

MINI SS AUSSIE TRIBUTE

restore • modify • enjoy

# mini magazine

'60s STYLE
PERIOD-TWEAKED EARLY COOPER

PLUS: FULL EVENT REPORT FROM THE BRITISH MINI FAIR

UNIQUE: 170bhp turbo'd engine
Carbon-fibre full rollcage
pearl paint

# CITRUS BOOST!

RACE-READY 1293cc TURBO

**MONTE TRIBUTE** DIY RALLY REPLICA

**PERFECT PRESENT** CHECKMATE RESTO

**GOLDEN AGE** 50 YEARS OF SWIFTUNE

**TECH** / FIT KAD ANTI-ROLL BARS

**TECH** / CRANKSHAFT LUBRICATION

minimag.co.uk
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# mini spares

www.minispares.com



Check out our updated website

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

See website for up to date prices

**Buy on-line at www.minispares.com or visit one of our 3 Official Outlets**




## Sales Showroom & Mail Order

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

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

*Visit our branches...*

### Mini Spares - MIDLANDS

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

### Mini Spares - NORTH

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

### IMPORTANT! Mini Spares - NORTH

We are closing Mini Spares - North, in Harrogate, to relocate to a larger warehouse with easy access from main roads. It should be open and ready by April 2015.

Kevin Todd

New address will be...
**Units 2E and 2G Harwood Road**
**Northminster Business park**
**York YO26 QU.** Watch for further details.

From our Customers...

"**This is amazing!** Only 24 hours from order to delivery in Poland. Good job guys!"
Artur Szczegota - **POLAND**

## Choose Genuine or Quality Alternative Parts

• **Want the GENUINE part?**
Original XPART
**Swivel Pin Repair Kit**
part number GSJ166
**£23.04**

or

**Want a cheaper alternative?**
Mini Spares approved part number
GSJ166MS **£7.56**
Cheaper Price Super Quality
Clearly identified MINI SPARES part number

## Gaskets

| | |
|---|---|
| Gearbox gasket set AJM804B | £9.47 |
| Copper head gasket set - 998cc AJM1250 | £12.84 |
| Copper std 998cc head set AJM1250MS | £9.30 |
| Copper head gasket set - 1275cc AJM1140MS | £13.40 |
| Minispares 1275 copper head gasket GEG300 | £15.54 |
| 1275 with BK450 Head gasket set | £17.10 |
| Engine block set | from £11.65 |
| Turbo Comp. Head Gasket | £79.20 |
| Cometic Head Gasket C-AHT189 | £96.22 |
| Large bore manifold gasket C-AHT381 | £2.64 |
| Silicon rocker cover gasket GUG705009EVO | £9.60 |

## Cooper S Distributor

Reproduction of the 40819 cooper S 23D distributor but with more advance for economy and performance similar to MK3 S curves. Fitted with quickfit points and uprated rotor arm 12G2140 ..... £45.90

| | |
|---|---|
| As above electric NEG EARTH only 12G2140MS | £70.20 |
| 998 45/59D distributors | from £41.94 |
| 1275 45/59D distributors | from £45.90 |
| Electronic type less points | from £56.65 |

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

## Engines

***We stock all standard and performance parts*** From £1947.89

**8 Port Head Kit**

| | |
|---|---|
| Silicone rocker cover gasket | £9.60 |
| 5 port alloy head - road C-AHT347 | Coming Soon |
| 8 port head kit | from £1947.89 |
| 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 |
| Minimum stretch single row chain 3H2127EVO | £19.44 |
| Minimum stretch double row chain 2H4905EVO | £24.79 |

## 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 baulk ring C-22A1741 | £23.99 |
| Hi-tech oil pick up pipe C-AHT54 | £27.00 |

## Clutches & Flywheels

***AP Clutch road and race plus flywheel***

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

## Suspension

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

**Minispares Dampers**
Minispares 28 point adjustables -front or rear
EACH £46.20
EACH £40.80

**GAZ Dampers**
Bump & rebound adjustable - front or rear

**KYB/Kayaba Dampers**

| | |
|---|---|
| Std premium damper | each £14.78 |
| Super gas damper 25%+ upgrade | each £24.72 |
| KYB/Kayaba self-adj. gas shock available only from us at a special price for a set of 4 (Part MSSK3015) | £29.40 £108.00 |

EACH £14.78

**G-MAX Gas Dampers**
Front or rear ..... each £21.80

**Bilstein B4 Dampers**

| | |
|---|---|
| Front 19-221694 | £21.59 |
| Rear 19-221700 | £21.59 |

EACH £21.59

**Bilstein B36 Dampers**
**Performance non adjustable**

| | |
|---|---|
| Front B36-0370 | £69.30 |
| Rear B36-0380 | £69.30 |

EACH £69.30

***Easier to set-up***

**Evolution Dampers**
**Top of the range 8 point adjustable**
743039 ..... each £53.59
EACH £53.59

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

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

FRONT £45.18 REAR £56.02

**Hi Lo 'Dry' Suspension Kits**
Also improves suspension performance!
Our HiLos are the original cast Ripspeed type, with the patent No cast into them, and are the only RAC Homologated type to date.
HiLo front kit. . .£45.18 HiLo rear kit. . . £56.02
HiLo front & rear kit package price . . . . £91.08

FROM £49.33

**Budget Dry Suspension Cones**
Budget car set of adjustable ride height cones (not the same as Hilos) UK made
Less knuckles C-STR644 ..... £51.96
With 4 knuckles C-STR644A ..... £57.25
**See website for damper and adjustable suspension packages MSSK3000-3006**

## 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 |
| QL5000 Roller coupling kit | pair £59.40 |

## 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 | £11.42 |
| Non genuine GSJ734MS | £4.80 |
| Swivel pin kit genuine GSJ166 | £23.04 |
| 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**
White24A2110 **£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 M90997 & M90999 fitting kits.* ..... **£3.00**
£17.16

## 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
EACH £25.80

## Door Mirrors - '80s on

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

## Door Mirrors - '80s on

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

## Torpedo Mirrors

GENUINE - Torpedo Mirror - fully adjustable for door fitting only.
Right hand - GAM107 ..... £25.78
Left hand - GAM108 ..... £25.78
EACH £25.78

## Body, Mechanical & Trim CATALOGUE

NEW!

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.

**£7.50**



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

# Without doubt - the No1 Mini parts specialist in the World !!!

**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 de-sign. 4.75x10 in alloy inc. spacers + special sleeve nuts ..... **£146.39**

We are main dealers for **Minilite** and our own Rose Petal & Special Tuning wheel range. Stockists of Yokohama, Falken, Dunlop R7 and Nankang Tyres

## Fuel Systems

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

£333.24

| | |
|---|---|
| Right hand tank 21A2183 | £333.24 |
| Left hand 5.5 gallon early tank ARA359 | £358.79 |
| Genuine van tank 21A291 | £222.18 |
| Van tank - s/steel version 21A291MS | £172.80 |
| Genuine SU electric fuel pump AUF214 | £71.56 |
| Non gen electric fuel pump AUF214MS | £57.60 |
| Fuel pump only SPi - WFX100811 | £65.28 |
| Fuel pump only MPi - WFX100812 | £53.76 |

## Brakes

***We keep a full range of road and race brake parts. Visit our website for all your needs.***

| | |
|---|---|
| Cooper S 7.5"disc and EBC pads MS35 | Pr £53.60 |
| 8.4" disc and Mintex pads MSSK014 | Pr £29.32 |
| 8.4"vented disc and pads MS39 | Pr £42.35 |
| S caliper Mini Spares R/H 27H4656MS | £69-00 |
| S caliper Mini Spares L/H 27H4657MS | £69-00 |
| 8.4" type Mini Spares caliper R/H 37H8128 | £62.40 |
| 8.4" type Mini Spares caliper L/H 37H8129 | £62.40 |
| S Disc conv. + Mini Spares caliper C-AJJ4028MS | £430.42 |
| S Disc conv + AP caliper & Timken bearings | £540.00 |
| S brake disc shield set MSSK1400 R/H | £21.90 |
| S brake disc shield set MSSK1401 L/H | £21.90 |

### Brake Master Cylinders and Servos

| | |
|---|---|
| MK1/2 brake servo cast body 21A1293 | £216.00 |
| Mk3 servo and non gen fitting kit SEN43 | £144.00 |
| Servo 1988 on GSM119 | £134.40 |
| Singe 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 |

### Maniflow Exhausts

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

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

## Manifolds

***We stock a whole range of exhaust and inlet manifolds***

FROM £71.94 Freeflow manifold

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***

£132.00 Aluminium type rad. C-ARA5000

### Radiators

| | |
|---|---|
| Std Mini 3 core radiator ARP2000 | £57.54 |
| 3 core rad. Historic racers ARP1106 | £108.00 |
| Mini Spares unique 2 core radiator C-ARA4442 | £114.96 |
| As above but with sender unit '91 on C-ARA4443 | £123.36 |
| Mini Spares orig. Larger capacity 4 core C-ARA4444 | £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 | £23.96 |
| Oil pipe kit 1992 on 11/16"UNF threads MOC1014 | £38.70 |

## Bumper and Brightwork

***All Mini Spares chrome and brightwork items are top quality and 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 overider/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 |
| Flat standard chrome wheel arch trim GZF107A | £7.80 |
| S/steel seam moulding vertical pair 8B12400 . front | £23.52 |
| S/steel seam moulding vertical pair 8B12401 .. rear | £23.52 |

## Mk1/2 Washer Jets

Made to Rover Parts Sales' final specification. Part No. GWW807

Each £4.20

## Subframes and Body Panels

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

£26.50

£42.00 MSSK3010 - All metal real solid mount kit for front subframe

MSSK3009 - Front solid and poly mounting kit.

£380.00

### Rear Subframes

| | |
|---|---|
| Genuine rear subframe FAM6292 | £400.91 |
| Genuine KHB10024 1991 on | £400.91 |
| Non genuine rear subframe MS45D | £193.78 |
| Non genuine powder coated FAM6292MS | £225.00 |
| Non gen rear subframe MS45LATE 1991on | £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 Genuine | £21.10 |
| Mini wing genuine £100.22 Non gen from | £43.20 |
| Front panel genuine £184.62 Non genuine | £61.02 |
| Narrow sill panel gen. £39.56 Non genuine | £13.42 |
| Bonnet Mk2 genuine £174.07 Non gen | £90.00 |
| Bootlid Mk3 genuine £195.18 Non gen | £65.29 |
| Mk3 door hinge car set 1970 on. . . MSSK017B | £72.00 |

## Engine Electrics

***All new - outright sale. Uprated Alternators with pulleys***

£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 |
| Lumenition coil 1982 to 92 DLB111 | £30.00 |

## Grilles and Grille Kits

**All manufactured by craftsmen**

AS AN ORIGINAL SUPPLIER TO ROVER all our grilles and surrounds are manufactured by craftsmen to fit PROPERLY - as 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 £69.00 — £69.76

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

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

**Morris Cooper Mk1** stainless steel, with 6" spotlamp holes 8B12506 £74.40 — £74.40

### Mk 2/3 Grilles

**Black grille Mk2/3** CZH4015MS £43.32 — £43.32

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

All UK Made!

**Brightwork grille Mk2/3** ALA6654MS £46.26

**Brightwork grille** with 3 surrounds, seatings and fixings Order as GRILLE02 £74.81 — £46.26

### Cooper Grilles

All UK Made!

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

**Internal release, full slat, alloy, genuine, brightwork grille** ALA6669 £45.11 — £45.11

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

**External release alloy genuine brightwork grille** ALA6668 £45.11 — £45.11

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

Also available in GOLD, BLUE or RED anodised finish £51.66

£51.66 £51.66

### Mk2 Stainless Steel Grilles

**Heavier duty 430 automotive quality s/steel grille** £59.66 - 8B12504 — £78.00

**As above, with spotlamp holes** £78.00 - 8B12502

### Grille Surround - Mk2

All UK Made!

**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 £8.54 Mk1 Sides

Mk1 Surround £66.00

### Cable Bonnet Lock

£18.60 Order a GS130273

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

Also: CZH1785: 3 piece door handle kit MK3 . £ 53.56

## Mail Order - 01 707 607700

Mail Order also available direct from Harrogate Branch Call 01 423 881800 to order

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

# SERVICE | RESTORATION | SPARES

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

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SATURDAY: 9am - 2pm
SUNDAY: Closed

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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 it's 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!



MM denotes M. Machine
NG denotes Non Genuine

### GENUINE HERITAGE PANELS
(Unless otherwise stated)

| | | |
|---|---|---|
| 1 | Bonnet MK1, MK2 & MK3 | £174.07 |
| 2 | Front wing with or without side repeater | £100.22 |
| 3 | Full scuttle repair | £125.00 |
| 4 | A post stiffener - internal hinges only | £24.79 |
| 5 | A post boxing plate - MK1 & 2 (MM) / MK3 | £14.29/£14.77 |
| 6 | A post step repair - internal hinges | £79.03 |
| 7 | Rear wing MK3 / MK1 & 2 (MM) | £130.7/£188.09 |
| 8 | Backpanel - Screen down/Gutter down | £211.09/£284.86 |
| 9 | Full boot hinge panel | £184.62 |
| 10 | Inner 'A' panel (including scuttle closing panel) | £65.41 |
| 11 | Outer 'A' panel MK1 & 2 / MK3 | £34.28/£210.0 |
| 12 | Scuttle closing plate | £12.66 |
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| 14 | Door skin - MK1 & 2 / MK3 | £84.41 each |
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| 28 | Boot floor side repair / Rear repair (MM) | £23.76/£21.60 |
| 29 | RHD tank stand | £13.87 |
| 30 | Front panel Pre 1976 / Post 1976 (rubber mounted) | £184.62 each |
| 31 | Boot lid MK3 / MK1 | £195.38/£316.50 |
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| | Clubman wings / Front panel | £111.22/£110.06 |
| | Clubman bonnet / Inner wing | £168.67/£185.69 |
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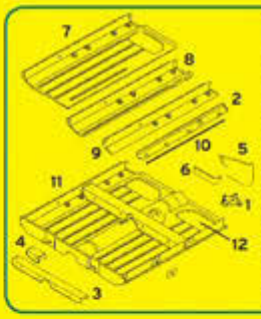
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|---|---|---|
| 1 | Non Genuine rear subframe - Wet/Dry | £217.50/£190.80 |
| 2 | Genuine rear subframe Wet or Dry | £400.91 |
| 3 | Genuine front subframe. Pre '76/MPI | £449.45/£427.52 |
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| 5 | Rear subframe assembly includes all running gear, suspension, brakes, etc. | £105.83 |
| 6 | Rear subframe mount kit - bushes, pins, bolts, etc | £47.58 |
| 7 | MK1 front subframes | £449.45 |



### VAN/ESTATE REAR VALENCE PANELS

| | | |
|---|---|---|
| 1 | Rear number plate backing | £11.75 |
| 2 | Rear number plate bracket | £8.20 |
| 3 | 1/4 valence seam capping | £7.34 |
| 4 | Rear 1/4 valence Genuine/Non Genuine | £21.24/£11.88 |
| 5 | Rear 1/4 valence closing plate | £5.40 |
| 6 | Centre valence Genuine/Non Genuine | £37.01/£13.86 |
| 7 | Centre rear valence closing plate | £27.72 |
| 8 | Van or Estate - Fuel tank / Fitting kit | £222.18/£6.13 |
| 9 | Rear valence seam capping | £6.64 |





### FLOORING PANELS

| | | |
|---|---|---|
| 1 | Radius arm nipple shroud | £7.20 |
| 2 | Saloon outer sill - MK1 & 2, 4 flute (MM) | £18.36 |
| 2 | Saloon outer sill - MK3 Genuine / Non Genuine | £39.56/£36.02 |
| 2 | Van & Estate outer sill MK1 & 2, 4 flute (MM) | £17.64 |
| 2 | Van & Estate outer sill - MK3 Genuine / Non Genuine | £32.35/£13.14 |
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| 4 | Seat cross member end repair | £18.90 |
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| 5 | Genuine companion bin MK3 onwards | £36.06 |
| 6 | Lower companion bin repair Saloon MK1,2,3/Club Estate | £20.70/£18.72 ea |
| 7 | Wide front to rear floor c/w outer sill and jacking point | £135.29 |
| 8 | Narrow front to rear floor c/w outer sill and jacking point | £88.22 |
| 9 | Full length inner sill - Saloon / Estate | £26.46/£28.80 |
| 10 | Battery cable cover | £17.57 |
| 11 | Complete floor assembly Heritage | £606.62 |
| 12 | Front foot well repair - Budget / Restoration | £22.06/£135.75 |

### BRAKES

| | |
|---|---|
| M. Cyl - single line (plastic tank) / Dual line | £48.22/£80.08 |
| Wheel cylinder - all types in stock | From £8.28 |
| M. Cyl seating gaskets - Large / Small | £1.61/£1.13 |
| Brake flexi hose - Front / Rear | £7.02/£7.80 |
| Rear brake Adjuster / Wedge | £2.12 each/£4.27 each |
| Handbrake bellows | £2.28 each |
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| Handbrake cables - Twin / Front / Rear to rear | £4.75/£4.20/£4.74 |
| Brake drum - Standard / Spaced | £13.19/£14.58 |
| Brake disc - 8.4" / 7.5" / Vented | £10.20/£26.8/£14.40 |
| Brake disc 997 / 998 Cooper | £48.72 each |
| Brake pads - 'S' / Late / Vented | £20.64/£13.80/£19.30 |
| Complete brake pipe kit (copper/brass unions) | From £80.54 |
| Individual brake pipes | From £8.59 |
| Brake servo MK3 & MK2 / Brake servo kit MK3 | £356.70/£161.82 |

