tip-top condition with a DIY rebuild kit and stainless steel pistons.

Of all the things to play around with at home, brake callipers are certainly not one of them – if you're unsure, leave it to your local Mini expert. But with that disclaimer out of the way, this month we're rebuilding a pair of the ever-popular 'Cooper S' two-pot brake callipers, as designed for 7.5-inch discs and 10-inch wheels. Now over 50 years old, the design still out-performs its dinky dimensions, and when used alongside high-quality brake discs, pads and fluid, it should provide more than adequate braking power for most road Minis.

The callipers are still available new from the specialists - £270 a pair for genuine AP versions or £138 for the Mini Spares replacements – but if you're having troubles with your front brakes, a calliper service should cost less than £65 all in.

Although we're looking at original Cooper S callipers, the pics should also help with a similar rebuild on all Mini callipers, even the Metro/ERA Mini four-pot. The good news is that rebuild kits and stainless steel pistons are available for all standard-fitment callipers, and most competent DIY Mini owners should be able to perform the job at home. Perhaps you've picked up a pair of callipers second hand, in which case this guide may also come

in handy. It's always best to assume they will need to be rebuilt than take a major risk by bolting them straight on.

The tricky bit is in removing the existing pistons safely and evenly. Most workshop manuals suggest doing this in situ, removing the pads and using the brake pedal itself to carefully pump the pistons out for removal. In the July 2011 issue, we covered just that. However, aware that it might not always be a practical method, contributor Alex Kinsman suggested building a home-brew pump instead. So in this guide, we'll show you how to put together a makeshift piston removal tool that will effectively do the job away from your pride and joy, using old Mini parts that you are likely to have at home.

Remember that brake fluid is horrible stuff, and you need to make every effort to reduce the chance of contact with yourself or your Mini's paintwork. So keep all of the health and safety gear in mind when doing a calliper rebuild. Cleanliness is also very important, so find yourself a clean place to work and keep mess to a minimum. Maybe consider splitting both callipers down first, then rebuilding them both after to keep things tidy. But enough of the intro; here's how we rebuilt one of the callipers at home... ➔





1

For this feature we're assuming that the callipers have both been removed from the car already – see your workshop manual for the procedure. This is an original 1960s item, although it had been rebuilt some years ago. Clearly it's in need of a service.



2

The old brake pads confirm that these callipers are in need of some serious TLC.



3

If you don't have a set of imperial brake pipe spanners, it's worth considering, as open-ended spanners may round-off corroded fittings. The pistons are still fitted here, so we firstly need to attach a flexible brake hose.



4

A pair of clamps then attaches to the piston closest to the brake hose input. We're aiming to push out the opposite piston first, as once the calliper is split, removal may be impossible.



5

We need something to pump brake fluid into the calliper to release said piston. An old but functioning brake master cylinder mounted in a vice makes a perfect pump.



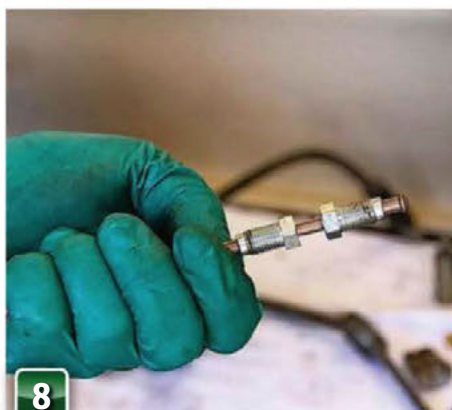
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If you have a spare length of brake pipe, this will be ideal to connect up the master cylinder to the calliper. Cut off a suitable length.



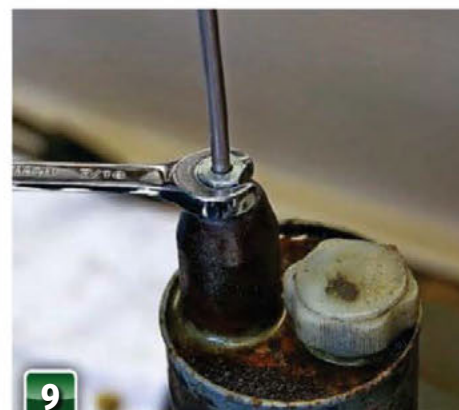
7

Alex has a very sturdy pipe flaring tool, which mounts in a vice as shown. Apparently you can find these second-hand quite cheaply, but new hand-held flaring tools aren't overly expensive.



8

Slide the two required unions onto the pipe before flaring the other end. These are 3/8-inch UNF unions.



9

With a nicely formed flare on the end, screw the union up tight on the master cylinder.



10

The other end will connect up to the flexible brake line attached to the calliper. Custom tool complete – and using easily available parts.



11

You will then need to fill the cylinder with brake fluid and bleed the calliper via the bleed nipple, as on the car. It's common for the bleed nipple to seize in place. Strong grips, WD40 and gentle heat may be required here, plus a new nipple.



12

With the clamp still in place, pump the master cylinder with a lever bar to slowly press out the outer piston – not all the way but just to get it moving. Sometimes the metal dust seal is so rusted in place it will push out with the piston.



13

Now clamp the outer piston, without pushing it back into the calliper, and carefully get the inner piston moving with the master cylinder, topping up the fluid if required.



14

Place the piston into a suitable container and pump until the outer piston pushes out. Brake fluid will now escape, so be careful. You may need to adjust the clamp for clearance or use a slimmer version.



15

The inner piston is much easier to remove. Simply undo the flexible brake hose...



16

...and then use a suitable punch on the rear of the piston. Alex shows that a push rod does the trick if you don't have a proper punch.



17

We found that the pistons were already stainless steel types, but they've had some abuse over the years and are showing signs of wear. OE pistons were chrome-plated.



18

Hold the calliper in a bench vice and use a bar to undo the two 9/16-inch AF calliper bolts. Soft jaws in the vice are recommended.



19

Some manuals do not recommend splitting the calliper, but it's far easier to reinsert the seals once the two halves are separated. This rubber seal should be renewed as a matter of course.



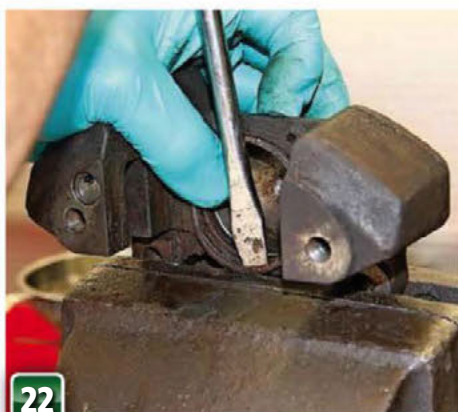
20

Remove the banjo bolt and the bleed nipple too. The bolt is there purely to plug the drill hole that was required when the calliper was machined.



21

Use a screwdriver to gently prise out the old rubber main seal. Surprisingly, this one was in good condition despite the state of the calliper and dust seals.



22

Lever the metal dust cap and seal out, being careful not to damage the calliper itself.



23

Now remove the rubber main seal from the other part of the calliper. Don't tighten up these components in a vice, just enough pressure to hold them in place without causing damage. Again, soft jaws are recommended.



24

Lever the second metal dust cap and seal out too. The cap was quite rusty on this side as you can see.



25

With everything stripped down, the callipers need a real good clean. Brake or carburettor cleaner will dispose of much grease, whilst a gentle wire brush to the exterior will remove any flaking paint. You could even mask up the internals and have the callipers bead-blasted by a specialist.



26

An airline or compressed air aerosol will make a good job of cleaning any leftover muck from inside the callipers.



27

Fine-grit abrasive paper or wire wool should be used to lightly clean up the inner surface of the piston bore, with some paraffin or cleaner for lubrication. Take particular care to thoroughly clean the seal grooves.



28

You can now refit the main rubber seal. There are two seals for each piston, but the main seal can be identified by the internal groove and it fits back in to the lower of the two seal grooves. The other is a dust seal.



29

With a clean work space and new gloves, grab the new stainless steel piston and coat the exterior in brake fluid. Some use brake assembly grease.



30

Push the piston back into the bore by hand, then find a suitably-sized socket to press it home. It'll be a snug fit.



31

Piston in place, the new outer dust seal and metal retaining ring can be inserted. A Mini baulk ring is a convenient size to evenly spread the pressure. Press the seal and retaining ring in by hand, then gently tap it home with a rubber mallet.



32

Regularly clean all of the components as you go, including the two faces of the calliper sections. These need to be spotless before bolting the calliper back together.



33

Clean the fluid port and insert the new rubber seal. These are supplied separately as most manuals advise against splitting the calliper unless you have to. It's far easier to rebuild the calliper this way, however.



34

Reassemble the two parts of the calliper and torque the fasteners up to 28 lb.ft. We've cleaned up and reused the old ones, but ideally these should be replaced with new items.



35

Finally refit the banjo bolt and bleed nipple, replacing both if necessary.



36

There you have it: before and after. If there's time, why not give the callipers a fresh coat of high-temperature paint before you bolt them back on - it's easier now than in situ.

COST
£30.92

TOOLS

Imperial brake and combination spanners, ratchet with extension bar and imperial sockets, syringe/vacuum bleeder (or clear tube and fluid container), paper towels, new brake fluid.

DIFFICULTY
☆☆☆☆

QUICK TECH

FIT BRAIDED BRAKE SERVO HOSES

Avoid the need to remove your servo and bleed your brakes during maintenance.

Words and photography **Jeff Ruggles**

Previously used on the 1275 GT, larger 8.4-inch front disc brake assemblies were a welcome addition when they became standardised across the Mini range in 1984. Their feel was improved even further in 1989, when a servo became factory equipment and cut down on the effort required to depress the brake pedal.