### CARBURATION

| | |
|---|---|
| Air filter - HS2 / HS4 / Injection Cooper | £6.82/£4.68/£8.10 |
| Carb rebuild kit - HS2 / HS4 std / HIF 44 | £42.88/£46.98/£45.82 |
| Carb jets - Standard / Waxstat | £16.85/£32.68 |
| Heat shield kit - HS2 / HS4 Stainless | £12.72 |
| Throttle cable - HS / HIF | £4.20/£9.95 |
| Choke cable - MK1 & 'S' / 1969 & 1989 | £14.40/£14.40/£7.31 |
| Carb Needle / Spring | £10.2/£5.94 |
| Twin carb link pipe | £10.08 |
| Fuel pump - Manual N.Gen/Manual Gen/Electric N.Gen | £21.60/£37.28/£89.60 |
| Electric fuel pump mounting Bracket / Clamp | £7.75/£6.76 |
| S.U. pump banjo union | £4.27 |
| Fuel filter in-line (replacable element) | £9.00 |
| Fuel hose - Rubber / Braided (per metre) | £5.06/£7.38 |
| Front/rear copper fuel pipe - Saloon / Van & Estate | £13.97/£28.37 |
| Carb return spring - Standard / Twin carb | £3.54/£2.56 |
| Twin carb linkage kit | £18.26 |
| Fuel pump blanking plate | £4.03 |

### CLUTCH

| | |
|---|---|
| Clutch kit - Diaphragm / Verto / Injection | £52.94/£110.88/£118.80 |
| Slave cylinder - Diaphragm Gen/N.Gen/Verto Gen/N.Gen | £26.64/£11.44/£45.44/£25.91 |
| Flexi hose - Diaphragm / Verto | £8.68/£4.74 |
| Clutch cover - Standard / Orange / Grey | £27.95/£38.28/£47.10 |
| Master cylinder - Plastic tank / Tin tank | £54.48/£82.62 |
| Release bearing - Diaphragm / Verto | £6.00/£7.80 |
| Return spring | £2.34 |

### GENERAL RESTORATION PARTS & NEW PRODUCTS

Radiator cowling upper & lower - '60-'74 /Cooper & 'S' '61-'74 ..... £77.71 each

Service Parts and Owners Manual DVD (All Models) ..... £29.99

### COOLING

| | |
|---|---|
| Standard Radiator - 3 Row/Comp 2 Row/MPI | £64.38/£91.78/£162.06 |
| Oil cooler - 13 row | £42.62 |
| Braided pipe kit - Mini / Clubman | £32.93/£37.13 |
| Thermostat / Blanking sleeve / Housing | £4.92/£8.82/£13.14 |
| Radiator cowling rubber | £5.82 |
| Radiator hoses to 1990 - Top / Bottom | £3.30/£8.64 |
| Top hose 'S' / GT | £4.20/£6.78 |
| Heater control valve MK1 / MK3 / MK4 | £19.98/£17.56/£30.11 |
| Water pump | £22.19 |
| Cooling fan - 2 Blade / 6 Blade | £31.48/£39.11 |
| Top radiator bracket - 'S' or GT | £8.99 |
| Heater hose | £3.30 per metre |
| 1275 fan spacer | £9.38 |
| Heater cable - MK1 / MK2 & MK3 | £14.40/£11.94 |

### ELECTRICAL

| | |
|---|---|
| Fuel sender Saloon/Estate | £25.54/£25.54 |
| Indicator switch MK1 / MK2 / MK3 | £33.06/£30.60/£38.10 |
| Fuse box - 2 Fuse / 4 Fuse | £10.08/£13.06 |
| Floor starter switch | £27.84 |
| Solenoid - Standard / Push button | £10.20/£23.50 |
| Floor mounted dip switch | £19.92 |
| Headlamp switch - MK1 / MK2 / MK3 | £10.36/£8.83/£9.00 |
| Battery cable - front to rear | £32.60 |
| Battery - Clamp / Rod | £6.76/£11.91 |
| Dynamo - Outright | £63.80 |
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| Starter motor - Outright - Inertia/Pre-engaged | £105.84/£84.40 |
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| Wiper wheelbox - MK1 / MK3 | £51.66/£17.36 |
| Washer pump - Electric / Manual | £13.94/£22.92 |
| Wiper park switch / Multi plug | £13.20/£6.96 |
| Wiper motor - twin speed | £44.24 |
| Indicator flasher unit MK1 / MK2 & 3 / 1991 onwards | £5.99/£4.68/£10.36 |

### IGNITION

| | |
|---|---|
| H.T. leads & plug caps - Period MK1 | £32.05 set |
| H.T. lead set - Various colours / MPI | £12.25/£15.32 |
| Electronic ignition kits - Aldon / Lumenition | £91.80/£89.62 |
| Aldon competition dizzy | £116.17 |
| Ignition switch MK1 & 2 / MK3 & MK4 | £10.36/£54.82 |

### LIGHTING

| | |
|---|---|
| Clubman side indicator unit | £68.74 |
| Rear light - MK1 / MK2 / MK3 | £47.86/£48.72/£49.60 |
| Rear lens MK1 - Red / Amber / Screw kit | £8.10/£6.05/£5.04 |
| Rear lens MK2 & MK3 | £15.66 |
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| Quadoptic halogen headlamp kit RHD/LHD | £39.95/£49.85 |
| Steel headlamp - Bowl / Rubber gasket | £10.80/£4.20 |
| Plastic headlamp bowl (including rim, gasket & adjuster) | £11.57 |
| Headlamp bezel - Genuine / Non Genuine | £16.79/£7.30 |
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| Stainless spotlamp bracket | £7.20 |
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| Rear number plate MK1 & 2 - Genuine / Non Genuine | £29.58/£8.02 |
| MK3 interior light / Interior light switch | £9.90/£5.94 |

### PLUGS/CONTACTS/CONDENSERS
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|---|---|
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| Distributor vacuum unit 250 / 450 | £46.55 |
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| Standard battery / Heavy duty | £40.72/£59.06 |
| Metal vacuum advance pipe with fuel trap | £25.20 |

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|---|---|
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| Rear sub mounting pin | £9.00 |
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| Bump stop (hydro) - Front / Rear | £7.20/£6.60 |
| Shock absorber - Front Bush / Rear Top Mount | £2.98/£4.86 |
| Front subframe - Front mount / Rear mount | £3.60/£5.70 |
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| Engine mount manual | £3.05 |
| Engine mount auto - RHD / LHD | £26.98/£32.34 |
| Engine tie bar kit - Standard / Up-rated | £2.42/£7.66 |
| Remote to gearbox - Front | £3.54 |

### SUSPENSION/STEERING

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|---|---|
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| Knuckle joint | £4.08 each |
| Swivel pin kit (service one hub) | £10.73 |
| Track rod end - Genuine / Non Genuine | £14.00/£4.96 |
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| Timken front disc bearings - Genuine / Non Genuine | £65.34/£14.04 |
| Timken front drum bearings - Genuine / Non Genuine | £68.26/£32.42 |
| Timken rear bearings - Genuine / Non Genuine | £42.89/£11.34 |
| Drive flange 'S' / 8.4" / Drum | £27.85/£30.48/£34.80 |
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# WELCOME



In Swiftune's dyno room, wishing that engine was mine...

What a month it's been. 2015 might still be in its infancy, but the event season already feels like it's in full swing. This is in no small part down to the British Mini Club's superb Mini Fair at Bingley Hall, which was better than ever and really whetted the appetite for the year ahead. And, a little closer to home, I had a great morning at the recent Westcountry Mini Scene gathering near Exeter. It was rather embarrassing to turn up in an old Vauxhall Astra, but normal Mini service will be resumed very shortly – or at least I hope it is!

Don't despair if you're in the same boat as me, for there are plenty of mojo-boosting Minis in this very issue. This month's cover car is a real case in point, for Paul Caston's wild turbo saloon doesn't just look the part, it's changed his whole career – see from page 46 for the full story. We've also got a rebuilt Checkmate, a brilliant BMH rally replica, an absolutely stunning 1962 Cooper and, my personal favourite, Kelly Logsdon's superb Australian-inspired Mini Clubman. There's also a fantastic Minivan project, and we find out how Swiftune has risen to the forefront of Mini motorsport with a special feature on its 50 years in the business.

With news of a new Mini event (see page 23) and plenty more on the horizon, things are shaping up very nicely indeed for a very busy summer. So with that in mind, I'm off to the garage so I can avoid the shame of having to park out of sight at shows in a scruffy old Vauxhall. Wish me luck!



Read about Paul Caston's turbo from page 46.

***Jeff Ruggles***
***Editor, Mini Magazine***

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# CONTENTS

ISSUE: 236
April 2015

## FEATURES


**8 AUSSIE RULES**
American enthusiast Kelly Logsdon has rebuilt his Clubman with influences from Down Under.

**42 ON THE JOB**
Stu Fellows found plenty of horrors on this early Minivan, but he won't let them stand in his way.

**46 CAREER BOOST**
Built over a nine-year period, Paul Caston's wild turbo saloon is now a rolling advert for his skills.

**54 COOPER SUPREME**
David Menzies' 1962 Cooper features a host of cool period accessories and a 1275 S motor.

**62 WORTH THE WAIT**
This stunning Mini Checkmate is proof that some things are better kept in the family.

**68 SMART ALEC**
Alec Bayford has wanted a BMH rally replica Cooper since 1997. Now he's finally got one.

**74 SWIFTUNE INTERVIEW**
We take a look at Swiftune's 50-year history, form motorbike accidents to race domination.


## MINI SCENE


**22 NEWS**
The latest news stories and Mini club updates.

**26 MOTORSPORT**
News of the Mini 7 Racing Club's new 50 plate, the Wyedean Rally and Swiftune's new driver.

**30 BRITISH MINI FAIR**
Mini fans from all over Europe attend the UK's biggest indoor Mini event at Bingley Hall.

**32 WCMS NEW YEAR GATHERING**
Westcountry Mini scene ring in the new season with a meet at the Route 5 Diner in Devon.

**36 EVENTS**
Check out our list of the forthcoming Mini shows, and plan your 2015 exploits here.

**38 LETTERS**
This month's varied selection of letters and social media updates, with love in the air...

**40 YOUR MINIS**
Cool Mini projects from our talented readers. Star Minis win a £50 voucher from Minispeed.




The latest racing news






WCMS Devon meet



Period-tweaked early Cooper









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## MINI TECH

**82 HOW TO**
Anti-roll bars can improve handling and comfort. Here's how to fit KAD items.

**87 QUICK TECH**
Save weight and create underbonnet space with a lightweight alternator swap.

**88 ASK THE EXPERT**
Our tech expert Keith Calver answers your latest in-depth Mini tech questions.

**92 PRODUCTS**
A selection of the all latest goodies to lavish upon your beloved Mini.

**94 CALVER'S CLASSROOM**
Keith looks at crankshaft lubrication and methods to maximise oil flow.

**98 OUR MINIS**
Stephen saves weight, Keith gets frustrated by a Clio stopping play and Ryan gets cracking on his Mighty Mini racer shell.










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# AUSSIE RULES

**Chances are you won't have heard of a Mini SS, but it proved to be just the inspiration American enthusiast Kelly Logsdon needed to give his Clubman a unique Aussie-style makeover.**

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



Mini limited editions have often been accused of being cynical marketing exercises – nothing more than funky trim and some extra stickers to shift a few more cars. And on the face of it, the Clubman-fronted Australian Mini SS seems like the most cynical of the lot. Faced with faltering sales, the factory named it the SS simply because it had an abundance of surplus badges from its regular Mini S model.

But let's not be unkind; unlike many other LEs, the SS boasts some genuinely neat extras. There were 20 improvements in all, including alloy wheels, improved trim, a vinyl roof and a twin-speaker radio cassette unit. Just 500 were made back in 1976, but the formula was successful enough to be repeated with a regular production model, the LS of 1977. Now, the best part of four decades later, the SS model is very rare and desirable. Not only that, but it's inspired Kelly Logsdon to give his Longbridge-built '78 Clubman a whole new twist.

## GLOBAL GATHERING

An American serviceman living in Suffolk, Kelly is no stranger to diverse influences when building a Mini. You may remember his other Clubman from our January 2009 issue, which he transformed with a new BMH bodyshell and a big-power supercharged motor. The global Mini scene and its various quirks really inspired Kelly, and he ended up sourcing parts from all over the world. One of the most notable additions was a set of Australian-spec GT stripes ordered from Down Under – probably the first time a set had been fitted to a UK car.

The basis for the Mini you see before you was bought back in 2005, merely to fill the void while the other car was being rebuilt. "I went to look at one that I was told had been completely restored, but it was really bad," Kelly remembers. "That night I went on eBay and saw this Clubman. The seller said he'd end the auction for the right offer, so I drove up to Lincolnshire to look at it, and bought it the same day."

Glancing through the history revealed Kelly would be just the fourth owner of the T-registered example. "The first owner was a lady who drove it for many years, and then she sold it on to some kid," he explains. "It was originally orange, but he gave it a rough →



## THE BUILD

Bought back in 2005 as a low-mileage but poorly-customised 1978 Clubman, Kelly first took the car off the road in 2009. After sitting idle it was taken to M&D-Ltu Ltd for the body restoration and paintjob to be performed, before Kelly rebuilt the car at home with a host of cool Mini SS-inspired features.













blue paint job and put some silver racing stripes on, which were junk. It had nasty arches on the front - Group 4 or something - and he'd drilled holes in the body to fix them on with big sheet metal screws."

After solving some running issues with a new carb needle, Kelly drove the car for several years in its stock 1098cc guise. But having just run-in a new 1330cc motor from Jonspeed Racing, he discovered that past bodges had taken their toll. "By the time I pulled it off the road the doors were partially gone, the fenders were gone, the rear valance was gone, and there was a hole in the side of it," he says. Originally a friend had promised to manage the resto for Kelly, but after it had sat idle for three years without any progress, the car was taken to M&D-Ltu Ltd in nearby Littleport for replacement panels and fresh paint.

Although sound in many places, it still needed plenty of work, as Kelly explains. "It had an entire front end except the inner wings, a full scuttle, A-panels, inner and outer sills, steps on both sides, doorskins and door repairs, a partial floor panel, a couple of spots under the rear quarter windows done, a rear valance, a partial boot floor panel, a bootlid, a spot on the roof that was fixed... a lot!" he says. Amazingly, this was all tackled by M&D's Lukasz Ostatek in a mere fortnight, with both Lukasz and Kelly insisting upon Heritage panels for quality of fitment.

When it came to paint, the choice of colour seemed obvious. "Since building the other car, I've been infatuated with Australian Clubmans," says Kelly. "Genuine Hi Ho Silver was the colour I wanted, but the company that originally did it was Dulux, and it didn't list it anymore. I could've got some sent over from Australia and matched, but if I ever had any damage or bodywork that needed doing, I'd have issues getting it mixed again. My buddy Nick Harris was big into Lotus Elises, so we went on Gran Turismo 4 or whatever, and started looking at the different colours. I saw Storm Titanium, and after looking at some colour charts, I knew that was it. It kind of flip flops with the light, but still has a classic look to it."



The boot area is clean enough for your dinner.

Whilst at the bodyshop the car was stone-chipped underneath, and as soon as Kelly got it home he wax-injected the entire body to help prevent any rot from making a return. It could then be given the SS look that Kelly craved, courtesy of replica stripes ordered from Australia and carefully fitted by local graphics firm Impress Express. Kelly was also able to source genuine SS badges, plus the correct bootlid and A-panel items, which he refurbished.

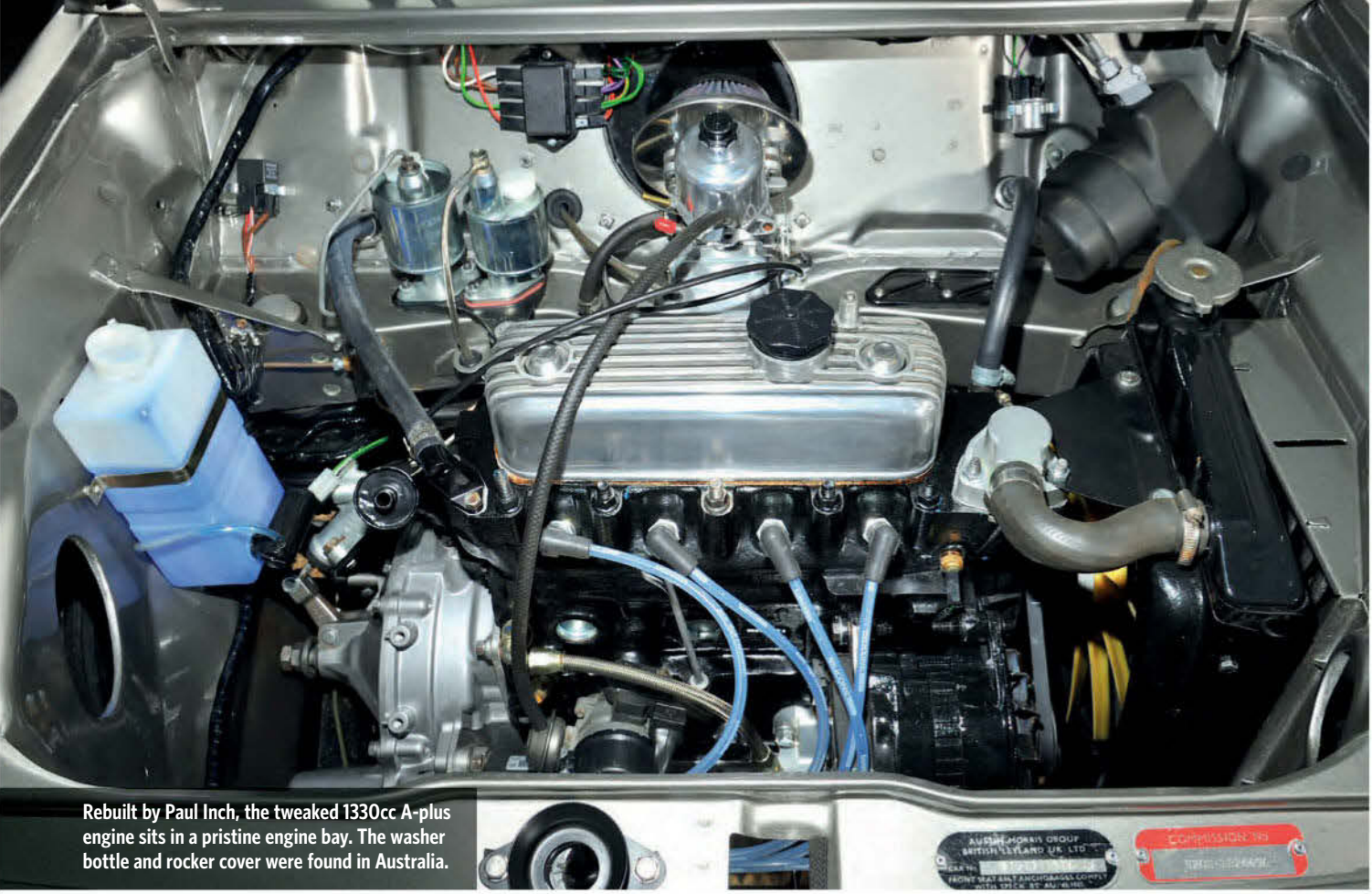
## MODERN TWIST

When it came to the interior, Kelly had a clear look in mind. "I spent quite a bit of time researching and looking at parts," he says. "I wanted an interior that had all the classic aesthetics, but with a modern appeal." Such an emphasis is neatly

**"I've been infatuated with Australian Clubmans..."**




The black detailing works brilliantly with the Lotus Storm Titanium paint.



Rebuilt by Paul Inch, the tweaked 1330cc A-plus engine sits in a pristine engine bay. The washer bottle and rocker cover were found in Australia.

illustrated by Kelly's clever use of a genuine SS radio unit, which differs from the item fitted to lesser Aussie Minis as it has a casette storage slot instead of a single integral speaker. However, a 1976 radio isn't all that useful nowadays, so Kelly's fitted a modern but retro-styled head unit behind the SS fascia, which is USB and iPod compatible. Similar ingenuity has been applied elsewhere, too. "I found that the speakers they ran were called Maystars," says Kelly. "I managed to find a pair here in the UK, but because they're not that great, I just used the surrounds and mounted more modern speakers under the parcel shelf."

The original SS Minis had seats trimmed in fabric leftover from the Marina and Leyland P76, but though Kelly's solution also involves recycling, it's a little more on the plush side. He's fitted leather seats from an Alfa GTV, with the rear bucket-type items neatly adapted to fit. These are complemented by MPi rear companion bin trims, and there's an upgraded heater system too. "The standard heater only ever blows at your feet, so I got a lightweight axial fan heater from T7 Design," says Kelly. "I used an additional hazard warning switch to operate it, which is mounted where the brake light switch would normally go. Then I put a fake heater control cable in place of the original, which is actually a cigarette lighter for your GPS. I've also got a heated




The smart Aussie-spec arch extensions and replica SS stripes were both sourced from Down Under.

The interior features a genuine SS radio fascia, and has been kitted-out with Alfa GTV seats.



The wheels are SSR Speed Star Mk-1 three-piece split-rims, clad in Yokohama DNA tyres.

# "The guy was furious when I went to pick the wheels up..."

front screen, but a rock hit it on the way back from a Mini show so I had to buy another one!"

Elsewhere, Kelly has wrapped the dash rails in leather, and fitted new black carpets and doorcards sourced from Newton Commercial. The headlining is also black, and proved to be something of a bargain from a local specialist, who supplied and fitted it for just £120. The look is enhanced by contrasting interior door handles, pedal covers and a column drop bracket from DSN Classics' neat RetroSport range, but when it came to the steering wheel, Kelly was after something more obscure. "I didn't want a Moto-Lita or something like that, so I got this Astrali wheel," he says. "I actually found two of them in the end, one with a leather rim. I wanted 1275 GT gauges too, but most of the sets I found were damaged or had parts missing. Then I saw these, which only had 1.6 miles on them. They still have the original part number sticker."

## DOWN UNDER

In terms of running gear, Kelly has really gone to town. "I bought an MPi front subframe but it turned out to be rusty, so I ended up saving my pennies and buying two new Heritage frames," he says. "I had them welded up, then zinc-primed and powder-coated. I figured that if you're going to have something you want to last, you may as well do it right."

To this end, Kelly has also fitted new hubs, bearings, CVs and pot joints amongst other parts, while many suspension components have been upgraded. There's adjustable tie-rods, lower arms and rear camber brackets to sort the geometry, plus a set of Hi-Lo suspension trumpets. And as for dampers, Kelly has plumped for Bilstein B6s, which he really rates. "They hold the road real good, it's a comfortable ride, and











Out on the road, the 1330cc motor gives Kelly's car a lot more punch than the 998cc SS model ever had!

## TECH SPEC

**BODY** 1978 Mini Clubman 1100 shell, restored with new front end, scuttle, A-panels, inner and outer sills, doorsteps, doorskins, rear valance and floor repairs, Australian-spec arch extensions, black arch trim, SS badges, replica SS stripes, Leyland Australia A-panel and bootlid badges. Paint: Lotus Storm Titanium.

**ENGINE** A-plus unit bored +0.060-inch, lightened and balanced crank, centre main strap, Kent 276 camshaft, Stage 3 head, 1.5:1 ratio roller-tip rockers, electronic distributor, HIF44 carb, DSN thermostat housing, lightened and balanced flywheel, Metro Turbo clutch plate, Maniflow LCB, stainless link pipe and Flowmaster 2.5-inch-bore back box, Australian-spec washer bottle, Australian aluminium rocker cover.

**GEARBOX** Four-speed A-plus 'box with straight-cut roller-bearing drop gears, 2.9:1 final drive ratio.

**SUSPENSION** Dry set-up with new Heritage subframes seam-welded and powder-coated, adjustable tie-rods, bottom arms and rear camber brackets, Hi-Los, Bilstein B6 dampers.

**BRAKES** Cooper S disc assembles (front), finned aluminium drums (rear), new braided hoses, Cooper S master cylinder.

**WHEELS AND TYRES** 5x12-inch SSR Speed Star Mk-1 wheels, Yokohama DNA 165/60x12 tyres.

**INTERIOR** Leather front and rear seats from Alfa GTV, MPi rear companion bin liners, Newton Commercial carpets and doorcards, black headlining, leather-covered dash rails, DSN RetroSport interior handles, column drop bracket and pedal covers, Astrali steering wheel, Maystar speaker grilles concealing modern speakers, genuine SS radio fascia with modern USB/iPod head unit, US-made Hurst gear shifter.

## THANKS TO:

Kelly would like to thank: "My mum, Betty Parker; Fiona Jimenez, Nick Harris, Brian Glenda, M&D, Impress Express, MED, Paul Inch and Snetterton Speed Shop.

when you take a corner they load themselves up real nice," he says.

Concealing the Cooper S disc assemblies and finned aluminium brake drums are another of Kelly's rare finds – a set of SSR Speed Star Mk-1 three-piece split-rims. "You only used to be able to get them in Japan," he says. "I've wanted them since about 2004, but they were just ridiculously expensive – two or three grand a set. But I was online about five years ago and saw a set in Fairford, here in England. He wanted too much money, so I made him an offer that he refused. A month later he told me to come and pick them up. The tyres are Yokohama DNAs, and I don't think you can buy them anymore, even in Japan."

Remarkably, Kelly then found a second set of his dream wheels for sale – again in the UK. "I put a bid on and won them for £130," Kelly continues. "The guy was furious when I went to pick them up. I think his wife forgot to set a reserve!"

To continue the SS theme, Kelly has fitted Aussie-spec wheel arches, which are remanufactured items sourced from Mini Sport Australia. "You have to weld or rivet a steel extension on to the existing arch lip first, then the arches sit on top of the plate and you hold them on with the seam finisher," Kelly explains. "Originally they would've had a little hook that lined up with a plug in the body, but I wasn't going to drill any holes, so I used 3M double-sided tape to hold them to the body nice and snug."

## SHOW AND GO

Kelly was initially able to re-use his recently-rebuilt 1330 motor, but some freshly-installed straight-cut drop gears developed a fault and meant it all had to come out again. It was then taken to Snetterton Speed Shop, which worked in conjunction with Paul Inch and MED to fit a lightened and balanced 'Stage 2' crank, a 276 Kent camshaft, a Stage 3 head, and 1.5:1 ratio rockers. It also has a Metro Turbo clutch plate with a lightened and balanced flywheel, while the gearbox now features roller-bearing straight-cut drop gears and a 2.95:1 final drive ratio. It's got a suitably aggressive exhaust note too, courtesy of a chunky Flowmaster Super 40 back box imported from the States. And to complete the underbonnet look, Kelly went shopping Down Under once again for an OE-spec washer bottle kit and a neat aluminium rocker cover.

After nearly five years away from the road, Kelly could finally enjoy the fruits of his hard work in time for the International Mini Meeting last summer. Basing it on a barely-known example from Down Under may have been a left-field choice, but Kelly's hard work and attention to detail ensures his once-scruffy Clubman really stands out in a crowd. And while critics might scoff at the fact it's not genuine SS, Kelly won't worry about that. He's taken the best bits of this hit from the mid-'70s, and brilliantly remixed them for 2015. Put simply, badge engineering has never looked so good.

# MINI SPORT MASSIVE SALE

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| 850cc, 998cc, 1098cc | £221 |
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### Performance Heads



from £552 (all prices are exchange)

Improved efficiency in the gas flow through the cylinder head, resulting in an increase in power and economy over the standard specification cylinder head.

| | |
|---|---|
| **Stage 2 - Mini Road Cylinder Heads** | |
| 850cc, 998cc, 1098cc - (31mm/25mm) | £568 |
| 1275cc incl injection - (35mm/29mm) | £552 |
| **Stage3 - Mini Road Sport Cylinder Heads** | |
| 1275cc A+, A series carb models only | £651 |
| **Stage4 - Power & Torque Cylinder Heads** | |
| 850cc, 998cc, 1098cc - (32mm/28mm) | £730 |
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Modified by CNC, then finished by hand guaranteeing BHP and torque from this precision product.

## BIG SALE Roller Tip Rockers

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1.5 ratio Available 1.3, 1.5 or 1.7 Ratio

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Red or Blue — SALE Usual Price £34 YOU PAY £30

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Alloy Finned — SALE Usual Price £46 YOU PAY £38

Chrome Cap £6

Black Cap £3

Original Red Cap £5

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Chrome T Bars £7

## BIG SALE 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.

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| 998cc - A series, A+ & Cooper | £1367 | £2178 |
| 1275cc - A series, A+ | £1230 | £2041 |
| 1275cc - Cooper Carb | £1269 | £2080 |
| 1275cc - SPi and MPi | £1350 | £2180 |
| Surcharge from | £360 | £672 |

## BIG SALE Crankshafts



Brand New A+ — SALE Usual Price £279 YOU PAY £219

Includes Shell Bearings

| | | |
|---|---|---|
| 1275cc brand new | | £219 |
| Reground (exchange) | from | £146 |
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## BIG SALE Performance Engines & Kits



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

### 1293cc from 90 bhp

| Engine Kits | Stage 2 | Stage 3 |
|---|---|---|
| 1293cc Half Engine Kit | £680 | £POA |
| 1293cc Short Engine Kit | £749 | £POA |
| 1293cc Full Kit (carb) | £1281 | £1483 |
| **Built Engine** | **Stage 2** | **Stage 3** |
| Carburettor engine, ready to fit | £1626 | £1835 |
| Injection engine, ready to fit | from £1682 | £POA |

### 1380cc from 104 bhp

| Engine Kits | Stage 2 | Stage 3 |
|---|---|---|
| 1400cc Half Engine Kit | £786 | £POA |
| 1400cc Short Engine Kit | £863 | £POA |
| 1400cc Road Kit (carb) | £1397 | £1548 |
| **Built Engine** | **Stage 2** | **Stage 3** |
| Carburettor | £1742 | £1980 |
| Injection | £1934 | £POA |

## BIG SALE Engine Mounts & Steadies

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from only £12

Acts as an Anchor Bracket for your engine steady when the bolt has sheared into the engine or the thread has gone. Suits all A series and A+ Engines.

### Engine Stabilisers



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### Engine mounts



from £4

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| Standard | £3.27 |
| Easy Fit Standard | £5.67 |
| Quick Release -Poly | £8.84 |
| Solid Type - each | £16.07 |

| | |
|---|---|
| Engine Steady Rod to '90, stainless | £44.61 |
| Engine Steady Rod '90on, stainless | £44.61 |
| Gearbox Steady Rod RH - Manual | £41.59 |
| - Standard Rubber Bush kit | £1.02 |
| - Competition Rubber Bush kit | £1.80 |
| - Solid Nylon Bush kit | £11.5 |

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CAMS Usual Price £184 YOU PAY £169

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Mild road, fast road, race or rally profiles

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## BIG SALE Performance Tuning Kits

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Ideal tuning kit to start with for your standard carburettor Mini 998, 1100 or 1275cc.



Over 20% power increase — SALE Usual Price £186 YOU PAY £163

### Stage 1 Injection

Ideal tuning kit to start with for all SPi and MPi Minis



Over 15% power increase — SALE from Usual Price £303 YOU PAY £270

- Maniflow LCB
- Performance airfilter.
- Manifold Gasket
- Superflow exhaust
- NGK spark plugs.

| | |
|---|---|
| SPi with K&N Filter | £282.40 |
| SPi with Pipercross Filter | £269.58 |
| MPi with K&N Filter | £298.92 |
| MPi with Pipercross Filter | £269.58 |

### Stage 2 Carburettor



Over 40% power increase — SALE Kit from only £880 — 30% more torque

- Stage 3 head
- 1.5 roller tip rockers.
- Alloy Inlet manifold.
- Performance airfilter.
- LCB manifold.
- Superflow exhaust
- All gaskets & clamps.
- Carb needle & spring.

### MPi Stage 2



Over 45% power increase — SALE Full Tuning Kit only £1041

- Stage 3 cylinder head
- 1.5 roller tip rockers.
- Performance airfilter.
- LCB manifold
- Superflow exhaust
- Power Boost Valve
- Head gasket set.
- NGK spark plugs.

### SPi Stage 2



- Stage 3 cylinder head
- 1.5 roller tip rockers.
- Performance airfilter.
- LCB manifold
- Superflow exhaust
- Head gasket set.
- NGK spark plugs.

Over 35% power increase — SALE Usual Price £1078 YOU PAY £952

## BIG SALE Oils, Filters & Coolers



from £7

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| **Castrol** XL 20W 50 - 1Ltr | £6.38 |
| **Castrol** XL 20W 50 - 4.5Ltr | £22.69 |
| **Castrol** R40 Racing Oil - 4Ltr | £45.91 |
| **Millers** Classic Mini 20/50 (5Litres) | £25.92 |
| **Millers** Sport CTV 20w-50 (5litres) | £46.83 |

Cooper S Kit — SALE Usual Price £99 YOU PAY £87

| | |
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| 13 row element only | £64.22 |
| Mini/Cooper S kit | £86.62 |
| Mini Clubman kit | £92.97 |
| Mini MPi kit | £120.69 |
| Stainless Steel cooler pipes, pair | from £28.90 |
| Rubber pipes, pair | from £21.35 |
| Oil Cooler Thermostat | £31.20 |

Half Pint Oil Pouring Jug £7

Spin on filter £3



£4 MPI Filter

Dipstick Anodised red, blue or silver £8

## BIG SALE Timing



Lightened Duplex Gears — SALE Usual Price £51 YOU PAY £40

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| Simplex Timing Gears and Chain | £19.36 |
| Duplex Timing Gears and Chain | £23.20 |
| Vernier Duplex Timing Gears and Chain | £80.09 |
| Kent Vernier Duplex | £147.20 |
| Kent Timing disc | £10.14 |
| Single row timing chain | £3.36 |
| Duplex timing chain | £6.00 |
| Cam locating plate | £3.22 |
| Timing chain tensioner pad | £8.34 |

Breather Type Timing Cover — SALE Usual Price £48 YOU PAY £32

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| Timing cover Gasket | £1.23 |
| Genuine Oil Seal | £3.44 |

## BIG SALE Engine Parts

### Pistons

Prices include:- set (4) Pistons, Rings and Gudgeon pins. All sizes available.