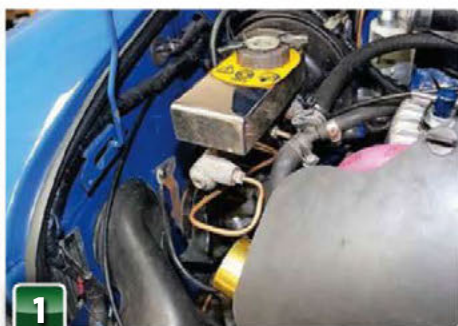
Rather than the remote servos fitted to earlier Cooper S and 1275 GT models, the later 1989-on servo was built into one unit

with the master cylinder. Its position can make it very difficult to work in the engine bay, especially when doing clutch changes. Likewise, removing the engine with the servo in place is extremely difficult.

As standard there are two rigid brake pipes that run from the master cylinder to the PWDA valve on the bulkhead, which mean that, even if you unbolt the servo, you need to remove the brake pipes to move it. However, there is an easy solution. By replacing the metal brake pipes from

the servo with flexible braided items, the servo can be unbolted and moved around the engine bay with no need to remove the pipes and bleed the system each time. The new pipes are also more attractive, particularly if the original steel items have corroded or been bent.

An off-the-shelf kit is now available to perform this conversion, manufactured by Goodridge and available from most of the major Mini specialists. Here's how we fitted it to one of our Minis.



1 Here are the original rigid pipes in situ, fitted as standard to all 1989-on Minis. Our original steel pipes have been replaced by copper versions.



2 The two pipes run from the brake master cylinder to the PWDA valve on the bulkhead. Here are the two positions on the master cylinder.



3 And here's where the pipes fit onto the PWDA unit mounted to the bulkhead. This is the valve fitted to a partially-stripped car for clarity. The servo unit makes these fixings quite tricky to reach.



4 To minimise fluid loss, we removed all the fluid from the master cylinder reservoir using a vacuum-type bleeding tool, although you could use a syringe. Some fluid loss is inevitable, so put something underneath the servo unit to absorb it, as shown here.



5 Make a note of the pipes' orientation, before undoing the unions with a 7/16-inch AF brake pipe spanner. Withdraw the pipes.



6 Here are the new pipes, complete with banjo bolts and copper washers. Fit them in the same orientation as the old rigid ones. The longer braided hose is fitted to the position closest to the engine on the PWDA valve, and furthest forward on the master cylinder.



7 The new pipes use a banjo bolt arrangement, with the relevant bolts and copper washers arranged as shown. Bolting the new pipes into the PWDA valve is tricky with the servo in place, as the new banjo bolt fixings are bulkier than the originals. You may need to undo the servo fixings on the bulkhead to move it out of the way.



8 Route the hoses so they are not twisted, then tighten the banjo fittings using a 9/16-inch AF spanner. Then bolt the servo back in place on the bulkhead if you moved it for access.



9 Now it's a case of refilling and bleeding the whole system until there is no air remaining. Once this is completed, replace the master cylinder cap, remove anything you've used to absorb stray fluid and check for leaks. That's job done!

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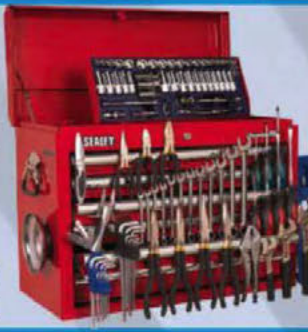


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NEW CONES

Dear Keith, I have just changed the front suspension cones on my 1987 Mini 1000, including an upper arm repair and new knuckle joints. All went well, but after doing about 30 miles, the driver's side cone has slumped about 5/8-inch. The cones were purchased from a well-known Mini supplier. I know I will have to change it but I wondered if this usually happens?

Mike Dury

As I have had to point out on way too many occasions now, there is much in the way of poor quality, foreign-made products out there. Also, unless the rubber springs have been made in the original, genuine Moulton patented Dunlop moulds to the original manufacturing regime and have the words 'Moulton', 'Patent no.' and 'Dunlop' on them, or are the Mini Spares C-CST687 up-rated spring, I would not recommend them personally. Until I see long-term tests that have been correctly documented, I will stand by my views on this one.

In specific answer to your question, you should be directing this at the company you purchased the springs from. It is impossible for me to accurately answer this without knowing the source or the actual manufacturer of the springs you have fitted. In brief though, whilst new rubber springs will settle a bit once they have covered a couple of hundred miles, they should not settle by more than a half-inch at ride height, especially after so few miles. But again, I stress, you



White deposits on the exhaust valves could suggest a lean fuel mixture.

"The most common cause of running lean is fitting a replacement aftermarket air filter..."

need to take this up with the supplier of the springs in question.

WHITE DEPOSITS

I've recently replaced the cylinder head gasket on my Mini. It's a 1275 engine in a 1992 Mayfair. With the head removed I decided to lap all the valves back in and gave the head a general clean and tidy up. But I noticed that the exhaust valves all seemed to have a strange white deposit on them. Is that a sign that the engine is running way too lean? I'm worried now about causing damage while driving.

Jason Brent

A white deposit certainly suggests it is running a little lean, or may feasibly be just poor quality fuel. I cannot help all that much without penning a couple of chapters on possible causes, dependent on what has been done to the engine. I am presuming the engine is a carb rather than injection? The most common cause of lean running is fitting a replacement air filter, changing the standard plastic-cased type with an aftermarket pancake or cone-type. These generally flow a great deal more air than the standard set-up, particularly at cruising speeds. Way too many folk fit these filters then try to correct the fuelling by simply

adjusting the jet. This is not the way to do it; it really needs to be checked and set-up properly on a rolling road, as invariably a different fuel metering needle is required. Jet height adjustment should be kept to an absolute minimum just to tweak idle mixture, not to adjust overall fuelling. I have seen some jets that have been wound down to try and get the engine to run after fitting one of these pancake/cone type filters so that they are some 5/8-inch down the jet tube! It doesn't work like that.

SUSPENSION SET-UP

In reference to the suspension set-up

Use proper hose clamps when removing flexible brake hoses.



BRAKE ISSUES

I just read *Mini Magazine* issue 227, where John Collins was asking about seizing brakes up front. I have never experienced this in a Mini, but there have been many threads on the Land Rover forums on the subject, where the cause has actually been rubber flaking from the interior of the flexible brake lines, in such a way as to act as a non-return valve. Maybe this was the problem for John, necessitating changing of one or more of these

flexible rubber hoses.
Paul Mathieson

I agree, hence me suggesting there may be a blockage in either the metal or flexible rubber pipes. I have come across a number of later, alternative manufactured brake pipes that suffer this, particularly when owners use Vise grips instead of the proper hose clamps to prevent fluid leaking out whilst carrying out service/repair work on the brakes.

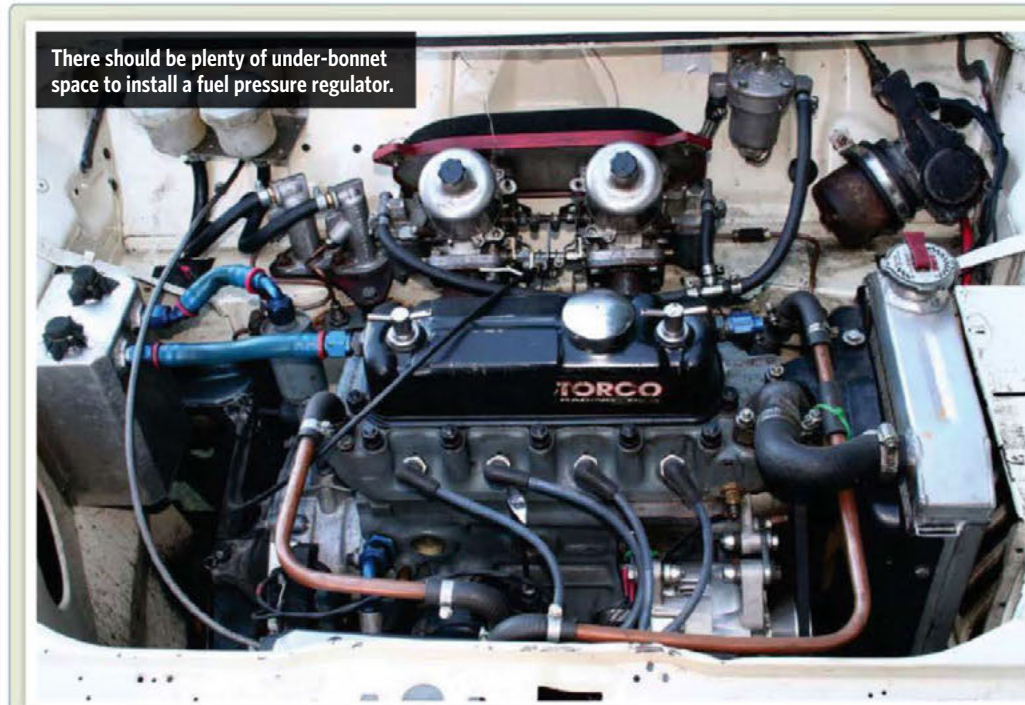
with Endaf Owens last issue, I thought I'd ask about some issues with my Mk1's handling. When turning into corners at high speed, the car seems to delay then really turn in hard, as if a bush has gone. I checked and double-checked all bushes, subframe mounts, steering rack, track rod ends etc. Is it due to the castor or track?

The full spec is as follows: Competition rubber cones on front and genuine Rover cones on rear, AVO adjustable dampers with adjustable height front and rear, fully-adjustable negative camber bottom arms and adjustable tie-rods, adjustable camber and track brackets on rear, a rear anti-rollbar (Mini Spares), poly subframe bushes (hard), front camber: 1.5-degrees, rear camber: 0.5-degrees. I don't know what the castor is set to.