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| 1275 Std Comp | £143 |
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| 998 Dished | £236 |
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Shell Bearings from £23



Thrust Washers from £8

Timinig Cover Oil Seal £2



Clutch Oil Seal £2

### Gaskets & Sets

Copper 998cc — SALE Usual Price £11 YOU PAY £9

| | |
|---|---|
| Engine set | from £10.40 |
| Gearbox set | £8.12 |
| 850/998/1098, head set | £13.77 |
| 1275cc, head set | from £8.94 |
| 1275 Copper head gasket | £11.64 |
| 1275cc Turbo head gasket | £27.43 |
| Rocker cover gasket - cork | £0.98 |
| Large Bore Manifold gasket | £1.73 |



Gearbox Set — SALE Usual Price £10 YOU PAY £8

## BIG SALE Oil Pumps



Turbo £28

Slot Drive 998cc A+ £16

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| Spider drive 1275cc | £12.55 |
| Peg drive 850/1000/1100cc. | £12.55 |
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Complete set of replacement gearbox bearings

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| Pot Joint / Rubber Coupling Type built | £146.05 |
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4.028kg 4.154kg 4.432kg



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1 piece steel billet

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| Ring Gear Inertia (thin) | £15.17 |
| Ring Gear Inertia (thick) | £22.27 |
| Ring Gear Pre-engaged | £23.56 |
| Recon flywheel Lightened/Balanced (old unit must be supplied) | £75.13 |

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### Verto Clutch Kits



Cooper SPi/ MPi SALE YOU PAY £98

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| Pre Verto Clutch Kit - standard | £46.54 |
| Verto Clutch Kit - standard | £85.87 |
| 1275/ Turbo Verto Clutch Kit | £117.89 |
| Flywheel Bolt - Verto | £3.63 |
| Flywheel Keyplate - Verto | £18.80 |
| Bolt Clutch Cover to Pressure Plate, each | £2.19 |
| Bolt Strap to Flywheel, each | £1.80 |

### Flywheel Puller

SALE Usual Price £29 YOU PAY £25



## BIG SALE — Clutch Parts

### Clutch Plates



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| Mini clutch plate ('S') | £25.30 |
| Competition clutch plate | £82.91 |
| Verto clutch plate | £32.94 |
| Sintered Metallic Full Race | £184.37 |

### Clutch Covers

from £50



| | |
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| Grey (race) | £49.32 |
| Orange (rally) | £49.32 |

### Pressure Plates

Recon exch £41

Lightened £77



### Clutch Arm



### Verto Plunger

£12

| | |
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| Clutch Arm - short Verto type | £14.27 |
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| Release bearing - Tall | £6.57 |
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## BIG SALE — Wheel Bearings

Kits per side



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| Front Disc Type (by Mini Sport) | £11.29 |
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### Disc Type

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Complete with rubber boot and nut

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### Inner Pot Joint

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### Inner or Outer CV Boot Kit

SALE Usual Price £5 YOU PAY £4



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| Rubber Drive Couping inc U bolts, each | £22.11 |
| CV Grease Sachet | £0.70 |

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### Equal Length Driveshaft Kit

Eliminates torque steer during full acceleration. Perfect for competition use.



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| Steel pot joint type, pair | £151.60 |
| Hardy Spicer, pair | £170.12 |

## BIG SALE — Clutch Cylinders

### Verto Master Cylinders

£28



### Slave Cylinders

Pre Verto £13

Tin Type SALE YOU PAY £76

| | |
|---|---|
| Master Cylinder Late Type - Plastic | £54.78 |
| Clutch Hose Rubber - Pre Verto | £4.78 |
| Aeroquip braided hose - Pre Verto | £10.29 |
| Clutch Hose Rubber - Verto | £6.58 |
| Aeroquip braided hose - Verto | £12.70 |
| Copper Pipe 11" master to slave cylinder | £6.84 |




## BIG SALE — Swivel Hubs

### Disc Type

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### Fully Built RH or LH

SALE Usual Price £95 YOU PAY £86



### Alloy Hub Kit

Special Alloy Lightweight Front Swivel Hub Kit

only 0.71 kg each

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Rear Hub '84on SALE Usual Price £37 YOU PAY £30

SALE Usual Price £177 YOU PAY £146

## BIG SALE — Drive Flanges

Cooper S 1984 on Disc type



SALE Usual Price £18 YOU PAY £15

SALE Usual Price £28 YOU PAY £23

### Lightweight Alloy

Cooper S 8.4" Disc type



SALE Usual Price £87 YOU PAY £74

SALE Usual Price £87 YOU PAY £74

| | |
|---|---|
| 'S'/GT drive flange EN24 Hard, each | £23.78 |
| '84on Disc type EN24 Hardened, each | £33.28 |
| Drum type (suit 10"), each | £23.94 |
| Drive flange collar, disc type, each | £3.06 |
| Drive flange nut, drum type, each | £2.17 |
| Drive flange nut, disc type, each | £3.62 |



Drum type

## BIG SALE — Steering Components

| | |
|---|---|
| Steering Rack - RHD or LHD | £54.08 |
| Sportspack Steering Rack - RHD or LHD | £94.51 |
| Quickrack - 2.2 turns - RHD or LHD | £104.22 |
| Steering Rack Boots, pair | £4.17 |
| Genuine Steering arm, each | £36.37 |
| Cooper S steering arm, each | £16.81 |
| Track Rod End - Standard, each | £6.85 |
| Track Rod End - Uprated, each | £12.79 |

Genuine, each £37

Cooper S each £17



Std. type £7

Uprated £13

SALE Usual Price £61 YOU PAY £54

RHD or LHD



## BIG SALE — Mini Special Tools







| | |
|---|---|
| Windscreen Locking Strip Tool | £8.20 |
| Suspension Tool Metric or UNF | £25.51 |
| Brake adjusting spanner | £7.83 |
| Hub puller | £11.35 |
| Ball joint separator - puller type | £14.37 |
| Ball joint separator - scissor type | £26.85 |
| Flywheel puller - heavy duty | £24.83 |
| Grease gun | £22.92 |




| | |
|---|---|
| Oil filter removal tool | £19.54 |
| Tyre Pressure Gauge | £5.74 |
| Torque wrench 1/2" drive | £53.41 |
| Brake hose clamp | £3.77 |
| Engine Timing light | £61.27 |
| Compression Tester | £33.92 |
| Stud Extractor set | £45.23 |
| Sump Plug Helicoil Kit 5/8" UNC | £54.32 |
| Engine Removal Lifting Bracket | £73.24 |
| Socket - Sump plug 15/16" | £4.55 |
| Socket - 1st Motion nut 1 1/8 " | £6.55 |
| Socket - Verto clutch bolt 1 3/16" | £6.75 |





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# MINI SPORT MASSIVE SALE

## BIG SALE — Radiators & Cooling Fans



MPi Standard — SALE YOU PAY £56



Standard 3 Core 1275cc — SALE YOU PAY £65



Alloy 2 Core High Flow — SALE YOU PAY £264



SPi Standard '92 - '96 — SALE YOU PAY £118

| | |
|---|---|
| Uprated 4 Core | £137.73 |
| Hi Flow 2 Core | £114.12 |
| Hi Flow 2 Core with sender | £138.68 |
| Push in sender unit std SPi | £7.13 |
| Screw in Sender unit Hi-Flow | £14.35 |



6 Blade Steel Fan — SALE YOU PAY £30



11 Blade Plastic also in white — SALE YOU PAY £10



Radiator cap from £3



### Electric Fan Kits

| | |
|---|---|
| Mini '92-'96, SPi & Carb models fan assembly | £98.34 |
| Mini '97on, MPi models fan assembly | £98.91 |
| Kenlowe 10" Heavy Duty, High Performance Electric Fan - Suction or Blower type | £103.33 |

## BIG SALE — Water Cooling System

### Water Pumps



High Capacity with bypass — SALE Usual Price £17 YOU PAY £15

| | |
|---|---|
| High Capacity - no bypass | £15.10 |
| MPi water pump | £15.16 |
| Water Pump Pulley - standard | £72.03 |
| Water Pump Gasket | £0.72 |
| Rubber By-pass hose inc clips | £1.28 |
| Metal bypass tube - cylinder head | £4.18 |

### Water Hoses



Top Hose — Bottom Hose

| | |
|---|---|
| **Top Hoses** | |
| 850/998cc '67-'89, from | £1.37 |
| 1275GT | £2.14 |
| 1275 SPi | £6.13 |
| 1275 MPi | £7.13 |
| **Bottom Hoses** | |
| 850/998/1275cc '67-'89 - large bore | £7.23 |
| 1275 SPi | £25.40 |
| 1275 MPi | £35.66 |



MPi Expansion Tank — SALE Usual Price £67 YOU PAY £61



Thermostat Blanking Sleeve £6



Thermostat Housing £6



Fan Belts From YOU PAY £3



Expansion Tank Cap £5



Thermostat from £3



Radiator Brackets From YOU PAY £6

## BIG SALE — Heater Parts



Valves — Cable

| | |
|---|---|
| Mk3 Heater cable 30" long | £6.66 |
| Mk4 Heater cable 32" long with hook | £11.41 |
| SPi Heater cable 42" long | £11.18 |
| MPi Heater cable | £11.75 |
| Heater Valve '67-'89 | £15.35 |
| Heater Valve gasket | £0.33 |
| Heater Valve Stud, each | £0.97 |
| Heater Matrix Mk3 - '70-'84 | £51.47 |
| Heater Matrix Mk4 - '84-'91 | £34.88 |
| Heater Matrix Mk5 - '91-'01 | £58.38 |



Heater Matrix — SALE from Usual Price £43 YOU PAY £35

## BIG SALE — Samco Hoses



Available in red, blue or black

| | |
|---|---|
| HOSE kits to suit all Mini models, from | £92.33 |
| CLIP kit to suit all Mini models, from | £15.14 |

**For full range of cooling products see www.minisport.com or phone for details**

## BIG SALE — Brake Pipes

AUTOMEC

**Complete copper brake pipe kits to suit all Mini models, please call for your application.**

| | |
|---|---|
| Cooper S '66 on RHD | £82.64 |
| Mini '89-'00 RHD | £82.96 |
| Mini Commercial '69-'82 dry suspension | £91.91 |
| Hand held pipe bender - small rad bends | £18.14 |

## BIG SALE — Drum Backplates



Complete rear backplate assembly. Built up and ready to fit with Mintex Brake Shoes

Standard — SALE Usual Price £129 YOU PAY £98

SALE Usual Price £137 YOU PAY £104



Rear Backplate — SALE Usual Price £31 YOU PAY £21

Front Backplate — SALE Usual Price £34 YOU PAY £23

## BIG SALE — 4 Pot Alloy Calipers



Ultimate Stopping Power! SALE Usual Price £289 YOU PAY £248



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

**Colours available:** Gold, Red, Blue, Gunmetal, Green, Silver, Orange, Titanium, Purple or Black



| | |
|---|---|
| Calipers - 7.5" (10" wheels) | £248 |
| Calipers - 7.9" vented | £248 |
| Calipers - 8.4" std - NEW | £275 |
| Calipers - 8.4" vented | £275 |

## BIG SALE — Alloy Caliper Packages

### Ultimate Mini Braking Performance

#### Alloy Caliper Kit

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.

FROM Usual Price £363 YOU PAY £316



| | |
|---|---|
| 8.4" vented kit - grooved discs | £353 |
| 8.4" kit - grooved & X-drilled discs | £316 |
| 7.9" vented kit - grooved discs | £327 |
| 7.5" kit - X-drilled discs (suit 10" wheels) | £319 |

#### Disc Drive Assembly



FROM Usual Price £753 YOU PAY £659

Fully built disc drive assemblies with 4 Pot Alloy Calipers & uprated discs, with option of upgrading to lightweight Alloy Hubs and Drive Flanges.

| | | |
|---|---|---|
| **7.5" Cooper S** | - X/Drilled discs | £659 |
| | - Alloy Hubs & X/Drilled Discs | £1150 |
| **7.9" Vented** | - with Grooved discs | £679 |
| | - Alloy Hubs & Grooved discs | £1157 |
| **8.4" Standard** | - with Grooved discs | £686 |
| | - Alloy Hubs & Grooved discs | £1164 |
| **8.4" Vented** | - vented & Grooved discs | £704 |
| | - Alloy Hubs & vented/Grooved discs | £1182 |

## BIG SALE — Original Brake Kits

#### Disc Drive Assembly



FROM Usual Price £536 YOU PAY £478

Fully built disc drive assemblies using new and genuine quality components.

| | |
|---|---|
| 7.5" Cooper S with 10" wheels | £500.12 |
| 8.4" Mini '84on - 12" wheels | £477.77 |

#### Brake Conversion Kit



SALE Usual Price £224 YOU PAY £209

This kit allows you to convert your Mini from 12" wheels to the classic 10", for better looks and handling. Converts your front brakes to Cooper S 7.5" system.

## BIG SALE — Brake Discs & Drums



X-drilled & Grooved pair 8.4" — SALE Usual Price £47 YOU PAY £39

X-drilled Cooper S 7.5" Pair — SALE Usual Price £77 YOU PAY £66

Vented Grooved pair 7.9" or 8.4" — SALE Usual Price £82 YOU PAY £71

8.4" STD each — SALE Usual Price £14 YOU PAY £12

Cooper S 7.5" each — SALE Usual Price £30 YOU PAY £22

Vented 8.4" each — SALE Usual Price £18 YOU PAY £16

| | |
|---|---|
| Cooper 997cc 7" Disc, each | £49.81 |
| Cooper S 7.5" Disc, Heavy Duty, each | £32.05 |
| 7.5" Disc Sheild Covers, pair | £39.28 |
| 8.4" Disc Sheild Cover, per side | £21.89 |

## BIG SALE — Alloy Superfins



### The Original & The Best!

Superior light weight alloy brake drum, fins for better cooling, built in spacer for strength & rigidity, 50% lighter than the original drum.

SALE Usual Price £118 YOU PAY £99

**Dramatically increases Stopping Power!!**

## BIG SALE — Sure Stop



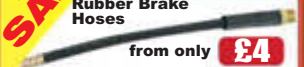
8.4" Mini '84on with 12" wheels — SALE Usual Price £73 YOU PAY £63

**Kits Includes:** pair performance discs, set fast road EBC brake pads. Direct replacement.



7.5" Cooper S with 10" wheels — SALE Usual Price £107 YOU PAY £95

## BIG SALE — Brake Pipes



Rubber Brake Hoses from only £4

| | |
|---|---|
| Front - drum type rubber | £5.59 |
| Front - disc type rubber | £5.93 |
| Rear - drum type rubber | £3.50 |

**Stainless Steel Braided Brake Hoses**



From Usual Price £40 YOU PAY £35

| | |
|---|---|
| Mini full set front & rear - aeroquip | £35.09 |
| Coloured Mini full set front & rear - aeroquip red, blue, green, black | £40.61 |
| Metro Caliper conversion pipe set | £43.64 |

## BIG SALE — Brake Servo

### Remote Servo Kit



SALE Usual Price £190 YOU PAY £165

| | |
|---|---|
| Mk1 Cooper S replica servo unit | £376.95 |
| Repair Kit Mk3 single line | £34.13 |
| Repair Kit Mk3 '89on | £60.14 |
| Mk3 Servo Mounting Brackets, from | £10.38 |
| Mk1 Servo Support Brackets, from | £10.33 |

## BIG SALE — Handbrake



Red, Blue, Gold or Black

| | |
|---|---|
| Rear Cable (drum to drum) - '76 | £4.10 |
| Front Cable '76on | £2.91 |
| Twin Cable to '76 dry suspension | £5.82 |
| Handbrake Quadrant standard | £10.60 |
| Alloy H/brake Quadrant pair, all colours | £25.81 |
| Handbrake Cable Bracket | £11.02 |
| Clevis pins from only | £0.66 |

## BIG SALE — Brake Drum



with spacer — SALE Usual Price £15 YOU PAY £13

SALE Usual Price £12 YOU PAY £11


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# NOW ON!

## BIG SALE Brake Calipers



| Cooper S O.E. | Cooper S Genuine | Mini '84on |
|---|---|---|
| SALE YOU PAY £70 | SALE YOU PAY £147 | SALE YOU PAY £50 |

| | |
|---|---|
| Caliper piston, Cooper S, stainless steel,each | £7.46 |
| Caliper Seal Kit - Cooper S | £4.17 |
| Caliper piston, '84 on, stainless steel, each | £9.72 |
| Caliper Seal Kit - Mini '84on | £3.50 |

## BIG SALE Brake Cylinders



Front or Rear from SALE YOU PAY £7

### Master Cylinders



SALE Usual Price £84 YOU PAY £73

| | |
|---|---|
| Standard pre '76 Plastic reservoir | £43.50 |
| Standard pre '76 Tin reservoir | £75.23 |
| Cooper S/GT Tin reservoir | £72.94 |
| Yellow Tag Mini '85on | £68.89 |
| Green Tag Mini '89on with servo | £99.13 |
| Seal repair kit suit GMC227 | £12.98 |
| Seal repair kit suit GMC90376 | £6.77 |



SALE Usual Price £49 YOU PAY £44

## BIG SALE Pads & Shoes



MINTEX

| | |
|---|---|
| 7.5" Disc type, **MINTEX** pads | £16.44 |
| 7.5" Disc type, **MINTEX M1144** pads | £43.19 |
| 7.5" Disc type, **EBC GREEN** pads | £32.77 |
| Mini - 8.4" Disc, pads | £9.64 |
| Mini - 8.4" Disc, **MINTEX** pads | £9.84 |
| Mini - 8.4" Disc, **EBC GREEN** pads | £27.01 |

from ONLY £10



| | |
|---|---|
| Front Brake Shoes - standard | £11.23 |
| Front Brake Shoes - Mintex | £12.90 |
| Rear Brake Shoes - standard | £9.94 |
| Rear Brake Shoes - Mintex | £12.34 |

**Brake Pad Fitting Kit - Mini '84 on**



SALE YOU PAY £4

## BIG SALE Rubber Parts



| | |
|---|---|
| Front bumpstop twin bolt, each | £3.58 |
| Front Hydrolastic bumpstop, each | £11.94 |
| Rebound buffer, each | £2.27 |
| Front progressive bumpstop kit | £18.75 |
| Rear progressive bumpstop kit | £21.98 |
| Rear Hydrolastic bumpstop dome, each | £10.16 |
| Knuckle Joint, each | £2.56 |
| Knuckle Joint plastic cup, each | £1.01 |

## BIG SALE Subframes



Rear from SALE YOU PAY £174

| | |
|---|---|
| Rear Dry Non Genuine pre '91 | £173.45 |
| Rear Dry Genuine pre '91 | £344.50 |
| Rear Dry Non Genuine '91on | £182.02 |
| Rear Dry Genuine '91on | £344.50 |
| Rear hydrolastic | £197.85 |
| Genuine Front - from | £367.18 |

**Front Alloy Mounts** — **Rear Genuine**



SALE YOU PAY £34 — Fitting Kits — SALE YOU PAY £47

### Polyurethane Mounts



| | |
|---|---|
| Front subframe upper kit | £7.62 |
| Front subframe mount, front | £3.25 |
| Front subframe mount, rear | £9.45 |
| Rear subframe kit (early) | £6.57 |
| Rear subframe kit (late) | £8.22 |

## BIG SALE Poly Bushes



| | |
|---|---|
| Bump stop single bolt, pair | £6.12 |
| Bump stop twin bolt, pair | £6.12 |
| Engine/ Gearbox steady | £5.08 |
| Rear shocker bush kit | £3.61 |
| Full car kit (early) | £23.84 |
| Full car kit (late) | £26.05 |
| Lower arm bush kit | £5.49 |
| Tie Rod bush kit | £4.43 |
| Rebound buffer, pair | £3.03 |

**Competition Suspension**

| | |
|---|---|
| Front comp bump stops. pair | £18.75 |
| Rear comp bump stops, pair | £21.98 |
| Rose joints 1/2" (male) | £17.31 |
| Rose joints 1/2" (female) | £20.11 |
| Top shocker mounting (RH/LH) ea | £17.96 |
| Lower shocker mounts pin, each | £4.62 |

## BIG SALE Suspension Arms

Dry Suspension arms, each



SALE Usual Price £46 YOU PAY £31

Top Arm Repair Kit



SALE Usual Price £15 YOU PAY £13

Radius Arm Repair Kit



SALE Usual Price £10 YOU PAY £9

## BIG SALE Rubber Cone

Standard Cone



Competition Cone

SALE Usual Price £55 YOU PAY £37

SALE Usual Price £41 YOU PAY £34

| | |
|---|---|
| Moulton Smootha Ride - Front Cone | £45.86 |
| Moulton Smootha Ride - Rear Cone | £39.31 |

## BIG SALE Tie Rods

**Adjustable**



For simple adjustment of wheel castor SALE YOU PAY £30

| | |
|---|---|
| Tie rod bush, standard, each | £0.58 |
| Tie rod bush set, uprated (set 4) | £2.82 |

**Group A Adjustable**



SALE YOU PAY £57 — Strength & finer adjustment of wheel castor

**Group A Rose Jointed**



Heavy duty & fully adjustable SALE YOU PAY £130

**Standard Tie Rod**



SALE YOU PAY £13 — Complete with rubber bushes, sold as each

## BIG SALE Shockers



set of 4 SALE Usual Price £263 YOU PAY £236

Adjustable — Standard or Lowered

Spax Adjustable - front or rear, each £62



set of 4 SALE Usual Price £87 YOU PAY £79

Bilstein B4

Bilstein B4 Gas - front or rear, each £21



Standard or Lowered — Adjustable

set of 4 SALE Usual Price £168 YOU PAY £153

GAZ Adjustable - front or rear, each £38



Gas

set of 4 SALE Usual Price £85 YOU PAY £79

Gmax Gas - front or rear, each £20



Premium Oil

set of 4 SALE Usual Price £63 YOU PAY £55

KYB Premium oil - front or rear, each £14



Oil

set of 4 SALE Usual Price £53 YOU PAY £45

Boge - front or rear, each £13

## BIG SALE Shock Mounts



| | |
|---|---|
| Standard Top Mount - LH or RH, each | £8.08 |
| Competition Top Mount - LH or RH, each | £17.96 |
| Lower Mounting Pin, each | £4.62 |
| Spax Shocker eyelet bush - Rubber , each | £5.96 |
| Rear Shocker top bush kit, each | £6.65 |

## BIG SALE Bottom Arms

**Fixed Negative Camber**



| 1.5° Degree | 2° Degree |
|---|---|
| SALE YOU PAY £29 | SALE YOU PAY £50 |

SALE YOU PAY £58 — Adjustable Heavy Duty

Rose Joint Heavy Duty — SALE YOU PAY £111

## BIG SALE Smootha Ride

SMOOTHA Ride



**Designed by Dr. Alex Moulton**
(the original Mini suspension designer)

**Full Kit Deal**
SALE Usual Price £375 YOU PAY £321

To totally transforms all non-hydrolastic Minis, making a great car even more comfortable and easier to drive

## BIG SALE Sports Ride

SPORTS Ride



Kit :- Adjusta Ride car set, sports shocks, negative camber bottom arms & rear brackets, adjustable tie rods & poly bushes.

| | |
|---|---|
| set with GAZ shockers | £313 |
| set with KYB gas shockers | £272 |

SALE YOU PAY £236

## BIG SALE Camber Brackets

**Negative Camber Rear Brackets**



Easy to fit fully adjustable setting of the camber and tracking of the rear wheels for perfect handling.

SALE Usual Price £57 YOU PAY £48

## BIG SALE Camber Kit



SALE Usual Price £133 YOU PAY £118

1.5° Negative Camber bottom arms, Group A adjustable tie rods, Negative Camber & Tracking Brackets and Polyurethene Bushes.

## BIG SALE Adjusta Ride

ADJUSTA Ride

Made in England

The original & still the best!



"The ultimate variable height suspension kit"

**Full Kit Deal**
SALE Usual Price £99 YOU PAY £83

| | |
|---|---|
| Front Adjusta Ride set | £36.47 |
| Rear Adjusta Ride set | £52.10 |

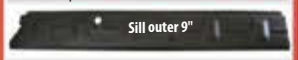
## BIG SALE Body Panels



Doors from SALE YOU PAY £426

Wings from SALE YOU PAY £45

| Replacement Panels | Non Gen | Genuine |
|---|---|---|
| A panel Mk3 - RH/LH | £11.93 | £18.24 |
| A post hinge panel - RH/LH | £19.29 | na |
| Floor panel inc inner sill - RH/LH | na | £88.80 |
| Front floor well - RH/LH | £20.89 | na |
| Floor '76on full width | na | £191.64 |
| Floor complete '76-'89 full sills | na | £538.96 |
| Sill Outer 4.5" Mk3 on - RH/LH | £14.96 | £35.88 |
| Sill Outer 9" Mk3 on - RH/LH | £18.52 | na |
| Sill Inner repair - RH/LH | £11.09 | na |



Sill outer 9"

| | | |
|---|---|---|
| Door Step, shaped - RH/LH | £11.09 | na |
| Door Mk3/4/5 - RH/LH | na | £425.90 |
| Door Skin Mk3 on - RH/LH | £30.70 | £78.07 |
| Scuttle Inner repair - RH/LH | £9.00 | £12.77 |
| Scuttle complete | £44.84 | £119.04 |
| Scuttle Half - RH/LH | £22.19 | na |
| Screen Lower corner repair RH/LH | £9.64 | na |
| Bonnet Mk3on/Van '72-'83 | £97.88 | £157.81 |
| Front wing | £44.36 | £88.80 |
| Front wing with repeater hole | £44.36 | £88.80 |

Bonnet from SALE YOU PAY £98

Boot Lid from SALE YOU PAY £78



Boot Floor repair SALE YOU PAY £21

| | | |
|---|---|---|
| Front panel to '76 | £60.91 | £167.37 |
| Front panel '76 on | £57.86 | £167.37 |
| Battery box | £19.11 | £47.36 |
| Boot floor rear repair | £20.15 | na |
| Boot lid Mk 2 on | £77.91 | £176.96 |
| Rear side panel | £30.54 | £100.43 |
| Rear floor panel - RH/LH | £25.35 | na |
| Rear arch inner/shock mount RH/LH | £42.61 | £77.48 |
| Rear valance all models | £13.78 | £46.86 |
| Rear Subframe mount repair RH/LH | £11.27 | £29.64 |

**Rear Valance**

**Carbon Fibre & Glass Fibre Panels**



Front End

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# MINI SPORT MASSIVE SALE

## BIG SALE — SU Carburettors

### Twin Carb Kits



Twin HS2 SALE YOU PAY £677

Twin HS4 SALE YOU PAY £678

Kits come fully built & ready to fit including Carbs, manifold, air filters and linkages .

### Single SU Carbs



HS4 LH or RH SALE Usual Price £236 YOU PAY £213

| | |
|---|---|
| Single HS6 Carb | £246 |
| Twin HS2 Carbs | £434 |
| Twin HS4 Carbs | £430 |

### Heat Shield Kits



| | |
|---|---|
| Twin HS2 | £28.45 |
| Twin HS4 | £28.45 |
| Twin HS6 | £15.54 |

## BIG SALE — Manifolds



Injection LCB with link pipe SALE Usual Price £147 YOU PAY £129

Pro-Flo LCB Manifold SALE Usual Price £62 YOU PAY £54

| | |
|---|---|
| Mini Sport Sportex LCB | £47.22 |
| Maniflow Superior LCB | £71.99 |
| Maniflow large bore LCB | £176.11 |
| Maniflow Stage 2 LCB | £90.37 |
| Maniflow catalyst LCB (injection) | £93.48 |
| Maniflow stainless LCB | £171.55 |
| Maniflow carb cat LCB inc link pipe | £109.44 |
| Maniflow large bore 3into1 | £233.27 |

## BIG SALE — Stainless Steel Exhausts





Exclusive Mirror Polished finish Superior stainless exhaust systems manufactured to the highest standard with a LIMITED LIFETIME WARRANTY

| | |
|---|---|
| Twin DTM Catalyst back system | £171.30 |
| Twin DTM LCB back system | £183.68 |
| 3" Side Catalyst back system | £138.92 |
| 3" Side LCB back system | £151.29 |
| Twin Round Catalyst back system | £179.83 |
| Twin Round LCB back system | £192.20 |

SALE FROM ONLY £160 YOU PAY £139

Complete system with link pipe to suit either LCB manifold or Catalytic convertor.

## BIG SALE — Air Filters



High performance air filter, look great, good power, top quality excellent price

1.5" HS4 type SALE YOU PAY £25

HIF44 type SALE YOU PAY £25



SPI or MPI

Cone Filter FROM YOU PAY £63

Injection Element SALE YOU PAY £32

SPi or MPi FROM YOU PAY £75

### Filter Servicing

K&N Filter Care | Pipercross

| | | | |
|---|---|---|---|
| Filter Oil - aerosol 400ml | £6.19 | Filter Cleaner | £16.35 |
| 1ltr Filter Cleaner | £8.81 | Filter Oil | £3.38 |

## BIG SALE — Weber



| | |
|---|---|
| 40 - 45 DCOE | £354 |
| 40 - 45 DCOE kit | £554 |

SALE YOU PAY £354

## BIG SALE — Downpipes



Carburettor Type SALE YOU PAY £36

Injection Twin Type SALE YOU PAY £48

Cooper Carburettor type £52

### Magic Pipe

Allows fitment of performance exhaust without LCB manifold.



SALE YOU PAY £43

## BIG SALE — Inlet Manifolds



Water heated alloy inlet manifold suits all 1.5" & 1.75" carburettors.

SALE Usual Price £36 YOU PAY £24

| | |
|---|---|
| Twin 1.25" HS2 alloy inlet manifold | £108.82 |
| Twin 1.5" HS4 alloy inlet manifold | £86.94 |
| Weber 40 or 45 DCOE inlet manifold | £102.07 |

## BIG SALE — Superflow Exhaust Systems



Mini Sport Superflow exhaust systems designed for Ultimate gas flow, giving an increase in power yet retain a low sporty noise level. A twin silencer system with stainless steel tail pipe designed to fit LCB manifold or Catalytic converter.

Side or Centre Exit SALE Usual Price £79 YOU PAY £69

Van Side Exit > CAT Side Exit > CAT Center Exit > SALE Usual Price £86 YOU PAY £75

## BIG SALE — Sportex Performance Exhaust

| | | WAS | NOW |
|---|---|---|---|
| From £54 — 2" Centre Exit | Single box system | £75 | £66 |
| | Twin box system | £84 | £73 |
| | Rear silencer (ex.1275cc) | £62 | £54 |
| From £79 — 3" Side Exit | Single box system | £110 | £96 |
| | Twin box system | £120 | £105 |
| | Rear silencer (ex.1275cc) | £91 | £79 |
| From £66 — Twin 2" | Single box system | £84 | £73 |
| | Twin box system | £95 | £83 |
| | Rear silencer (ex.1275cc) | £75 | £66 |
| From £73 — Twin DTM 2" | Single box system | £102 | £89 |
| | Twin box system | £108 | £94 |
| | Rear silencer (ex.1275cc) | £84 | £73 |
| From £96 — Twin DTM 3" | Single box system | £139 | £122 |
| | Twin box system | £152 | £133 |
| | Rear silencer (ex.1275cc) | £110 | £96 |

## BIG SALE — Fuel Pumps



| | |
|---|---|
| Electric Pump upto '70 | £57.09 |
| Standard Mechanical | £16.30 |
| SU Mechanical | £30.60 |
| Blanking Plate | £3.12 |
| Injection pump fit in fuel tank | £154.77 |

Solid State Road SALE Usual Price £46 YOU PAY £40



Facet

| | |
|---|---|
| Solid State - Fast Road kit | £40.75 |
| Solid State - Competition kit | £44.61 |
| Interupter - Silver top Comp. kit | £71.74 |
| Interupter - Red top Comp. kit | £76.07 |



Interupter Road Kit SALE from Usual Price £80 YOU PAY £70

## BIG SALE — Fuel Regulators



Filter King SALE Usual Price £46 YOU PAY £41

Petrol King SALE Usual Price £46 YOU PAY £40

Power Boost Valve MPi models SALE YOU PAY £99

Facet

## BIG SALE — CAT Convertor

Genuine O.E. Spec - suits all Injection Minis



SALE Usual Price £82 YOU PAY £68

## BIG SALE — Exhaust Fittings



Superflow exhaust fitting kit SALE YOU PAY £11

| | |
|---|---|
| 1 - U Clamps 45,48,51, 54mm, each | from £0.76 |
| 2 - Hanger single bolt with hook | £1.40 |
| 3 - Hanger triangular with hook | £1.52 |
| 4 - Block rubber exhaust mounting | £1.53 |
| 5 - Rubber bobbin exhaust mount, each | £1.06 |
| 998 manifold to downpipe clamp | £1.93 |
| Manifold stud, steel, each | £0.94 |
| Manifold clamping washer, each | £0.35 |
| Long brass manifold nut, each | £0.89 |
| Short brass manifold nut, each | £0.49 |

Exhaust Heat Wrap



Exhaust Paste SALE YOU PAY £4

SALE YOU PAY £32

### Exhaust Gaskets

| | |
|---|---|
| Large Port Manifold Gasket | £1.73 |
| Standard Port Manifold Gasket | £0.81 |
| Injection Downpipe Gasket | £2.30 |
| Catalyst Gasket | £1.10 |

## BIG SALE — Stainless Steel Exhausts

From £107



Side Exit | 3" Round | DTM Centre Exit

Top quality low cost stainless steel exhaust systems for your Mini, choose from LCB or Catalyst back fitment.

| | |
|---|---|
| 3" Side Exit CAT back system | £107 |
| 3" Side Exit LCB back system | £111 |
| 3" DTM Centre Exit, CAT back system | £107 |
| 3" DTM Centre Exit, LCB back system | £111 |
| 3" Round Twin Exit, CAT back system | £142 |
| 3" Round Twin Exit, CAT back system | £146 |

## BIG SALE — Millers Additives

Millers Oils range of additives help improve power & performance



| | |
|---|---|
| CVL Turbo octane booster (+4) | £12.61 |
| Power Ecomax booster & cleaner | £5.64 |
| Extra Cool - coolant enhancer | £12.89 |
| Stop Leak - minimise water leaks | £5.13 |
| Engine Flush - oil change prep | £4.21 |

## BIG SALE — Fuel Tanks & Sender Units



Carb type 7.5Gal SALE Usual Price £248 YOU PAY £226

Genuine spec Van Tank Van/ Estate SALE Usual Price £226 YOU PAY £204

Injection type 7.5 Gal £287

Right Hand SALE Usual Price £384 YOU PAY £339

### Fuel Tank Sender Units



| | |
|---|---|
| Carb Type | £15.71 |
| Mpi Type | £20.32 |
| Van Type | £16.54 |

## BIG SALE — Maniflow Exhaust Systems



Single Box side exit | Twin Box side exit | CAT Twin box side exit | CAT Twin box DTM

Maniflow - the renowned name in Mini racing, producing the highest quality exhausts & manifolds. Ultimate gas flow & Stainless tailpipes.

| | |
|---|---|
| LCB Single Box - Side or Centre Exit, small bore | £80.11 |
| LCB Single Box - Side or Centre Exit, large bore | £120.32 |
| LCB Twin Box - Side or Centre Exit, small bore | £91.90 |
| LCB Twin Box - Side or Centre Exit, large bore | £148.57 |
| CAT Twin Box - Side or Centre Exit Injection | £116.84 |
| CAT Twin Box - Side or Centre Exit Carburettor | £116.84 |
| CAT Twin Box - Twin DTM Side Exit | £161.92 |
| CAT Twin Box - Twin DTM Centre Exit | £161.92 |


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# NOW ON!