The car is low, so I thought that might have an effect. It's on wide 10-inch split-rims and Yoko AO32 tyres. I was looking at some more advanced parts like Mondo Sport steering arms and balljoint spacers, but without knowing what's causing the issue, I don't want to waste money unnecessarily. Please could you advise on what to check first?

Matt Price

Reluctance to turn-in tends to be a problem with the tracking. It sounds like you have toe-in rather than toe-out up front - the front tracking should be 1/16-inch to 3/32-inch toe-out. You need to find out what caster angle it is set to as well. It is essential that the caster angles on both wheels are identical. A variation in caster one side to the other will cause the car to wander about/pull in one direction. Camber can be different side-to-side by up to half a degree without causing problems. It is preferable to keep them within a quarter-degree side-to-side



ELECTRIC PUMP

I have fitted an electric fuel pump to my 1275 GT, and I have now got a fuel filter/regulator to fit as well. Please can you advice on where to install the regulator? I'm really stuck on where to mount it - in the boot or up close to the carbs in the engine bay. The Hydro pipes and twin carbs are making my life difficult!

James

You have not stated what type of regulator/filter you have bought, so I cannot offer specific advice as I do not know the overall dimensions of it. Presuming it is of the Filter King type, or similar, even with twin SUs you should have room to fit the regulator/filter to the bulkhead, or hanging from the rear bonnet gutter. Bulkhead mounting it may require moving of the screen wash

bottle, but that should be pretty straightforward and easy. As you can see from the under-bonnet photo of my 1275 GT racer, above, there is plenty of space on the bulkhead to do this. You could even mount it above/behind the master cylinders if you didn't want to move the washer bottle, but this may require moving the standard fuse box slightly.

though. With fully-adjustable suspension it is straightforward to set the critical requirements. It just takes a little time and patience, and accurate measuring equipment.

HYDRO TO COIL-OVERS

I have recently acquired a Wolseley Hornet with Hydrolastic suspension. The general condition of the car is

very poor and requires a full restoration, whilst the Hydrolastic suspension is likely to be beyond economical repair, so I will probably be converting the car to dry suspension. As my plan for the car is a 'grand tourer', a comfortable smooth ride is my aim rather than ultimate handling. So basically my question is whether to go for a coil-over

conversion or coil spring conversion and adjustable dampers? Both cost about the same but which is likely to give the best ride?

Martyn

The Moulton rubber springs were pure genius. I say that because the rubber spring was not due to be the original, OE-fitment suspension on the Mini. It was supposed to be the Hydrolastic set-up, but unfortunately Dr Alex Moulton was about 25 years ahead of the time to successfully and reliably manufacture the units he designed. The rubber springs were brought in at the 11th hour as a stop-gap substitute. But as they performed far beyond anyone's expectations, they stayed. But anyway, I digress...

The coil-over springs, by necessity (due to a real shortage of room to fit the whole conversion kit in per corner), require a much smaller outside diameter than would normally be used on a larger car. This in turn means that the required spring rate performance happens within a very restricted amount of travel. Allowing too much



The Hydrolastic suspension may need to be replaced with a 'dry' set-up on many resto projects, as spare parts are rare/expensive.

Keep an eye on your oil pressure – a low reading could signal a tired engine.



OIL PRESSURE

What's a healthy oil pressure to aim for with my a 998cc engine? I have about 45psi on the move and it returns to around 12-15psi at idle. To me, that seems a bit low. What do you think?

Phil

High oil pressures are not what's necessary to keep an engine's main internal components lubricated, but good flow is. A good flow of oil at a lower pressure is better than low flow with high oil pressure. The Mini engine is endowed with an oil pump that has a capacity of pumping around 30 per cent more oil than is needed by the engine, so it generally doesn't suffer from lack of flow. The excess oil is dumped straight back into the sump (gearbox) via the oil

pressure relief valve.

As the crankshaft bearings wear, this excess of flow makes up for the loss in pressure to a certain degree. So while the readings you've given are not too low, they are certainly a sign that the engine is getting pretty tired. Once the oil has warmed up, as standard you would typically see around 70psi when driving and 20 to 25psi at idle.

With this in mind it's essential a good quality engine oil is used to ensure protective lubrication until you get time to rebuild the engine. You may well find that by using a product such as the Millers oil, specifically designated for Mini use, the oil pressure picks up considerably because the previous version you have been using is not an especially good quality or suitable for the application.

"For a comfy ride, Hydrolastic is hard to beat, especially with a decent damper kit fitted..."

suspension travel will have the front geometry tying itself in knots, causing real handling issues. KAD put a good deal of thought and effort into developing the original kit, then dropped it because they could not get it to work as they required. Damper manufacturers didn't seem to let this worry them at all and went ahead.

The kits that replace the rubber springs within the subframes are also limited by the lack of space to replicate what the rubber springs were designed to do – provide proper road holding and comfort whilst limiting the amount of suspension travel. To accurately duplicate the progressive spring rate achieved by the rubber springs would mean steel coils that are made from tapered steel wire, which in turn was taper-wound. I have only ever seen and tried one set of such springs – these came from Japan many years ago and worked perfectly. The cost was truly stunning, however. More recently Minitastic seems to have made a decent job for a more sensible price, but even then a selection of springs for various uses are needed to provide a more correct spring rate.

If I had to pick one, I would probably go with the Minitastic replacement springs and a decent set of dampers that are not sports adjustable types. The KYB Gas-A-Just I

have recommended time and again as they are fit-and-forget dampers that do not need messing with.

Having said all that, have the original displacer units tested by somebody like Trevor Jones (01292 560190). For a comfy ride, Hydrolastic is hard to beat, especially with a decent damper kit fitted to the front and an anti-roll bar fitted to the rear.

POOR RUNNING

I've got a slight problem on my Mini. Whilst accelerating the engine seems to fade and then pick up again with a


bit more pedal pushing. I'm running a 1275cc with twin carbs and Stage 1 kit (1.75-inch bore exhaust). I've adjusted timing, air and fuel mix to no avail. The problem is alleviated with choke about half out, but this then creates idling problems once the engine has warmed up. I thought it may be an incorrect needle fitted perhaps?

Martyn Rudd

I reckon you have solved it spot-on yourself. The needle profiles are not what the engine needs – pretty much confirmed by the fact it runs better

with the choke out. This suggests the current needles fitted to the carbs are way too lean for the application.

Although you say you have adjusted the air and fuel mixture, I doubt this has been done under load, probably at idle with a gas analyser or maybe a Colortune Kit. The only way to calibrate the fuel/air mixture under all conditions is to get the engine set-up properly on a rolling road.

Far too many DIYers make changes to their engines in the hope of getting more performance, then shy away from getting the installation set-up on a rolling road because they think it's a bit costly to do so. It is potentially far more costly, and disappointing, not to have it set-up properly. 



Regardless of the state of tune, having your engine properly set-up on a rolling road is worth every penny.

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■ 01282 778731

■ www.coopercarcompany.com



CENTRE CAPS

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There are two versions of these cool new official Cooper wheel centre badges, a remake of those available in the 1960s and '90s. The first are domed vinyl badges to replace the standard MPi Mini caps, for £20 a set, and the second are stamped and enamelled as shown, with fixing screws as per the 1960s Formula 1 cars.

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■ www.coopercarcompany.com



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Minivation has redesigned its clever articulated Mini bonnet hinges, and they now fit without needing to drill any holes. The new kit, version three, comes with a pair of pressurised gas struts to lift the bonnet up and out of the way. The main benefit is apparent when working in the engine bay, as the bonnet is moved to a vertical position when fully open, so access is much better. These are available for both Clubman and round-nose Mk3-on Minis.

■ 07515 945120

■ www.minivation.net



SPEEDWELL TACHO

41,040 Yen (Approx £240)

Japanese Mini specialist Dinky Incorporated sells this fantastically retro 80mm Speedwell rev gauge. Dinky is fully licensed to produce accessories with the Speedwell brand name, and this retro tachometer is just part of a full range of gauges. These are far from cheap, but look stunning in an early-style interior.

■ www.dinky.co.jp (Japanese)

■ <http://clanmini.web.fc2.com> (English)



CRANK DAMPER

£97.20

The crank damper is a vital part of the A-Series Mini engine, absorbing any unwanted vibrations from the rotating assembly to help prolong the main bearing life. This new damper from Mini Spares is a direct replacement for all A-plus engined Minis, excluding the MPI. It's supplied unpainted as shown. Order as part number AHU 1878.

■ 01707 607700
■ www.minispares.com

PORTABLE POWERPACK

£99.99

This 12-volt powerpack from Snooper is a very useful gadget for any Mini owner. Fully charged ahead of the IMM, we found the device provided three full charges of a Samsung S3 smart phone. There's an in-built super bright torch and connections for virtually all laptops, phones, sat navs and tablets. But best of all, it can even jump start your engine with 400 amps of cranking power if your battery dies. All of this from impossibly small dimensions (160mm x 75mm x 28mm) makes this a must-have Mini accessory.

■ 01928 579579
■ www.snooper.co.uk



COMPACT TOOLKIT

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Let's face it, sooner or later you're likely to need some tools to fix your Mini whilst out and about. This compact soft tool case from Halfords comes with a wide range of emergency tools, including a circuit tester, adjustable pliers, feeler gauges and a torch, and it even comes with sticky tape and cable ties. Alongside a selection of imperial spanners and sockets, you'll be ready for most potential breakdowns with this kit in your boot.

■ 0845 057 9000
■ www.halfords.com

LDX ROLLER ROCKERS

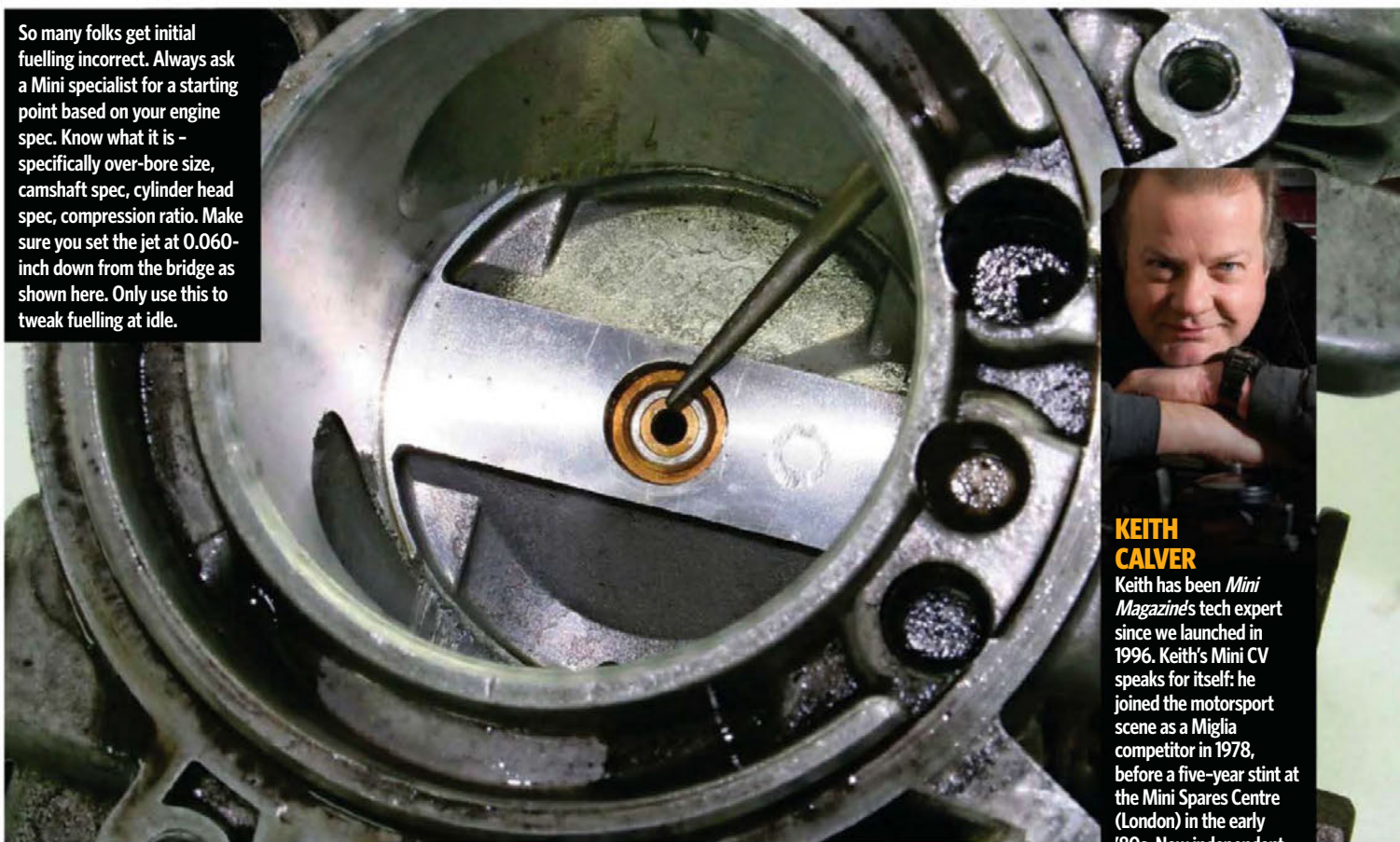
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MED has recently upgraded its LDX 1.5:1 ratio roller rocker assembly to reduce weight and increase strength. An extra large diameter rocker shaft and W-section posts help to increase torsional rigidity and maintain valve train geometry, for the ultimate in A-Series high-lift rockers.

■ 01455 618464
■ www.med-engineering.co.uk



So many folks get initial fuelling incorrect. Always ask a Mini specialist for a starting point based on your engine spec. Know what it is – specifically over-bore size, camshaft spec, cylinder head spec, compression ratio. Make sure you set the jet at 0.060-inch down from the bridge as shown here. Only use this to tweak fuelling at idle.



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.

CALVER'S CLASSROOM ENGINE UPGRADE ESSENTIALS

Keith looks at the essential considerations many forget when upgrading an engine.

Last issue's Classroom article on running-in engines struck a chord with many, in particular concerning some of the comments I had made regarding cooling system compatibility, distributor advance curve suitability and so on. Consequently, this issue we are going to take a look at the main areas that slip through the net of consideration when upgrading an engine. It seems the majority often only see the major engine components that boost performance as those that need changing, with little consideration given to the knock-on effects. And some additions made are based on ancient folklore rather than current proven thinking. Perhaps the most important effect to grasp firmly in your mind is that increasing performance from the engine (increasing its overall power output) ultimately creates more heat, and that heat needs to be considered where all other associated components are concerned. Any change away from the as-standard specification will alter the engine's needs in terms of fuelling and ignition. Failure to deal with these issues will almost certainly cause damage to the engine, from minor to complete meltdown.

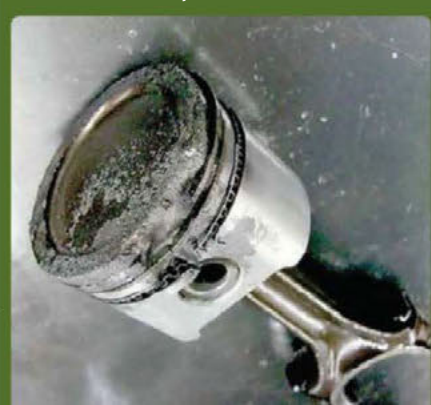
FUELLING

Changing anything that is going to alter the amount of air flowing into the engine will definitely require a change to the fuel volume being delivered. The engine relies on a specific fuel-to-air mixture ratio for the best performance. There is a small range, where a leaner mixture will give best fuel economy and the perfect ratio will deliver the best power. I am not going to go into the chemistry side of this (known as the stoichiometric ratio), as it is only necessary for you to know that more air inducted means a change in fuel delivery to achieve the best ratio. On the A-Series that is basically 12.5:1 for best power, and around 14.7:1 for best economy. By fuel delivery, I mean everything from the fuel pump to the metering components – on most Minis that tends to be the needle in an SU carb, or jets in a Weber. For moderate increases in power, the standard fuel system is adequate aside from the needle/jets. When making changes, be it a simple air filter change to a complete induction system upgrade including the cylinder head, or a camshaft specification change, you absolutely must ask experts what they recommend in the way of initial set-up.

IGNITION

Minor changes to improve engine performance, such as an aftermarket exhaust or air filter, are unlikely to need any ignition advance curve alterations. But they will probably alter the ignition requirement in terms of initial static settings and maximum advance settings. This is achieved by simply advancing or retarding the timing with the existing distributor. The major aspects that do

Running an engine with unsuitable ignition advance or initial settings can cause catastrophic damage, as shown here, within milliseconds. Using standard distributors in anything other than a standard engine is foolishness. Ask experts for recommendations.



Ignition advance is controlled by a pair of springs and bob-weights inside the distributor. The centrifugal force developed by the spinning distributor spindle causes the bob-weights to move outwards as engine speed (rpm) rises, then inwards again as it lowers. How far they move is initially controlled by the springs. Usually there is one weak spring that allows advance to happen quicker at lower rpm, with a stronger second spring to give more control as engine speed rises. Total advance is controlled by a mechanical stop point on the bob-weight where it rests against a post. Changing the tension of the springs and advance stop on the weights alters the ignition timing advance curve and maximum advance point.



the engine from detonating (pre-igniting). The rattle (pinking) heard when accelerating hard with the engine under load. In extreme cases, damage can be massive within mere seconds.

Changing the cam to a sportier-than-standard profile will also require a change to the advance curve. This mostly concerns the increases in dynamic compression (the actual compression achieved when the engine is running) as more fuel and air is getting into the engine from the increased valve opening/closing periods, and a larger amount of fuel and air being squeezed into the same space. An altered advance curve is necessary to cater for the change in dynamic compression across the whole rpm range.

COOLING

Stated previously, increase in power/performance means more heat is being generated. Consequently, where decent increases in performance are made, it is highly unlikely that the standard cooling system is going to cope with it. I'd like a pound coin for every time I have heard someone say 'It only over-heats when I am driving hard, it seems to cool OK at normal speeds, perhaps it's the fuelling or ignition?'. No, the problem is that when bumbling along at low speeds with a small amount of throttle opening, the engine, though uprated to give more power, is only developing a small amount of power at that point, similar to that developed by the old engine. It only starts losing the plot once the higher power is being used.

It is difficult to advise exactly when a more effective radiator/cooling system is needed, but I would always advocate fitting a new and more effective radiator when increases of

around 30 per cent are to be seen over the standard engine. I would also strongly advise it where a small-bore unit is being replaced with a large-bore one. When the radiator has been in the car for many years even though mild performance upgrades are being fitted, it is also worth replacing the radiator. Sediment falls out of the coolant over time and blocks the core tubes in the radiator, to such an extent that no amount of soaking and reverse flushing will dislodge it.

I always advise taking coolant out of the heater tap end of the head, irrespective of engine type, as this helps reduce the temperature in number four combustion chamber by a significant amount and improves the general flow of coolant around the engine block/cylinder head. When the climate makes it too uncomfortable to have hot coolant coursing through the internal heater, fit an auxiliary radiator behind the grille and run the hoses from the heater tap to this, then from there back to the bottom hose. A heater core makes an ideal auxiliary radiator. On later model cars that take their internal heater feed from the thermostat housing end, sort a feed from the heater tap take-off to the top hose. However you route the hosing, commit to memory that hot always goes to cold – it is definitely worth it.