## Windscreens



Green Tinted SALE YOU PAY £46

| | |
|---|---|
| Clear Glass, front | £39.56 |
| Clear Glass Heated, front | £220.85 |
| Tinted Glass, front | £45.62 |
| Tinted Glass Heated, front | £220.09 |
| Top Tinted Glass, front | £46.60 |
| Top Tinted Glass Heated, front | £239.18 |
| Mk1 Clear Glass, rear | £79.87 |
| Mk1 Clear Glass Heated, rear | £147.76 |
| Mk2/3 Clear Glass, rear | £66.85 |
| Mk2/3 Clear Glass Heated, rear | £147.74 |

CAN BE SHIPPED WORLDWIDE



Top Tinted SALE YOU PAY £47

## Rubber Seals



Door Seal from £11 — Screen Seal & Locking Strip from £10

| | |
|---|---|
| Windscreen seal - front | £7.07 |
| Windscreen seal - front late type | £11.90 |
| Windscreen seal - rear | £9.24 |
| Screen Chrome locking strip | £2.75 |
| Quarter light seal - opening type | £5.88 |
| Quarter light seal - fixed type | £7.36 |
| MK3 Door seal | £11.10 |
| MK1/2/3 boot lid seal | £6.10 |
| Mk4 boot lid seal | £7.12 |

## Strips & Finishers



Door Finisher, ea SALE YOU PAY £12

| | |
|---|---|
| Door Finisher - Outer Chrome strip, each | £11.82 |
| Sill finisher trim - black rubber Genuine | £14.12 |
| Sill Trim - black | £10.11 |
| Sill Trim - chrome deluxe | £11.36 |
| Sill Trim - chrome standard | £5.54 |
| Roof gutter trim - black | £8.89 |
| Roof gutter trim - chrome | £6.44 |
| Gutter Trim Clip - black or grey | £5.74 |

## Door Hinges



Quick release Lightweight Alloy, set 4 SALE YOU PAY £135

| | |
|---|---|
| GEN Door Hinge Upper RH/LH, each | £56.49 |
| Door Hinge Upper Non Gen RH/LH, each | £18.09 |
| Door Hinge Lower Non Gen RH/LH, each | £18.09 |

## Spot Lamps



Stainless Steel pair SALE YOU PAY £33



Road Runner H3, pair SALE YOU PAY £18

Rally Giant Spot Lamp Kit £34.04

## Headlamps



Wipac Quadoptic halogen headlamp kit RHD Pair SALE YOU PAY £35

LHD Pair £42.43



Crystal halogen RHD headlamps Standard pair SALE YOU PAY £33

Angel Eye type, pair £40.39



Plastic Bowl SALE YOU PAY £11 — Headlamp Ring SALE YOU PAY £9

| | |
|---|---|
| MPi Halogen Unit & motor '97-'01, each | £51.93 |
| Valeo/Cibie Halogen unit, each | £33.08 |
| Headlamp Bowl Plastic | £10.55 |
| Headlamp Bowl Steel | £12.79 |
| Headlamp Bowl Fitting Kit | £7.20 |
| Rubber Seal - Headlamp Bowl | £1.91 |
| Inner Chrome Bezel, from | £4.08 |
| Outer Chrome Ring, from | £8.31 |

## Indicators



| | |
|---|---|
| Early - push fit amber plastic lamp unit | £4.80 |
| Early - amber glass lens, each | £4.09 |
| Early - push fit clear plastic lamp unit | £5.71 |
| Early - clear glass lens, each | £4.42 |
| Early - metal bulb holder | £6.01 |
| Early - chrome outer locking ring | £2.29 |
| Early - rubber boot rear of lamp | £2.52 |
| Mk3/4 - amber lamp unit (screw type) | £4.90 |
| Mk3/4 - amber lens, each | £2.61 |
| Mk3/4 - clear lamp unit (screw type) | £4.92 |
| Mk3/4/5 - clear lens, each | £1.80 |
| Mk5 - clear lamp '97-'01 | £7.45 |

## Rear Lights



MK4 Lamps £39 — MK1 Lenses £28

| | |
|---|---|
| Mk1 Rear Lamp RH or LH, each | £34.11 |
| Mk1 Rear Indicator Lens RH or LH, each | £6.69 |
| Mk1 Rear Stop Lens RH or LH, each | £7.12 |
| Mk1 Lens screw kit, per side | £1.51 |
| Mk2/3 Rear Lamp RH or LH, each | £42.98 |
| Mk2/3 Rear Lens RH or LH, each | £13.10 |
| Mk2/3 Rubber Seal RH or LH, each | £5.60 |
| Mk4 Rear Lamp RH or LH, each | £38.59 |
| Mk4 Rear Indicator Lens RH or LH, each | £5.64 |
| Mk4 Rear Reverse Lens RH or LH, each | £6.89 |
| Mk4 Rubber Seal RH or LH, each | £5.63 |

## Clear Rear Lenses

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



MK4 Upper Lenses SALE Usual Price £15 YOU PAY £10

## Engine Bay Electrical



| | |
|---|---|
| Alternator 45 Amp '80-'85, exchange | £65.95 |
| Alternator 55 Amp '85-'96, exchange | £52.79 |
| Alternator 70 Amp '85-'96, inc SPi | £62.70 |
| Alternator MPi '97-'01 exchange | £95.25 |
| Dynamo | £61.59 |
| Pre Engaged Starter Motor | £77.69 |
| Inertia Type Starter Motor, NEW | from £61.09 |

### Starter Solenoids

| | |
|---|---|
| Inertia Type - push button start Mk1/2 | £20.84 |
| Inertia Type - 3 Terminal all models | £6.48 |
| Inertia type - 4 Terminal '83-'85 | £7.96 |
| Pre engaged type | £50.41 |

### PowerLite Electric



| | |
|---|---|
| **Dynalite** Alternator that looks like a C40 | |
| Dynamo - Negative Earth | £377.76 |
| Positive Earth | £440.72 |
| **PowerLite** | |
| Lucas Type Lightweight Alternator | £203.38 |
| Hi Torque Starter Motor 1Kw - Inertia | £141.74 |
| Pre-engaged 1Kw | £144.65 |
| Slimline Inertia Starter Motor 1.6Kw | £203.38 |
| Adaptor Alternator to Lucas Plug | £17.26 |
| Dummy Control - Dynalite Alternator | £48.22 |

### Ignition Switch



Complete assembly with lock, ignition switch & barrel, 2 keys, shear bolts & wiring loom with 4 pin plug Mk4 on £33

MPi Ignition switch £45.58

### Dissy Caps



| | |
|---|---|
| Distributor Caps, from | £3.63 |
| Rotor Arms, from | £1.91 |
| Contact sets, from | £2.57 |
| Condensor, from | £1.69 |

### Lucas type Distributor



| | |
|---|---|
| 2304 Cooper S, 1275GT | £58.82 |
| 2504 - all Minis to '74 | £51.46 |
| 2504 - Electronic ignition | £92.62 |
| 4504 - all Mini '74-'80 | £36.73 |
| 4504 - Electronic ignition | £77.89 |
| 5904 - all Mini '80on | £51.46 |
| 5904 - Electronic ignition | £95.54 |
| 650M4 Electronic type '84on | £89.30 |



Lucas Sport coil £17 — High Power sport coil £21 — Standard Ballast Coil £47 — MPi Coil Pack £58

Rotor Arm - **RED** £9.77 — Vacuum Unit from £16
Dissy Cap from £3.63 — Vacuum Pipe from £2
Solenoids from £6.48 — Pig Tail Wire £6



Full range of Aldon distributors, Ignitor & Flame Thrower coils available from stock

| | |
|---|---|
| **Yellow** - Fast Road type | from £129.87 |
| - with Ignitor | from £218.90 |
| - with Vacuum Advance | from £159.74 |
| - with Ignitor & Vac Advance | from £241.20 |
| **Red** - Competition type | from £129.87 |
| - with Ignitor | from £218.90 |
| - with Vacuum Advance | from £152.08 |
| - with Ignitor & Vac Advance | from £241.20 |



| | |
|---|---|
| Flame Thrower Coil - Black | £49 |
| Flame Thrower Coil - Chrome | £54 |
| Flame Thrower Coil - Epoxy Race | £58 |
| Ignitor - Electronic Ignition | from £96 |



Electronic Ignition System

### Spark Plugs & Leads

| | |
|---|---|
| NGK Spark Plugs set (4) | from £9.00 |
| OE Spark Plugs set (4) | £4.00 |
| Plug Lead set | from £8.78 |
| Performance Silcone Plug Leads black, red, blue, green or yellow - up to '96 | from £10.78 |
| - MPi set | from £14.38 |

## Genuine Cooper Lamps

### Lamp Covers

Kit includes 4 lamps, 4 brackets



SALE YOU PAY £37 Genuine Cooper Lamp Covers, pair

Full Kit SALE YOU PAY £243

| Kit includes 4 lamps, 4 brackets | |
|---|---|
| Full Kit: 2 Drive Lamps & 2 Fog Lamps | £242.49 |
| Full Kit: 4 Drive Lamps | £242.46 |
| Genuine Fog Lamp, each | £40.82 |
| Genuine Drive Lamp, each | £40.82 |
| Lamp Brackets outer, each | £7.84 |
| Lamp Brackets Inner, each | £6.60 |
| Wiring per lamp | £9.77 |

## Splash Guard

Engine bay protection splash guard kit



SALE YOU PAY £42

## Works Lamp Kit



Full Kit SALE YOU PAY £143 — Kit : Works style stainless lamp bar, wiring loom, 2 Drive and 2 Fog stainless steel lamps — Lamp Bar SALE YOU PAY £52

## Wiper Motor



SALE Usual Price £39 YOU PAY £35

## Side Repeaters



Amber, each SALE YOU PAY £2 — Clear, each SALE YOU PAY £2

## 37 PADDY HOPKIRK THE MINI LEGEND



Exclusive Paddy Hopkirk steering wheels. Red or Green stitched black leather, engraved Paddy signature & Monte badge

Moto-Lita



| | |
|---|---|
| Leather steering wheel, from | £370 |
| Billet Alloy Interior Handle Set | £189 |



Premium Handle Set





## Specialist Mini Car Parts

| | |
|---|---|
| 8.4 Vented Brake Kit | £495 |
| 8.4 Vented Disc Drive Assembly | £806 |
| 7.5 Cooper S Brake Kit | £473 |
| 7.5 Cooper S Disc Drive Assy | £761 |
| 8.4 Standard Calipers | £356 |
| 8.4 Standard Disc Drive Assy | £761 |



| | |
|---|---|
| Quickshift Gearlever with Gear Knob | £54 |
| Gearlever Gaitor | £17 |
| Silver Gearknob | £27 |
| Oil Dip Stick | £32 |
| Polished Rocker Cover | £36 |
| Rocker Cover Cap | £7 |
| Red Rocker Cover T Bars | £25 |
| Steel Fuel Jerry Can | £22 |
| Steel Fuel Jerry Can-Red | £22 |
| Jerry Can Spout | £12 |
| Jerry Can Spout-Red | £12 |
| Luxury Floor Mats (4) | £23 |
| Front Grille Badge | £13 |
| Rally Plate Decals pair | £4 |

See the Full range of Paddy Hopkirk products





## "Paddy Hopkirk Story" Signed Book

Profits from book sales, donated to Skidz Charity.

SALE YOU PAY £30



## Official Merchandise



| | |
|---|---|
| Golf Umberella | £25 |
| Victorinox Swiss Army Knife | £32 |
| LED Lenser Pen Torch | £13 |
| Pen 'Legend' | £2 |
| Parker Pen | £9 |
| Bottle Opener Keyring | £3 |
| Mug - Monte Winner | £9 |
| Mug - Col Du Turini | £9 |
| Coaster Set 4 | £6 |
| 8Gb USB Memory Stick | £17 |
| Rally Plate Mug | £7 |
| Mug "33 EJB" | £7 |
| Sticker Pack | £3 |
| Rally Plate Key Chain | £4 |
| Rally Plate Lapel Badge | £2 |
| Rally Plate Cuff Link set | £9 |

33EJB — Monte Winner — Col Du Turini — Coaster Set 4




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# MINI SPORT MASSIVE SALE

## BIG SALE Luxury Mats

Luxury deep pile tailored 4 piece black carpet mat set, embroidered Mini Sport Flying Flag Logo, suitable for all seasons.



SALE Usual Price £23 YOU PAY £16

Embroided Logo

Non Slip Backing

## BIG SALE Carpet Sets

### Standard 8 Piece

Quality 8 piece budget carpet set available in Black, Grey or Red complete with front rubber heel mats.



Budget carpet SALE Usual Price £29 YOU PAY £25

Red, Black or Grey

### Deluxe 8 Piece

8 Piece deluxe carpet set with thicker pile, bound edges, rubber backing and rubber heal mats on the front.



Red, Black or Brown

Deluxe Carpet SALE Usual Price £44 YOU PAY £39

## BIG SALE Boot Liner



SALE Usual Price £49 YOU PAY £42

Genuine Load Space Liner perfectly designed to organise your Mini Boot

## BIG SALE Seats

### Clubman COBRA

Trimmed in Spacer Fabric with Black outer and optional black, red, blue or grey centre panel. Red or Black Perforated patches



Package FROM ONLY £397

| | |
|---|---|
| Seat only, each | from £159.67 |
| Rear seat matching cover | £132.08 |

Packages include 2 Seats & 2 Tailored Subframes

### Cobra Monaco COBRA

Trimmed in the NEW Spacer Fabric option of Black, Red or Blue with Black Perforated patches



Package FROM ONLY £416

| | |
|---|---|
| Seat only, each | from £179.29 |
| Rear seat matching cover | £132.08 |

### Cobra Classic COBRA

Available in red, black, blue, cream, green or grey



Package FROM ONLY £343

| | |
|---|---|
| Seat only, each | from £124.43 |
| Seat with matching headrest | from £177.17 |
| Rear seat matching cover | £122.64 |

COBRA Package FROM ONLY £370 with piping



| | |
|---|---|
| Seat only, each | from £138.08 |
| Seat with matching headrest | from £198.02 |
| Rear seat matching cover | £132.08 |

### Cobra Seat Covers COBRA

Available to match all Cobra seat colours, combinatons and materials



From YOU PAY £123

### Corbeau Seats

Available in Black or Grey, includes headrest

GTB GTS



Package FROM ONLY £827

### Corbeau Seats FORZA



Package FROM ONLY £537

Seat only, each £221.52

## BIG SALE Burr Dashboards



SALE YOU PAY £128

Options Extra Gauge Holes, Chrome Bezel Rings, LHD or RHD. Alloy - Charcoal or Burr Clock holder.



Burr Walnut | Aluminium | Charcoal

## BIG SALE Interior Handles



10 Piece Polished Alloy Handle set

SALE Usual Price £35 YOU PAY £30

## BIG SALE Burr Interior



Door Pulls SALE YOU PAY £46

Door Openers SALE YOU PAY £49

Window Winder SALE YOU PAY £46

Door Cappings SALE YOU PAY £113

Also available in charcoal finish



Available in charcoal finish



SALE from YOU PAY £18

| | |
|---|---|
| Burr Handbrake Handle | £17.57 |
| Burr Gearknob - gold Mini Wings Logo | £23.31 |
| Burr Gearknob | £17.44 |
| Burr Gearknob - silver Mini Wings Logo | £17.44 |

## BIG SALE Roll Cages



Race SALE YOU PAY £294

Detachable diagonal

RH or LH

Safety Devices

FIA APPROVED

Front Cage SALE Usual Price £192 YOU PAY £168

| | |
|---|---|
| FIA Harness Bar | £151 |
| Door Bars,pr | £99 |
| Multi Point weld | £545 |
| Multi Point bolt | £818 |

FIA APPROVED

available in Black or Red

Rear Rally SALE Usual Price £209 YOU PAY £182

### Mini Sport Roll Cages

Front or rear cages for road use only, available in Black

Front or Rear SALE Usual Price £152 YOU PAY £132

## BIG SALE Consoles

### Centre Consoles

Vinyl (all colours) , Burr Walnut, Carbon Fibre look. Optional Radio hole mount. Air Vents. LHD or RHD



From YOU PAY £63

### Centre Armrest

Vinyl Top (all colours) with matching tray, or Burr Walnut. Optional concealed flip down storage.