A more effective cooling fan will likely be needed for fire-breathing monster motors. Here, either the six-blade export fan or the two-piece four-blade fan will work wonders, though it is to be noted that they are noisier than the plastic fan.

Oil coolers are one of those folklore fitments I was talking about. Even now, after all my remonstrating in articles over the years, it seems a knee-jerk reaction to fit one to a tuned engine. Fit an oil temperature gauge before considering an oil cooler, and bear in mind that running oil a little hotter than perfect is far better than running it too cool. Modern engine oils are far superior to those used in the 1960s, so in many cases it's an unnecessary extra. Some fit an in-line thermostat if they wish to keep an oil cooler for originality, but I've found they can be inefficient and they often open too early.

Technological advances developed the zig-zag gill form that proved vastly superior to the older style flat gill shape. It became standard in the MPI radiators following decades of proven use in the super-cool two-core rads sold by Mini specialists.



affect the advance curve requirement are compression ratio and camshaft specification. It is rare for engine builders to reduce the compression ratio of a standard engine, as this tends to reduce performance.

Increasing the compression ratio tends to increase performance, within reason. It's most commonly achieved on standard engines by machining material from the head face. Where an engine rebuild is undertaken, a change to the piston crown design will also affect the compression ratio – typically going from either a large to small dish, or from dished to flat-top. Doing this effectively reduces the volume of the combustion chambers, squeezing the same amount of fuel and air into a smaller space.

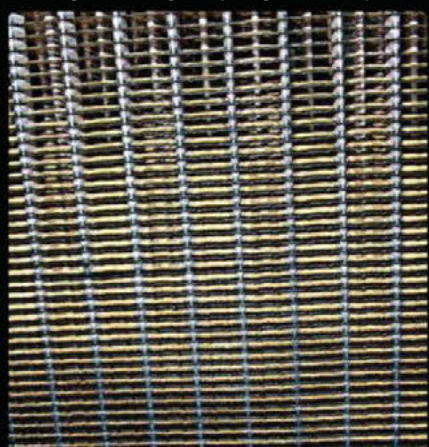
Taken beyond a certain point, the ignition advance curve will need changing to prevent

“Any changes from standard will alter the ignition and fuelling needs...”



I very strongly advise changing the distributor to some form of electronic (transistorised) switching system to replace the contact points and condenser. The majority of these serviceable ignition components tend to be of a very poor quality these days. There are various upgrade options on the market from the likes of Aldon Automotive, H&H Ignition Solutions (shown here), Lumenition and Pertronix.

Used on standard radiator designs for years, these gills are flat and at 90-degrees to the coolant tube core. This works fine for low powered engines where a suitably sized radiator surface area is used. Because of the restrictions in the Mini, when the Cooper S engines were fitted, current thinking just crammed more gills per inch in to the rad to increase cooling area. Unfortunately this didn't work that well – causing hot running at anything below 70mph!



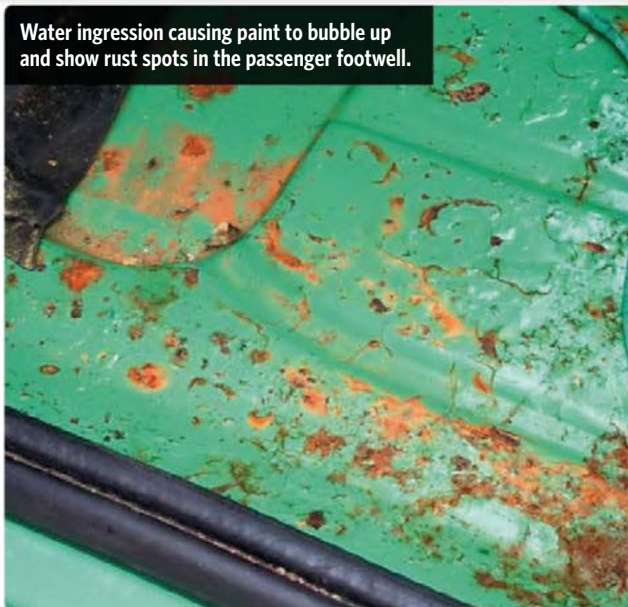


Keith Calver
Minimag Tech Expert

MINI LIFE Started out as 'a hand with the spanners' to my cousin Peter who'd just started racing in Mini Miglias. Spent fortunes at Mini Spares Centre building a couple of Miglias before joining the company for five years. During my 'Mini Life' I've had everything on the road from bog standard 850s to monstrous 1600s and every conceivable variation you can imagine in between.

MINI SPEC 1275GT shell undergoing a serious diet. Initial engine will be 1380, trying out one of Swiftune's DC5 crank, rods and pistons kits. Cam will be a Graham Russell 308 full race cam using bigger diameter followers for reliability and accuracy of valve timing. New spec cylinder head done, 1.4:1 ratio solid rockers with 'W' shaped posts for extra valve train rigidity, MSC competition push rods. Starting season on a Weber 45DCOE on Manifold steel inlet manifold, MBE Race Engines dog box kit, MSC EVO drop gears and new Swiftune plate-type LSD. AVO dampers, 8.4-inch slotted discs, four-pot alloy callipers, Mintex F4R pads.

Water ingress causing paint to bubble up and show rust spots in the passenger footwell.



Metro 1275 unit will have to go.



Enforced loom re-route to prevent electrical connection issues.

On the road

Keith's new Clubman Estate is in action, but it's not without a few issues.

After weeks of waiting for a moment to have a good look at the new addition to the Calver fleet, I finally got to do that the day after I drove it for the first time. Shortage of spare time meant that getting the insurance sorted was a bit of a hassle, but once sorted I headed to the Post Office to get road tax, and we were good to go. The road that passes my house winds its way out into the countryside and is excellent for testing cars on, with lots of different corner types and elevation changes. Aware that the car has been stood for quite a while, I knew the brakes were not going to be brilliant. The drive was more about finding out if the car was in fine fettle and good enough for Karin to use whilst her horrid Clio gets looked at. That damned car has

never run properly since we bought it, and added to its unpopularity by intermittently not starting. Karin is a little concerned about driving the lovely Clubby Estate around the local lanes. She doesn't want to spoil it, so the Clio may be retained after all. We'll see.

So, how did it go? It was OK – quite smooth and quiet as it has proper sound deadening materials in it. The engine kicks a little too much on and off throttle, so I need to sort the steady bar bushes and fit extra steadies as it only has the two standard ones. The handling is a little vague at the front, but then it is equipped with standard subframe rubber mountings and the tower mounts are looking tired/perished.

So I'll sort that and build one of my torque-tastic big-bore 1098s to

go back in, it as it should have a 1098, not the 1275 currently fitted. That transplanted 1275 engine has caused problems as it was a straight-swap out of a Metro with a pre-engaged starter motor. This necessitates some re-wiring as the solenoid is part of the starter motor. Whoever did the re-wire didn't consider the routing of the cables too well. They were positioned such that the loom was hanging/pulling on the coil terminals. This was making the terminals open up, go baggy, and cause intermittent issues. Several times Karin was unable to start the car straight off. Miraculously after persisting with trying the engine would eventually fire up so she got home OK on all occasions.

Another issue is the water leaking into the passenger floor well and there I've had to resort to removing the sound deadening and fitting wads of newspaper instead. I need to assess where the leak is before serious rusting is an issue.

And the brakes are not too good at all, even after several hundred miles of use, so they will have to be changed at some point soon. As good as it looks, when you start examining the shell closely, a number of not very well executed repairs are evident. Closer examination of the bodywork issues will be undertaken once the dratted Clio returns.



Weather shield fitted to ensure ignition system is kept nice and dry.

To do list

1. Find out where the water is getting into the left side footwell.
2. Fit new discs and pads up front.
3. Sort front subframe mounts for better location.



Alex Kinsman
Contributor

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

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

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



Borrowing Paul Strieby's Cooper was a pleasure...



Schmoozing at Goodwood and working on his latest States trip have meant no rest for Alex.

Having a car in the bodyshop for a full restoration or working thousands of mile from home in a strange garage is a definite departure from the status quo for me; I'm usually the master of my own destiny when it comes to Mini DIY work.

With the Hornet firmly ensconced in the hands of Tim Wickens, his professional eye and unwillingness to cut corners presented me with a list of panels I hadn't even considered replacing. As at least one of the panels is only available from one source, so the MCR day at Beaulieu saw me running round trying to find the

task of helping the TV crews organise the drivers and celebrities for interviews), so it was a bit more of a rush to try and cram everything in.

Paul Strieby was kind enough to lend me his pristine Cooper S again this year, which had been stickered-up and used as the pace car for the Can-Am Challenge the week before, and the 500-mile trip from Dayton to Milwaukee in a Hydrolastic car with S recliners as seats was most pleasant. It's now presented me with the challenge of finding some sensibly-priced recliners to put in the Hornet when its bodywork is complete.

"I had the arduous task of helping organise celebrity interviews..."

Bradford Mini Spares boys, who have specialised in Elf/Hornets for all of the 22 years I've been playing with them, if not more.

After parting with a suitable wad of cash for one of their superb reproduction rear valances, I also had to collect another pile of bits for door repairs, an unexpected door step and precautionary heelboard replacement.

While the metalwork progressed on the as yet unnamed Hornet, I had the annual American jaunt to take care of. This year I couldn't fly out as early as I would normally have done due to a clash with the Goodwood Festival of Speed, (where Suzy and I had the arduous

The payback for the loan of the car was to help rebuild the gearbox, which had a tired synchro on third, and install a new close-ratio first motion shaft and laygear. In the usual digressive manner, we also decided to pop in a new SW5 cam while it was apart. Normally this wouldn't take too long, but being in a different (though well equipped) garage slowed me down and my return flight arrived too soon so I didn't get to see the engine fire up.

All in all, a lot of running around and hard work for no real progress on the projects listed last time! I still need to finish the three engines and four gearboxes listed last time...



Getting there, but more panels needed.



Bradford Mini Spares... Hornet experts.

THANKS TO:

Tim Wickens Collision & Restoration.
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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



Liz, Rosie and Jasmine from MiniGirl, the charity fundraising crew. Visit www.minigirl.co.uk for more info on their work and forthcoming calendar.

It's alive!

A trip to the IMM, a last-minute mess and starting up the engine for the first time in five years...

What a hectic month of highs and lows it has been! Once the Mini's photoshoot was complete for the Summer issue, the final task was to refit a single HIF44 SU carb and run the engine in. AC Dodd suggested it would be far safer to get his baby running lean on a known-good single SU than the slightly unknown twin HIF6s. Running the mixture overly rich on the initial start-up would be the ultimate fail; it could bore-wash the cylinders and the rings would never bed-in properly. Messing it up could mean an engine rebuild before we'd even begun. Keith Calver's Classroom feature last issue covered exactly that.

Short-sightedly, I'd already cleared-out some spare Mini parts and sold an HIF44 and Metro inlet, so I needed to find another. Keith very kindly offered his test set-up to borrow on a temporary basis, however, then Mark Davies of London and Surrey MOC posted me an air filter to suit. What would we do without Mini friends, eh?

Carb and manifold in place, MAP sensor connected, I could test the Specialist Components Storm ECU. Bearing in mind that it's sat on a shelf for years, I was pleasantly surprised when the ECU powered up and was communicating with the laptop no problems. Well, that is once I'd figured out the complexities of using a damn PC and installing drivers – give me a Macbook any day!

Next then was the fuel system,

Frustratingly though, many years ago I'd managed to slightly cross-thread one of the bulkhead fittings and it was only once pressurised that a leak became apparent. Externally there were no signs that the fitting was cross-threaded, and I suppose that's the downside of these otherwise very purposeful AN-6 alloy fittings – that you can cross-thread them with ease. Two litres of premium unleaded flooded onto the back seat. It's horrible stuff, strong enough to pickle the unwaxed two-pack paint in a matter of minutes, and I was left fuming in more ways than one.

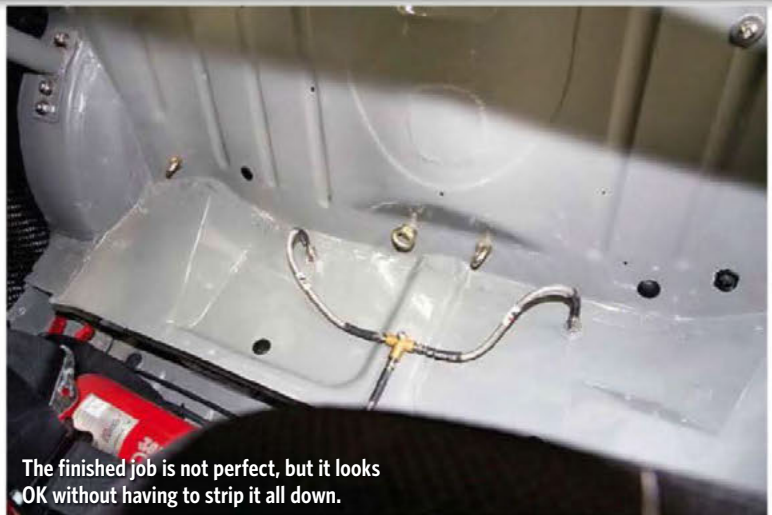
“Not one to throw in the towel, I came up with a plan for the IMM...”

which wasn't working. The Facet pump was ticking away but no fuel arriving. Friends-in-the-know confirmed my fear that I'd plumbed the fuel outlet to the breather vent, and vice versa. Torques UK stainless steel braided lines remade, fuel was now reaching the Filter King regulator up front – excellent!

But not one to throw in the towel, I came up with a plan to get the rear seat repaired in time for the IMM. I've resprayed the front floor in the past following a brake fluid leak, and so another rattle can of Mipa two-pack was soon ordered up, conscious of the very limited shelf life of three-four days. My parents very kindly offered



A careful masking job on the rear seat. Access was very awkward indeed, overspray a real concern.



The finished job is not perfect, but it looks OK without having to strip it all down.



Matthew and AC Dodd get to work whilst my dad looks on.




That's a relief - it runs!

the use of their trailer and camper van for the IMM, as they'd wanted to visit an IMM for many years. Thankfully that provided an extra pair of hands from my dad, and with a top service from Ponswood Paints and Torques UK, we were back in business with a new fuel line and repainted floor. It was the night before the IMM, and although time was up to get the engine running, the Mini was ready to show.

But then I got thinking (dangerous I know!). AC Dodd would be there tuning-up poorly Minis on the ML Motorsport stand, and with enough traders and experts for support, what better location to get the engine going? Later on the Saturday evening, AC Dodd did all of the preliminary checks, pumped up the oil pressure and we gave it a go. No start.

So I cycled off to Specialist Components, as you do, and returned with SC's Matthew Payne. He had a quick look at the laptop and confirmed all was good - the leads on the coilpack needed to be swapped about, and the ECU was powered off and back on again.

It fired up and away we went, idling over 2000rpm and upping the temperature. I suspect an issue with the ECU's USB cable, so that needs double-checking, and the fan needs spacing a tad more to avoid contact with the timing case breather at higher rpm. So the next steps are to run it back up to temperature, swap the running-in oil, drive 50 miles or so and get an MoT on the thing at long last. I'm all prepared for a few teething troubles on the horizon... 



Torques UK fittings are top quality, but be very careful not to cross-thread their fine threads. This one sheared off on removal.



Testing the handy Snoopier powerpack.



Both of my project cars seem to enjoy travelling on breakdown trucks...



The R53 has been doing a convincing classic Mini impression of late, with the rear suspension deciding to go it alone for some interesting rear-wheel steering action. One of the rear trailing arm fixings had somehow worked loose, and the streets of Bath did the rest. Oh dear.



Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but now concentrating on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-cum-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1992 Rover Cooper



Photography by Stuart Watson.

Slipping and sliding

Two great Mini weekends, but one major off for Tim in the historic.


It was a return to Cadwell Park, my favourite track, and I had the usual joyful but frantic time. I was the first small car in first race and only got beaten by an Imp in the second. Next up was the Mini Festival at Oulton Park, and probably my second favourite circuit. It was refreshing being an all-Mini affair with Darren Turner (Le Mans winner if you didn't know) and Brian

Johnson, who I expect you do.

I qualified next to Brian and got a good start (he's used to sissy rolling starts) to beat him to the first corner. I soon got past Nick trying-not-to-roll-it-again Paddy and set off after the three-car group in front. After a few laps I managed to catch up, and we were coming to the third-to-last corner of the race when I was suddenly presented with two cars

going sideways at the fast double right-hander. Having managed to miss one, I caught the other as we entered the gravel trap. The car careered out of the trap with momentum and I attempted to let the clutch in and drive off. It worked!

There were no graunching noises and so I carried on, heart-in-mouth round the last two corners. The car seemed OK and I finished the slowing down lap in one piece. A film of coolant on the track had caused a few others to go off too. Afterwards I surveyed the damage. By the grace of something I had damaged the side and missed the subframe, so the wheels were still pointing forwards!

Race two was epic and I had an excellent dice with Brian. He would catch me up at places then chuck it off at others. Finally he made one bid at the fastest corner on the circuit – and spun it off big time into the gravel. He was fine though, and we had a good laugh afterwards. 

"I was suddenly presented with two cars going sideways..."



This isn't going to end well...



Unfortunate side damage from Oulton.

To do list

1. Mend the bump.
2. Sell my Woody trailer.
3. Get road car ready for the Mot.



Barry Tilbury
Guest contributor

MINI LIFE I've been a part of the Mini community now for 12 years and own 18 Minis in total (I've had to sell some too believe it or not!).

MINI SPEC The Mini 55 project is to rebuild a 1970 Clubman Estate in time for the UK's IMM 2014 and to be displayed as part of the Clubman 45th celebrations. The car will be painted in its original Blaze Orange and built to the same spec mechanically as a 1275 GT.

MINIS OWNED

1970 Clubman Estate
Mystery Machine van
1960 MPi Domino
1962 Mk1 track car
1963 Mini Pick-up
1964 Harrier Hustler
1966 all-steel Traveller
1967 Minivan
1971 Mk1 Scamp
1972 Mini Shorty
1972 Mk3 Mini 850
1973 Mk3
1974 Clubman Estate
1974 Clubman Estate
1978 Mini Roadster
2004 MINI Cooper



It wasn't yet running, but Project 55 still took its place on the Clubman 45 display at the IMM.



Barry gets the switch panel into place...



...while Dickie Dowsett gets to grips with fitting the fuel tank.

So close...

Barry and friends get Project 55 to the IMM, but there's still work ahead.

With one week to the IMM, the car was still nowhere near ready. With this in mind it was taken back to The Motor Works, and I made a Facebook plea for help. At some points as many as 10 people were helping, with people coming from as far as Yeovil to the car's location in Shoreham-by-Sea.

Likewise the traders were brilliant – even when I forgot to hit the confirm button on my Mini Spares order the guys called to let me know, and sent it all the next day. MiniMine was also sending out parts most days, and even Richard, the owner of Cover-Zone in Worthing, was on hand to help me fit the Newton seat covers on the front seat frames (a job I had not got a clue how to do).


Even with the help and plenty of late nights however, defeat seemed inevitable. The day before the IMM

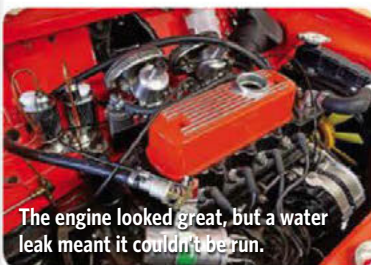
saw plenty of jobs still to do, and a number of problems too. One of the second-hand S callipers had failed where a bleed nipple had been snapped off and boded, so it was sucking in air. I also had no time to fit the headlining, and a faulty water drain tap on the engine meant it couldn't hold any water. So at 9pm on the Wednesday, a decision was made to stop and just trailer it to the show. It was a sad moment.