From YOU PAY £63

## BIG SALE Dashboards

Available with 2 or 3 clock, radio slot plus extra centre clocks. Colour: Black, Red, Blue, Beige or Silver



SALE YOU PAY £132

### Speaker Boards



SALE YOU PAY £58

Available for 51/4", 61/2" or 6"x9" speakers all colours. Fit all Mini Models

## BIG SALE Interior



Stainless Steel Interior Mirror

SALE YOU PAY £21

Steering Column Adjuster

SALE YOU PAY £2

Seat Adjusta Brackets pair

SALE YOU PAY £4

### Gearknobs



Classic Gear SALE YOU PAY £9

Cooper 500 SALE YOU PAY £10

Classic SALE YOU PAY £9

### Sport Pedals



Reflex

SALE YOU PAY £38

sparco



Alloy/Black Rubber

Etech SALE YOU PAY £8

## BIG SALE Sump Guard

As fitted to the Monte Carlo, RAC Rally and British Championship Minis

Monte Carlo Steel Guard

RAC Dural



SALE YOU PAY £84

SALE YOU PAY £73

SALE YOU PAY £60

## BIG SALE Newton Commercial

### Monte Carlo 12 piece Trim Kit



Classic 60's design developed to fit Paddy Hopkirks Mini Cooper S to celebrate 30 yearsof his historic win on this famous rally. Adpated to fit later type Mini's. Various colours available to fit all Minis from 1970-2001.

Kits from SALE Usual Price £271 YOU PAY £246

Colours Black, Biscuit, Cream, BRG,Porcelain Green, Dove Grey, Dark Grey, Tartan Red, Navy, Light Stone or Beige

### Carpet Sets



SALE from Usual Price £170 YOU PAY £147

Genuine Specification moulded carpet sets to suit all models 1959-2001, LHD or RHD. Come complete with fixing clips and fitting instructions. Colours Available: Black, Red, BRG, Navy Blue, Powder Blue, Autumn Leaf, Grey, Biscuit.

### Headlining Kits



SALE from Usual Price £69 YOU PAY £63

In Cream, White, Grey or Black, complete with 'C' Panels & strip under rear screen.

### Seat Cover Kits



Complete seat cover sets, either match to original or choose your own design. Leather or Vinyl, coloured piping, your choice .

Front Kit from FROM ONLY £293

Designed to fit your original seats, full matched interiors also available

### Deluxe Car Mats

Heavy Duty fitted nylon mats backed with non slip rubber backing with 'Mini' logo on the front mats. Available to suit all models '59 - '01



SALE from Usual Price £73 YOU PAY £66

## BIG SALE Bogus Parts



Designed for BOGUS Mini World Project Car, a lightweight dashboard allowing easy fitment of clock and switches. GRP colours can be matched to paint colour of your Mini.

| | |
|---|---|
| GRP - Black or Coloured | £120.31 |
| GRP - Flocked in Black | £200.09 |
| Carbon Fibre wet lay | £207.62 |
| Carbon Fibre pre pregnated ultralight | £351.35 |



| | |
|---|---|
| Parcel shelf Carbon Fibre | £108 |
| Rear Seat Bulkhead Carbon Fibre | £148 |
| Front floorwells, complete in Carbon Fibre | £268 |

## BIG SALE Seat Belts - front or rear in colours

Seatbelt colours: Beige, Black, Blue, Red and Grey



securon

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

from £29

**Inertia Reel Type Belts**

| | |
|---|---|
| Front - Black | £28.92 |
| Front - Coloured | £48.86 |
| Rear - Black | £29.82 |
| Rear - Coloured | £40.81 |

**Static Type Belts**

| | |
|---|---|
| Front - Black | £24.25 |
| Front - Coloured | £39.13 |
| Rear - Black | £19.81 |
| Rear - Coloured | £30.92 |


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# NOW ON!

## Mirrors




## Brightwork




## Steering Wheel Kit




Kit includes steering wheel and fitting kit

## Grilles




| | |
|---|---|
| Grille surround 3 piece chrome kit | £28.49 |
| Grille Buttons - Black | £7.40 |

Grille Buttons
SALE YOU PAY £8

Internal Bonnet release Kit
SALE YOU PAY £20

Mk1 Austin Cooper External Release
SALE YOU PAY £74

MK1 Austin Wavey External Release
SALE YOU PAY £81

MK1 Morris Cooper Internal or External Release
SALE YOU PAY £69

SALE YOU PAY £123 MK1 Mustache 3 Piece Kit - inc ends & clips

## Bumpers




FROM YOU PAY £32

| | |
|---|---|
| Chrome Bumper | £31.53 |
| Stainless Steel Bumper | £36.92 |
| O.E. Spec Stainless Steel Bumper | £51.02 |
| Black or Grey Bumper | £31.23 |
| Clubman Front Bumper | £149.17 |
| Van quarter bumper - chrome | £49.95 |
| Van quarter bumper - black | £33.68 |

with Bumpers YOU PAY £204

NO Bumpers YOU PAY £123

Overiders and Corner Bars

| | |
|---|---|
| '97on kit with corner bars & overiders | £129.48 |
| Mk2 Overider kit no bumpers, chrome | £50.08 |

## Badges

| | |
|---|---|
| GT grille motif | £15.43 |
| Plastic Badge fixings, each | £0.33 |
| 1275GT - black | £11.60 |
| Enamel Union Jack - Stick On type | £4.24 |
| Cooper Winged pre '96 | £35.71 |
| Cooper Winged '96on | £12.11 |
| Cooper Sport - boot | £13.12 |
| 1.3i Boot Badge | £5.43 |
| GB Chrome Badge | £4.60 |

## Decals



Chequered SALE YOU PAY £33

Union Jack SALE YOU PAY £41

ROOF DECAL KITS

| | |
|---|---|
| Small Chequered - Black, White or Silver | £47.26 |
| Large Chequered - Black, White or Silver | £32.14 |
| St. Andrews Cross | £47.26 |
| St. Georges Cross | £22.68 |
| Union Jack Kit - 2 Colour | £48.18 |
| Union Jack Kit -1 Colour Grey | £47.26 |

Laurel
Silver, White or Black
SALE YOU PAY £6

Bonnet Stripes
White or Black pair YOU PAY £8
Chequered pair YOU PAY £15

45 Door Squares £2.57

Side Pin Stripes
from £9 Single or Twin, Silver or Old English White

## Guages

Auxilliary TIM Guages




SMITHS

| | |
|---|---|
| 12hr Clock - Black face with chrome | £84.57 |
| Volmeter - Black face with chrome | £42.98 |
| Tacho 80mm 0-10000RPM | £153.03 |
| Water Temp - Magnolia face with chrome | £44.28 |
| Oil Pressure - Black face with chrome | £75.28 |

Many more options available with either black or magnolia faces and chrome surround - please call for your requirements

## Wiper Kit

Includes: Arms, blades, blanking plugs, bezel kit, twin washer jets. LHD or RHD

SALE YOU PAY £29

Stainless Steel Wiper Parts

| | |
|---|---|
| Wiper Blade Stainless Steel, each | £4.39 |
| Wiper Arm Stainless Steel, each | £4.19 |
| Wiper Blade Black, each | £5.58 |
| Wiper Bezel Kit - stainless steel | £3.29 |
| Twin Washer Jet, pair - stainless steel | £6.27 |
| Single Washer Jet, pair - stainless steel | £4.75 |
| Blanking Plugs each - stainless steel | £2.92 |

Wiper Parts

| | |
|---|---|
| Wiper rack - inner cable | £6.88 |
| Wiper rack - outer tube | £28.60 |
| Wiper Motor Strap with seal | £4.81 |
| Wiper Motor Rubber Mounting Pad, each | £2.65 |

## Tyres

NANKANG

A winter tyre with v-shaped tread design of SV-2 tyres ensure for added security in all driving conditions.

SV-2 145/70 R12 £43 Winter Tyre

YOKOHAMA YOKOHAMA

| A008 165/70 R10 | A539 165/60 R12 | A048 165/55 R12 | A539 175/50 R13 |
|---|---|---|---|
| £49 | £57 | £83 | £67 |

YOKOHAMA FALKEN

| A032 165/70 R10 | Falken 145 R10 | Falken FK07 165/70 R10 | Falken ZE912 165/60 R12 |
|---|---|---|---|
| £56 | £39 | £45 | £46 |

## Wheel Spacers




## Wheel Arches




## Mud Flaps




## Cooper S

Steel Wheels



3.5J x 10 or 4.5J x 10 Silver

Mini Sport have painstakingly reproduced the 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.

SALE YOU PAY £42

## Alloy Wheels







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Mini Sport Gift Vouchers
Gift Voucher £20 Gift Voucher £50

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Bill Richards in action on the rally, which saw Al Vines and Willy Cave finish as the top-placed Mini.

# MONTE-CARLO HISTORIQUE 2015

## 15 Minis complete prestigious classic rally event

Open to carefully selected historic rally cars from 1955 to 1980, the 18th running of the Rallye Monte-Carlo Historique saw 15 Minis cross the finishing line on February 3 after a gruelling few days in the mountains.

There were 309 entrants in all, but 42 teams failed to finish, with plenty of treacherous snow and ice causing all manner of issues along the way. New for 2015 was a three-tier average speed, catering for the increasingly wide range in performance between the oldest and newest cars taking on the challenge.

The honour of being the top-placed Mini was once again claimed by the highly experienced duo of Al Vines and Willy Cave, who finished second in their class, 59th overall and as the top British team. Willy Cave has been navigating since 1954 - an incredible achievement! The next British Mini Spares-supported team was Bill Richards and Alan Pettit, who made a strong start in their '66 Cooper S but suffered from electrical issues later on, dropping to 162nd overall. The second-placed Mini was the French team of Phillippe Chevalier and Jean-Paul Terrasse in 87th, and third was Alain and Eric Arnal in 103rd overall. The overall winner of this year's event was a Golf GTi, but we won't dwell too much on that!

# PADDY ON THE SMALL SCREEN

## Rally legend to appear on new Channel 5 show




■ Rally legend Paddy Hopkirk will star in episode eight of The Classic Car Show, a new Channel 5 TV series fronted by Quentin Willson and Jodie Kidd. It will feature Paddy tearing round in a Mini Sport-sponsored rally car, and providing we've got our calculations right, will be shown on March 26.

The scenes for the episode were filmed in Bradford using a rally car owned by 'Diddy' Dave Thomas, who famously drove his Minivan around the world. However, it was a close run thing to get the car ready in time for the filming, so we're told. "The paint was probably still wet," jokes Mini Sport's Chris Harper. "Dave turned up on the Thursday, the paint was done on the Friday, the decals fitted on the Saturday, and we tuned up for filming on Monday!" See www.classiccarshow.com for information on the series.




Paddy Hopkirk with presenter Jodie Kidd.

# NEW MINI SHOW

## Action-packed event to take place at Rockingham

A brand new Mini event has been launched for 2015, to be held at Rockingham Motor Speedway on Sunday July 5. Organised by the publishers of *Mini Magazine*, *MiniWorld* and *Modern MINI*, the event welcomes classic and modern Minis to the Northamptonshire circuit for non-stop track action, club displays and plenty of live features and stunts.




At the heart of the show will be all-day action on two of Rockingham's circuits. Expect to see Minis descend on Europe's fastest banked oval circuit as they attempt to accelerate in the quickest possible time, in the 0-60mph sprint contest. There will also be public track time on Rockingham's National Circuit. It's not all about speed though, as the paddock will be crammed with some of the best-presented Minis in the country; everything from restored classics to extreme hybrid conversions. And if that's not enough, there will also be live stunts, a show 'n' shine, trade stands and much more.

Camping will be available on the Saturday night (for an extra fee) with evening entertainment included too. Advance tickets for the Sunday will cost £10 per person, or £15 on the day. For all the details and booking info, see www.miniworldlive.co.uk



# THOMAS CLASSIC AND MODERN

A long-term Mini enthusiast has set up his own one-stop Mini specialist business in South Wales. Ross Thomas, who's had his cool Vermilion saloon featured in *Mini Magazine* twice, took the plunge in response to a lack of locally-available parts or advice.

Called Thomas Classic and Modern, it's based in Cwmbran, Gwent, and can cater for all classic and modern cars whether it's a straightforward service or full restoration. "I did my apprenticeship at VW Audi and have worked in the motor trade for 20 years, but classics and Minis in particular are my passion," says Ross. "I love the Mini scene and its diversity, and am always excited to hear of customers' ideas for their cars."

To contact Ross, call 01633 876938 or search for 'Thomas Classic and Modern' on Facebook.

# NEWS SHORTS

**MALCOLM MANNING**

We were saddened to hear of the passing of Mini enthusiast and specialist Malcolm Manning in January. His funeral took place at Haycombe near Bath on February 12, with a convoy of Minis following the hearse. Our deepest condolences go to Malcolm's friends and family.



**BROOKLANDS INVESTMENT**

The Brooklands Motor Museum, which will hold its annual Mini Day on March 29, has received funding from the Heritage Lottery Fund (HLF) to bring more of its remarkable history back to life.
The confirmed grant of £4.681million will allow the museum to transform its Grade II listed Second World War Wellington Hangar into 'The Brooklands Aircraft Factory', and build a new annexe to house more of its historic aircraft. Best of all though, it will allow for restoration of the finishing straight on the Brooklands race track, which was the world's first purpose-built motor racing circuit.

**QUICK TECH**

Hands up who spotted the, ahem, deliberate mistake in last month's wiper motor quick tech? It went to press with the wrong pics. We can only apologise, and comfort you with the ruthless replacement of our art ed. See the correct version at www.minimag.co.uk

# AUCTION ROUND-UP

## Classic Minis going under the hammer


1100 Special.


1330 hillclimber.


Five-mile 30 LE.


'59 Austin Seven.

**FOOTMAN JAMES CLASSIC CAR SHOW**

Amongst a large Charterhouse Auctions sale held at the Bath and West Showground for the Footman James Classic Car Show on February 15 were four very different Minis. First up was an unregistered 1989 30 LE. Formerly part of the Gaydon collection and having covered just five miles from new, it went unsold against a reserve of £16,000. However another LE – this time a fully restored 1980 Mini 1100 Special in silver, did sell for £5500.

If modified Minis were more your thing, then lot 336 was the one for you. A bright green 1971 Mini with a Rover Motorsport bodyshell, it was campaigned in the BARC Gurston Down championship and Leader Hillclimb series. It boasted a 1330cc engine and twin SUs, and went out the door for £6250.

For many though, the star of the sale was a Farina Grey 1959 Austin Seven last taxed in 1977. In very original and complete condition, it reached £5800 but failed to meet the £8000 reserve.


Andy Hawkins getting his Mini sideways in Barbados back in 2003.

# RALLY BARBADOS

## Mini to return to island rally event

A Mini that became a legendary crowd favourite at the SOL Rally Barbados is set to return to the event in May, 12 years after its last outing. It's being driven by Andy Hawkins from Newark, who built the car in 2001 using a standard 998 Mini as a base and fitting it with the 1275cc Cooper engine from his road car.

Having rallied for two seasons in the UK, Hawkins then took part in the 2003 Rally Barbados, where the crowd loved his on-the-limit cornering and numerous near-misses with the scenery. However, lack of funds meant the car was sold on in 2006.

Hawkins was inspired to track down the Mini after contesting the 2013 event in a Golf, and discovered it still existed via the DVLA. "The chap I sold it to had given it an annual service and MoT, but had not used it otherwise," he says. "We struck a deal and I had it back."

Hawkins will spend the coming weeks updating the Mini's safety gear to current standards, before shipping it out for the two-day rally on May 30-31. "I want to return to Barbados for the rally's 25th anniversary and the Mini is definitely the machine for the job," he says. "I've entered, now all I need is some sponsors and a co-driver!"

Words **Ian Harden**


Everybody went to great lengths with their superb '60s outfits.


A fine collection of cars assembling outside the hotel for the Saturday run to Salisbury.



Words **Robert Young**

# MCR WEEKENDER

## Mini Cooper Register enjoy '60s-themed fun in Bournemouth

The Mini Cooper Register's Bournemouth weekend was a resounding success, with over 80 members and their cars descending on the seaside town for the 33rd time. The base for the event was the Hinton Firs Hotel, which once again treated the club members very well.

Guest speaker for the Friday evening was honorary member Warwick Banks, the European Saloon Car champion for 1966 in a Works Cooper, who entertained the audience with fascinating tales of his motoring career. This was followed on the Saturday by the club's traditional run-out, on this occasion to Salisbury and to its cathedral, before a light-hearted but challenging quiz back at the hotel. Fancy dress, in the theme of the '60s, saw everyone take part for the evening festivities, complete with a '60s disco after the superb dinner. The dancing continued well past midnight!

Sunday saw bright sunshine again for the regular walk along the seafront to clear the head. This only left the traditional Sunday lunch before fond farewells were made and members departed from another superb event. For details on other MCR events, visit www.minicooper.org

# BLAST THE COBWEBS!

## Robin Hood MC's early season run



Based only a stone's throw from Sherwood Forest in the East Midlands, the Robin Hood Mini Club arranges an annual 'Blast the Cobwebs Run' in the early part of the year. This year the tour was to Castleton in the Peak District National Park.

The group enjoyed a 75-mile circular drive on some the most scenic roads in the area, with the snow on the hill tops only adding to the views. The highlight was the descent down the spectacular Winnats Pass, famed for its steep craggy valley sides. Then it was on to visit the limestone show caves at Peaks Cavern, before finishing off for a lovely meal at the 17th Century Ye Olde Cheshire Cheese Inn. See www.robinhoodminiclub.com for future events.