On arrival at the IMM the queues were already massive. Seeing my other cars in the queue with other drivers was a novelty, but with a trade pass I could skip straight past them. As soon as I pulled up to stop, everyone was all over Project 55, and as it was pushed of the trailer I even had a few people clap! One of my good friends, Martin Cull of Sticky Fingers Graphics, was meant to fit

the GT stripes on the car, but he likened it to an Airfix kit and said he wasn't going to put the stickers on until it was finished. So instead the car was pushed inside for to join the Clubman 45 display, and I made time for a few IMM beers!

Whilst on my trade pitch selling my leftover parts I was overwhelmed by how many people spoke to me about the magazine articles and how much they'd enjoyed reading about the build. Although the car wasn't finished it certainly felt good to hear support from the Mini community and traders, as well as the restorers and friends I've made over the years.

The IMM may be finished now, but there's still loads to do on Project 55 – or Project 666 as it's become known! No doubt things will be back underway soon, but for now it's time for a well-earned rest... 



The engine looked great, but a water leak meant it couldn't be run.



With only a few days remaining before the IMM, there was far too much to do...



To do list

1. Recharge my batteries after so many late nights.
2. Resume work on the project.

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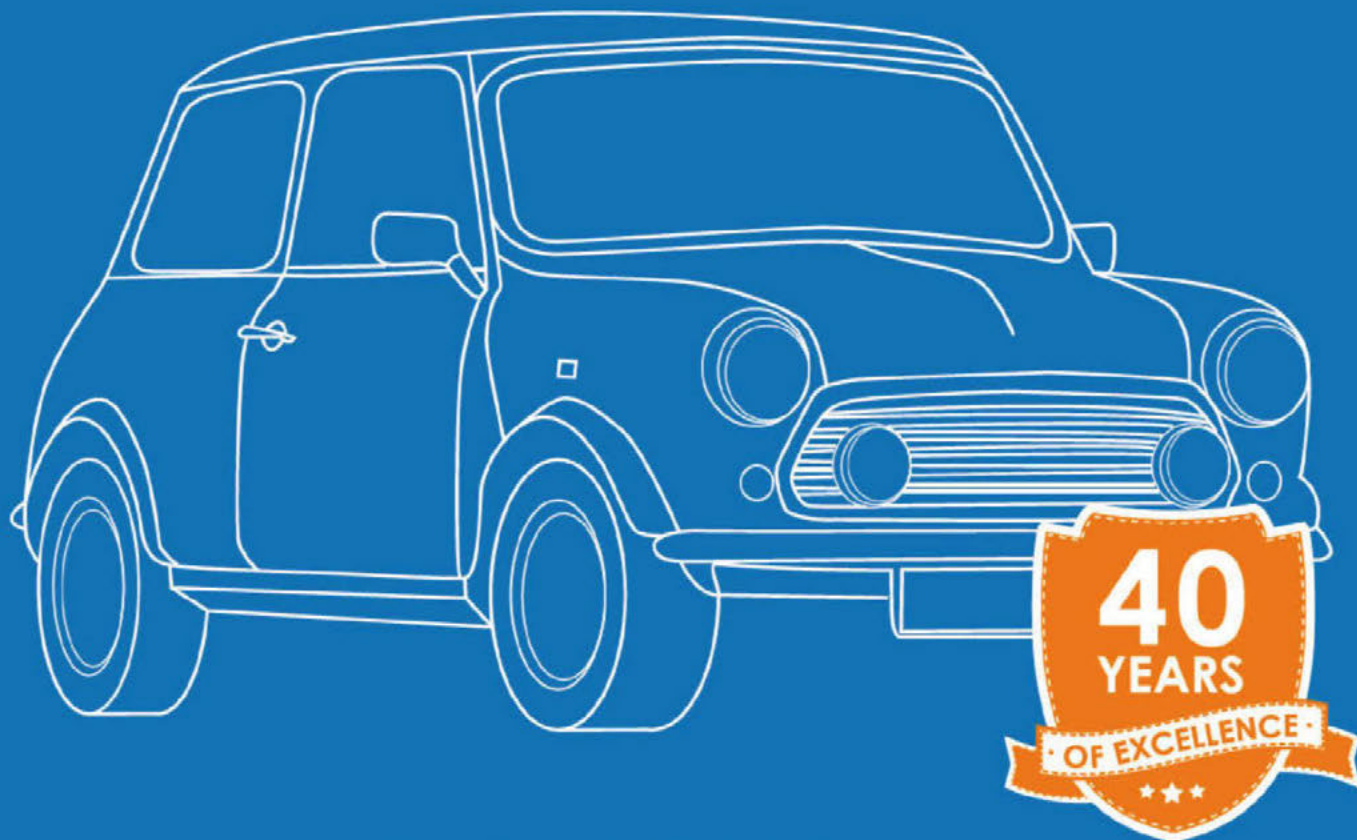
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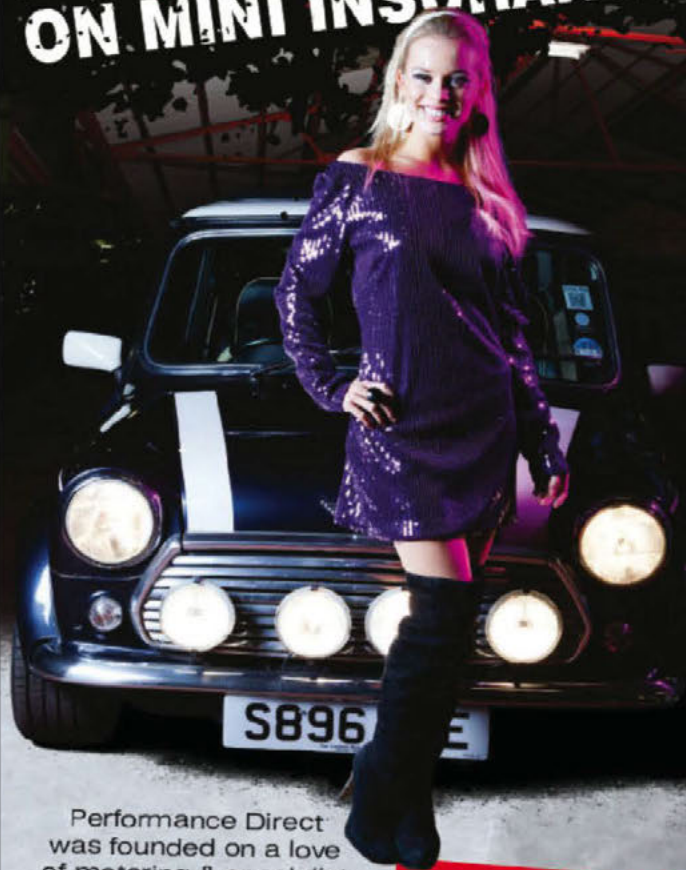
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FREE ads Mini of the month

▲ **Rover Mini 1997**, MoT and taxed 'til August 2015, 1275cc, full red leather interior, full Webasto electric sunroof, full service history, two previous owners, much loved, alarm/immobiliser, valued at £3800. **£3000 ovno**. 01634 735150. Strood, Kent.

This seems like a reasonable price for an MPI, and this non-Cooper looks ripe for a little personalisation. The full-length Webasto will be ideal to soak up the final rays of sunshine this year, although spare parts are a bit tricky to source, so ensure it's all in good order.



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▲ **Mini Thirty**, 1989, MoT 'til September 2014, low mileage of 18,900, full service history, three owners, SORN at the moment, garaged, good little runner in excellent condition. **£5400**. 07547 734525.



▲ **1983 Austin Mini City E**, Mamba Wheels, 39,300 miles, not driven/garaged for 13 years, Interesting number plate ARTS. Great restoration project. **£6500ono** 07957 495652. Surrey.



▲ **1991 Rover Mini Mayfair**, 31,000 miles, MoT, tax, no rust and has never seen British winter, runs and drives smoothly, 998cc, has working a/c, very clean and tidy Mini. **£3800**. 07462 933288. Tamworth.



▲ **1995 Rover Cooper**, one lady owner (now 91) since 1996, original, all bills, overhaul in 2012 by MiniSpeed, MoT, April 2015, 5500 miles. **£4500**. 01252 546835. Surrey.



▲ **Mini Ranger Cub**, very rare and now up for sale at **£600**. 07811 316517. Cambs/Norfolk border.



▲ **1992 Mini City custom**, genuine 27,000 miles from new, history file with old MoTs, restored and tastefully improved to high standards, new paint in original Rover Diamond White with black roof, no rust. **£4395**. 07836 686866. Staffs.



▲ **1996 Mini Mayfair**, 1275cc, 22,000 miles, MoT April 2015, tax September 2014, colour-matched new doors, walnut dash, excellent condition. **£5500 ono**. 01253 729884. Blackpool.



▲ **Rover Mini 1997**, MoT and taxed 'til August 2015, 1275cc, full red leather interior, full Webasto electric sunroof, full service history, two previous owners, much loved, alarm/immobiliser, valued at £3800. **£3000 ovno**. 01634 735150. Strood, Kent.



▲ **1988 Mini Mayfair**, 12754cc, 42,000 miles, retrimmed Metro interior, competition ICE install, full Mini Spares adjustable suspension, every receipt and MoT from new, tax and MoT'd. **£2100ono**. 07936 690523. Devon.



▲ **1995 1275 Manual**, SPi, MoT'd Jan 2015, taxed, Superlite wheels, engine and gearbox very good, runs and drives very well, interior all in good condition, in good overall condition, some rust on front wings, otherwise solid. **£1995**. 01233 750508. Ashford.



▲ **1977 Clubman Estate**, MoT'd Feb 2015, taxed, Wolftrace wheels, new tyres, original 1098 engine, original interior, good condition. **£2195**. 01233 750508. Ashford, Kent.



▲ **1995 Cooper 1275 SPi** 79,000, MoT 2015, lots of history and MoTs, VGC, front four-pots with vented discs and new water pump, fan belt, battery, subframe mounts. **£3795 ono**. 07757 026019. Suffolk.



▲ **1994 Mini Tahiti**, 1275cc, 78,000 miles, tax until September 2014, three previous owners, full service history, good bodily condition, runs well, alloy wheels, sunroof fitted as standard. **£1500 ono**. 01903 505763. Worthing, West Sussex.



▲ **1986 Mini Chelsea**, excellent condition, original wheels and decals, extremely well looked after, solid underneath, no welding / no filler, two previous owners, in daily use, 44,000 miles, 12 months MoT, taxed 'til Dec. **£4000 ovno**. 07989 081388. Dover.



▲ **1970 Mini**, no expense spared, professional resprayed, Spax, Hi-Lo's, all genuine, alloys, CD player with great sound system, lots of expensive chrome work, leather interior, suede head lining, full MoT and 12 months tax. **£7995**. 07818 078665.



▲ **1997 Mini Cooper**, new wings, front valance, boot, beautiful respray in 2010, new diff in 2013, comprehensive service history, drives superb, 1969 Cooper S forces sale - not allowed both! Many extras included. **£4800 ono**. 07802 923494. Wirral.



▲ **Mini Thirty**, 998cc Stage 1, steel flip front, neg. camber, uprated tie bars, poly-bushed, Hi-Lo's, RC40, alloys, half leather, Sony CD/MP3, lots of new parts, 12 months MoT, on SORN, engine is low mileage original. **£2895 ovno**. 01274 511319.



▲ **Mini Cooper MkII** for restoration. Not used for five years, many original parts. **£6500 ovno**. 07883 987131. Wilts.



▲ **Classic MPI Cooper**, 1997, stunning silver, 12 months MoT, three owners from new, 35k miles, twin centre exit DTM exhaust, Alleycat wheels, wavy grill, excellent throughout, head turner. **£5000 no offers**. 07894 484546. Notts.



▲ **1984 Mini City E**, 1293cc, 10,000 mile engine, MoT 03/15, tax 08/14, daily reliable driver, mechanically sound, new alternator, four new Yoko tyres, disc brakes, Open Classic trim, Cibie Super Oscars, lots of extras. **£3000**. 07790 997385. Oxford.



▲ **1998 Mini Cooper MPI**, under 50k miles, one year MoT and six months tax, recent service, respray, exhaust upgrade, wheels, suspension and thousands more spent. **£5000**. 07825 514495. Ramsgate.



▲ **1992 Italian Job**, 28,400 miles, 1275cc, recent MoT, taxed, British Racing Green, nearly new Yokohamas, never been out in rain! Nearly mint original car, two previous owners. With current owner 14 years. **£4250**. 07542 747658. Shropshire.



▲ **1975 Mini 1275 GT**, pristine condition, 41,700 miles but 7000 miles since bare shell rebuild, MoT March 2015, magazine featured, Revolutions, professionally deseamed, full photo resto. Bluetooth head unit. **£8000 ono**. 07854 764307. Derbyshire.



▲ **1991 Rover Mini Mayfair** automatic, 998cc, red, Union Jack roof, alloy wheels, MoT, tax, 61,000 miles, garaged. **£3500 ono**. 07899 872734. Suffolk.

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▲ **1975 Mini**, 848cc, N-Reg, 49,000 miles, Teal Blue, MoT November 2014, good condition. **£2250**. 01775 723789. Lincs.



▲ **1972 Austin Minivan**, VGC, 850cc, Tweed Grey, currently on SORN, must be seen. **£6000**. 07814 507601. Dorset.



▲ **2000 Mini Cooper**, my aunt is giving up driving, 38,000 miles, one lady owner, MoT October, new rear subframe in 2013. E-mail oastneal@btconnect.com for more details. Hants.



Mini MkI early 850cc engine/box, Magic Wand type, good running order with carb, rad and exhaust system. **£150 ono**. 07979 406536. East Yorkshire.



▲ **1988 Mini City E**, Viper Green/metallic black, 50,000 miles, history, long tax and test, new subframe, chromework and carpets, sporty dash, big exhaust, alloys, fast car, excellent bodywork, drives superb, real head turner. **£3395**. 07721 551926. Bradford.



▲ **1970 Mini Clubman**, saloon, 998cc, 75k miles, restored in 2008, totally standard original car in Antelope Beige, hydrolastic suspension, MoT May 2015, non-runner, valued at **£5500**. **£4500 ovno**. 01268 776990. Essex.



▲ **1985 Portuguese Mini Moke**, LHD, 66,000 miles, taxed March '14, MoT August '14, one owner, four seats, unique metallic red. **£8900**. 07553 216545. Weymouth.



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 <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</p> <ul style="list-style-type: none"> 5th plastic arches £25.00 Group 2 arches £42.50 W&P type arches £49.00 Group 4 arches £47.00 <p>13" WHEELS</p> <ul style="list-style-type: none"> Group 6 arches £49.50 Group 7 arches £59.00 Spock 1/glass arches £85.00 Miglia type arches £59.00 <p>ARCH ACCESSORIES</p> <ul style="list-style-type: none"> Black Arch to body 5mm £8.00 Full car chrome trim £28.00 Sill trim rubber both sides £9.50 5/8 side trims pair £15.50 Chrome flexible arch edging £15.50 Full car rubber trim £38.50 Fitting kit for Miglias £11.90 <p>WHEEL ACCESSORIES</p> <ul style="list-style-type: none"> Tapered or rounded nuts (16) £15.00 Tuner nuts (16) £35.00 Reproduction Nuts (16) £25.00 Rover nuts (16) £25.00 Locks Economy £12.50 Locks quality £22.00 Centre caps from £10.00 Spacers & studs £16.00
5X12 ULTRALITE SATIN BLACK	5X12 REVOLUTION	5X12 REVOLUTION	5X12 REVOLUTION	5X12 SUPERLIGHT	
 <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>	
5X12 ULTRALITE	6X12 REVOLUTION 4 SPOKE	6X12 SUPERSTAR	6X12 REVOLUTION 4 SPOKE	6X12 SUPERLIGHT	
 <p>WHEEL £57 PACKAGE FROM £349</p>	 <p>WHEEL £59 PACKAGE FROM £414</p>	 <p>WHEEL £59 PACKAGE FROM £414</p>	 <p>WHEEL £59 PACKAGE FROM £414</p>	 <p>WHEEL £59 PACKAGE FROM £414</p>	
6X13 ULTRALITE SATIN BLACK	6X13 ULTRALITE	6X13 SPORTSPACK COPY	7X13 SUPERTRAX	7X13 SUPERTRAX	7X13 SUPERTRAX
 <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>
7X13 EXTREMES SATIN BLACK	7X13 SUPERLIGHT DEEP DISH	7X13 SUPERLIGHT DEEP DISH	7X13 REVOLUTION MOTORSPORT	7X13 ULTRALITE EXTREMES	7X13 SUPERLIGHT MATT BLACK
 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £109 PACKAGE FROM £639</p>	 <p>WHEEL £75 PACKAGE FROM £479</p>	 <p>WHEEL £89 PACKAGE FROM £519</p>	 <p>WHEEL £79 PACKAGE FROM £499</p>	 <p>WHEEL £75 PACKAGE FROM £479</p>
7X13 ULTRALITE SATIN BLACK	7X13 ALLEYCAT	7X13 SUPERLIGHT SOFTLINE	REVOLUTION SPLITRIM	7X13 SUPERSTAR	7X13 ULTRALITE
 <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>

ALL WHEELS ABOVE CAN BE FITTED WITH A CHOICE OF THE TYRES BELOW - PRICES ON APPLICATION OR VISIT OUR WEBSITE FOR ALL COMBINATIONS

145/80/10 £36.00	165/70/10 £54.00	165/70/10 £42.00	165/70/10 £56.50	145/70/12 £29.00	145/70/12 £32.50	165/60/12 £45.00	165/60/12 £58.00	165/55/12 £84.00
175/50/13 £47.50	175/50/13 £89.00	175/50/13 £71.00	175/50/13 £101					

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



www.midlandwheels.com 01926 817444

Telephone:

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

Information

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

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

Minilight - 10"



4.5x10", 5x10", 6x10"

Various Colour Options Available

From:
£44.95

Minilight - 12"



4.5x12", 5x12", 6x12"

Various Colour Options Available

From:
£57.25

Minilight - 13"



5.5x13", 6x13", 7x13"

Various Colour Options Available

From:
£66.25

Mamba



5x10", 6x10", 6x12"

7x13" Various Colour Options Available

From:
£52.06

Superlight - 12"



5x12", 5.5x12", 6x12"

Various Colour Options Available

From:
£61.99

Superlight - 13"



7x13", 7x13" Mk2

Various Colour Options Available

From:
£78.55

Rally Special



12"/7x13"

From:
£64.39

Rose Petal



10" - 12"
Various Colours

From:
£92.10

D1



10"/12"/13"
Colour: Black

From:
£52.52

BRM



4.5x10"
Colour: Black

Price
£59.95

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Offer
20% OFF
All Tyres when
purchased as apart of
a Wheel & Tyre Package

*Please see website for terms & conditions

Mag



13"

Black

From:
£56.78

Cosmic



6x10"

Colour: Black

Price
£68.78

NEW - CSR



4.5x10"

White & Silver

Price
£59.95