The Robin Hood MC outside Ye Olde Cheshire Cheese Inn.



A 'tache is not essential to drive an RSP.

# RSP 25TH ANNIVERSARY BASH

## Celebrating 25 years of the iconic relaunched Cooper

The limited edition Mini that relaunched the famous Cooper name, now commonly known as the RSP, reaches its 25th anniversary on July 10. To celebrate, the RSP Cooper Register is organising a special birthday weekender on July 11-12 at the Heritage Motor Museum, Gaydon.

Roger Hunt, who runs the register, is keen to attract as many RSPs as possible, regardless of condition and modifications. At 9am on the Saturday morning the cars and their occupants will meet for breakfast at Gaydon, with a convoy and a lunch stop before ending up at Kimbolton for an evening barbecue (bring your own food). Those wishing to stay overnight can stay in their tents, campers or caravans for free. On Sunday, there's the chance to display the cars at the Kimbolton Country Fayre (£10 per car for charity). For more details email g808kjw@gmail.com or search for 'Mini Cooper RSP Group' on Facebook.



Sadly, the BMOC couldn't drive up the famous hill!

# SHELSLEY WALSH BREAKFAST MEET

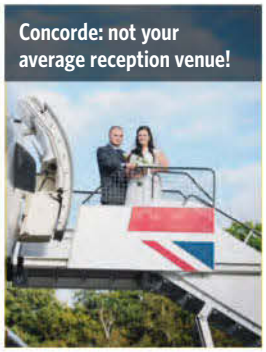
## Birmingham Mini Owners Club go hillclimbing... on foot!

Birmingham Mini Owners Club had a great January breakfast meeting at Shelsley Walsh near Worcester, the oldest operational motor sports venue in the world. Sadly the club members couldn't drive their Minis up the famous hillclimb track, having to make do with walking up on foot instead. On the bright side, at least it worked off the breakfast!

# BROOKLANDS WEDDING

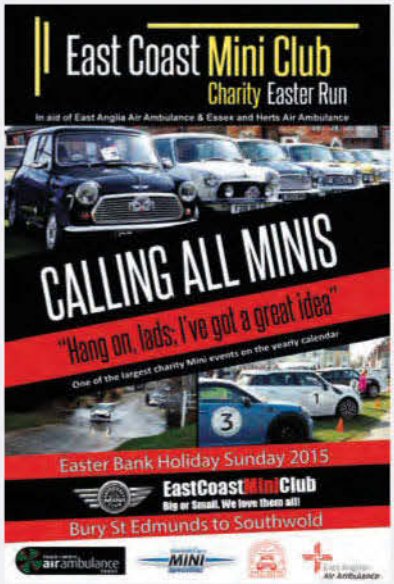
## Box Hill Mini Club members tie knot

Box Hill Mini Club members Stuart Behling and Amanda Hoban had a wedding that they and the club will never forget. Side-stepping the traditional venues, they enjoyed a ceremony at the historic Brooklands Museum in Surrey. There was even a champagne reception under the wings of Concorde, with plenty of other club members present to join in the celebrations. Congratulations!


Concorde: not your average reception venue!


Box Hill Mini Club members joined in with the festivities.


The run is open to all Minis and MINIs, regardless of age, and should attract an impressive total of 150 cars.




# EAST COAST EASTER RUN

## Minis head through Suffolk for charity

The East Coast Mini Club will stage its annual Easter Run on Easter Sunday, April 5. In 2014 over 130 Minis of all ages took part in a run from Bury St Edmunds to Southwold, where all the cars parked on The Green in the centre of the town. Participants came from as far afield as Manchester.

It's hoped 150 cars will take place this year, covering the same picturesque route through the Suffolk countryside. It costs £10 per car to enter, with all money raised going to the air ambulance trusts of East Anglia (EAAAT) and Essex and Herts (EHAAT). In 2014, more than £3000 was raised. More details can be found on ECMC's Facebook Page dedicated to the 2015 run. Search for 'ECMC Easter Charity Mini Run 2015'.


Some tasty Moke on Moke action.



# PIECE OF CAKE

## Ultra-tasty Mauritian Moke

Clive Rene lives in the Republic of Mauritius, and along with his pals is a keen member of the Classic Mini Club of Mauritius. His good friend Sofia Hansrod made this fantastic cake as a surprise for his birthday. It's a wonderful replica of his bright red Moke, which was pictured on our club news pages in issue 233.

# CLUB SHORTS

**DEWS CLASSIC CAR WEEKEND**

DEWS (Downton Engineering Works Social Club) has announced that its popular annual classic car show will take place on Saturday May 2 at the sports ground at Wick Lane in Downton,Wilts. And for those that like to take their cars for a good drive, the classic road run is held the following day, on Sunday May 3. Details and booking forms can be found at www.dewsc.org.uk



**GAINSBOROUGH MINI DAY**

Trent Valley Mini Club has contacted us to say that its event at Normanby Hall is not going ahead, but Gainsborough Mini Day on Sunday June 21 (Father's Day) most definitely is! See www.trentvalleymoc.co.uk for details.

**MINIS BY THE SEA EVENT RAISES £1400**

Following the excellent Minis by the Sea event in September last year, Lyn Wood from the West Sussex Mini Owners Club is keen to stress the club's gratitude for all the support it received. With the help of generous donations to the charity raffle, the event raised nearly £1400 for local hospices. This year's event will take place at Steyne Gardens in Worthing on September 6.

In association with mini spares

Photography **Oliver Read**

# MINI 7 RACING CLUB 50 PLATE



Se7en champion Andrew Deviny...


... and Miglia champ Rupert Deeth.




## Special races and end-of-season prize announced for celebratory season.

The Mini 7 Racing Club has added an extra special date to its Mini Se7en and Miglia calendar. The new event will be called the 50 Plate, and will take place on October 31 – November 1 at the Snetterton 300 circuit in Norfolk.

The races are in addition to the existing 14 rounds, which begin with a double-header at Castle Combe on April 6. Winners of the 50 Plate races will receive the honour of competing with a unique gold door square with the number 50 for the 2016 season, the club's official golden anniversary year.

But that's not all. The club's long-time sponsor, Dunlop, has provided an amazing end of year prize, with the opportunity for the winning driver to spend a day testing a British Touring Car Championship racer. To be eligible for this award, the winning member will need to have finished in the top seven of either the Miglia or the Se7en championship, or be the winner of the Mini Seven S Class. The news will no doubt provide a boost to the grids this season, with bumper entries expected.

Meanwhile, the club has also been celebrating the successes of last season at its prestigious Awards Night, held at the Marriot Hotel in Peterborough on January 17. Big winners on the night included new Se7en and Miglia champions Andrew Deviny and Rupert Deeth, who stole the show with a haul of four trophies apiece. The famous Bryan Slark Valve ward for the unluckiest driver of the year meanwhile, went to Gareth Hunt

See www.mini7.co.uk for all the latest news from the club, plus the updated race calendar.







# MINI FESTIVAL ALLCOMERS RACE

## Brands Hatch and Goodwood announcements from Swiftune.

Swiftune is to host a special race in celebration of its golden anniversary at the Brands Hatch Mini Festival, which takes place at the Kent circuit at the end of June.

The Swiftune 50 Allcomers is open to all Minis, although if you are eligible for any other race at the event, you must enter that before you will be accepted. Proceeds from the race will go to Dementia UK, a charity that raises money for Admiral Nurses who provide crucial support for people living with Dementia and their families. Interested parties should email georgie@swiftune.com for entry details.

Meanwhile, Swiftune has also announced another star driver for its team at the Goodwood 73rd Member's Meeting on March 21-22. As well as BTCC star Andrew Jordan, who will drive the firm's Longman replica GT, twice BTCC champion Jason Plato will partner Glyn Swift in the newly-restored Jon Mowatt 1275 GT. Both cars will race in the Gerry Marshall Trophy, which caters for Group 1 touring cars from the '70s and early '80s.

# Rally news

### WYEDEAN RALLY

On Saturday February 14 two Mini rally crews headed out to a wet and misty Forest of Dean to compete on the eight special stages of the 40th Wyedean Rally, organised by Forest of Dean Motor Club. Starting from Chepstow Racecourse and heading out to the forest, a total of 167 crews started the event.

Driving their yellow Clubman, Eric Davis and Russell Joseph went into the early stages in first place in their class, ahead of fellow Mini crew Peter Lewis and Paul Fife in their Mini Cooper S. Unfortunately Eric and Russell had to retire after special stage three due to a lack of power from their engine. However, the stages were kinder to Peter and Paul, and they finished the event 117th overall and first in class.


Photo KPB Photography

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Michael Cooper

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**Cooper** Tuning Conversions



### Passion
For Speed

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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

## 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

PERFORMANCE BUILT ENGINES

## 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

## 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.



## 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



## 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.*

| | | |
|---|---|---|
| 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 | *All heads are supplied* |
| Stage 3 | 36x29 | £459 | £499 | £530 | *unleaded, unless* |
| Stage 4 | 36x31 | £499 | £549 | £612 | *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

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| | | | |
|---|---|---|---|
| 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 |

## 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 |

## 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 |

## 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 MK 3on Door Skin | £80 |
| MK3 Boot Lid. | £185 |
| MK1 Genuine Bootlid - new! | £300 |
| Rear Valance. | £49 |
| MK3 Dr Step & A-Post Repair | £75 |
| Clubman Wing | £105 |
| Clubman Front Panel | £218 |
| MK3 Quarter Panel | £105 |
| Genuine fr subframes | from £405 |
| Genuine rr subframes | from £380 |
| Outer van estate pickup sills | £30 each |
| Scuttle closing panel. | £12 each |
| Rear Valance Clos panel | £34 each |
| Rear Heelboard Complete | £67 |
| MK3 Door Skin | £80 |
| Genuine Sill | £37.50 |

Mk4 Body Shell 1976 - 97, doors, bonnet & boot lid. £6340



Clubman Wing £105



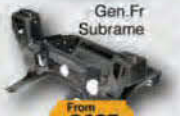
MK3 Bonnet £165



MK3 Bootlid £185



Gen.Fr Subrame From £405



Front Panel not clubman £175



Inner Wing 1976-89 £183



Scuttle Panel £125



## CLUTCHES

£77 Bonded Rally/ Race Clutch Plate



£123 Minispeed Paddle Clutch Plate



Racing Paddle Race Plate £163



From £34.50 Pre Verto Grey/ Orange Double Grey AP Racing Cover



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

## FLYWHEELS

Supalite Alloy Back plate 730g £119



Supalite Flywheel 2.4Kg £199



| | |
|---|---|
| Lightened (exchange) | £41 |
| Billet ultralight steel & Backplate | £219 |
| As above, pre-engaged | £219 |

## CAMSHAFTS

KENT CAMS

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

PIPER CAMS

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

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

## REBUILT GEARBOXES

1. Fully rebuilt & warranted gearbox £435 fitted with new bearings, baulk rings, re-built diff, central oil pick up pipe & competition diff pin.



| | |
|---|---|
| 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 |

## UPRATED BRAKE KITS




*8.4" UPRATED 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" UPRATED 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




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

## BRAKE PADS




*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 |

## CALIPERS & DRUMS, ETC




* after £20 refundable surcharge

| | |
|---|---|
| *CALIPERS:(EACH)* | |
| Cooper S | £92 |
| 12" std | £58* |
| 4 pot vented 12" | £77* |
| 4 pot 10" alloy | £143 |
| 4 pot 12" alloy | £143 |
| 4 pot 10" alloy vented | £163 |
| 4 pot 12" alloy vented | £163 |
| KAD 10" 4-pot alloy calipers | £475 |
| KAD 12" 4-pot alloy calipers | £475 |
| *DRUMS: (EACH)* | |
| Standard Drum | £14.50 |
| Spacered Drum | £19 |
| The original Alloy Superfins | £112pr |
| Copy Superfins - top quality | £61 |
| *BRAIDED HOSE KITS:* | |
| 4 pot conversion kit | £39 |
| 4 line kit | £32 |
| Rear Hose kit | £16 |
| Verto clutch | £13 |
| Pre-verto clutch | £11 |
| 1 piece clutch | £15 |
| KAD Rear handbrake quadrants (pair) | £24.28 |
| *MASTER CYLINDERS & SERVOS:* | |
| Mk3 servo with fittings | £119 |
| Adjustable brake bias valve | £66 |
| Tin reservoir brake master | £79 |
| Tin reservoir clutch master | £74 |
| Tin original style 'S' brake master cylinder | £79 |

## UPRATED SUSPENSION KITS

£12.50 Solid Tower mounts set of 4



Adj. Ride Height car set £59



£146 Kayaba gas adj. car & adj. ride height set



| | |
|---|---|
| Stage 1 - Adjustable shocks (Gaz), solid tower and tear drop mounts. To upgrade all kits to include KONI shocks please increase prices by £25; to upgrade to AVO shocks, increase kit prices by £60 | £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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# MINI FAIR 2015

## Traders, top cars and club displays greeted a bumper crowd at the Staffordshire County Showground for this brilliant BMC season opener.

Words **Jeff Ruggles** Photography **Jeff Ruggles and Stephen Colbran**

Remember the days when January would send people into a frenzy, with eager bargain-hunters queuing for hours to indulge in a spot of retail therapy? Well the tradition is still alive in the Mini scene, as folk patiently waited for the doors to open on this year's Mini Fair at Bingley Hall on January 25.

Widely regarded as the event season opener, this British Mini Club flagship event seemed busier than ever. Tickets sales were well up, and there were plenty of Mini fans from overseas present. With a staggering 104 trade stands there were plenty of goodies for them to peruse over too, from innovative new products to rare and elusive items hidden amongst the autojumble.

It's not all about shopping, of course. Some fantastic Minis filled the venue, with the BMC's Pride of Ownership display featuring a great variety of cars from fresh builds to established trophy winners. The mild to wild selection included everything from a mint condition Advantage and a 30 LE, right through to a Hayabusa turbo-powered MkI and a Clubman Estate with Mazda MX-5 underpinnings. MiniDivision's Speedwell Blue saloon took the prize for best '60s Mini, while Michael Brickles scooped honours in the '70s category and Lee Billing's stunning lightweight turbo creation came out on top for the '80s cars. Paul Taylor's brilliant Cooper and caravan combo saw him awarded best '90s Mini, while Malcolm Huxley's Safari Rally Mini - a former *Mini Magazine* feature car - took the coveted 'Best in Show' award.

But that wasn't all. The BMC always puts on a special display at Mini Fair, and this year it was 'Simply Redz' – a fantastic gathering, as you've no doubt guessed, of red Minis and variants. There was a theme for club displays too, with the various clubs present giving their stands the London look. Robin Hood Mini Club created a brilliant miniature London Eye, while Crewe's Missiles opted for a cool Abbey Road tribute. No one could stop Midlands Mini Club though, with its London Underground effort taking the Best Club Stand award ahead of runners-up Birmingham Mini Owners Club.

Sadly we didn't win the raffle Mini, but we weren't dismayed. With great cars, busy club stands, eager bargain-hunters and innovative new products, Mini Fair showed just why it remains a must-attend event.



Dirk McClean's wild Mx-5 Mini.







## Raffle winner

The draw for the raffle Mini was hotly anticipated. This time the car was a stunning low-mileage, one-owner City E, complete with alloy wheels and a fresh respray. The lucky new owners are Tom, Sarah and Riley Woodhull, a young family from Leicester.



Jan and Stu Fellows with their custom saloon.





The Birmingham Mini Owners Club.








Malcolm Huxley receives his award.









Smart supercharged MkI on the 'Simply Redz' display.

## Tartan style

This cool custom Sidewalk is the work of William Guest and his dad, Brett. Bought in October 2013, the Kingfisher Blue example has been neatly customised with a host of cool bespoke extras. We particularly like cool tartan roof graphic, which is a one-off created specially for this car.







Nick Cornwell's cool Mini Pick-up.



## New five-port direct injection

We were particularly intrigued by a new five-port direct-injection conversion, which was on display on the Specialist Components stand. It's designed to eradicate the charge robbing associated with the Mini's five-port cylinder head, using the firm's latest ECU technology and engineering nous. We can't wait to see it in action!













Macolm Huxley's Car of the Show.

## Lighten and balance it

The Robin Hood Mini Club really embraced the show's London theme with this miniature Mini-themed London Eye display. Ingeniously powered by a Mini heater blower, the club initially had problems balancing it. Apparently, each pod had to be individually weighed and very carefully positioned to ensure it turned properly. Great work!




Barry Tilbury's Clubman on the Minimag stand.



Martin Cull, and carbs.


These Italian Mini fans made sure they had plenty of extra luggage.






## Winning run

Midlands Mini Club continued an incredible run of victories by scooping the Best Club Stand award at Mini Fair once again. Its superb London Underground display featured all sorts of London-themed characters, including a policeman, a beefeater, Chelsea pensioners, guards – even a red telephone box and a post box! "We were still making the costumes this morning!" said member Carly Hale.




Amazing stance!









## Mini Busa

George Harris has taken inspiration from the MINI GP edition for his classic Mini project, which he's transformed from a £600 Mayfair into a full-on 200bhp bike-powered weapon using a Z Cars kit and a Suzuki Hayabusa motor. Neat features include a carbon-fibre GP wing at the rear, plus a reverse-opening flip-front. "It was only finished just before Christmas," says George.



# WESTCOUNTRY NEW YEAR MEET

Words and photography **Jeff Ruggles**




Westcountry Mini Scene continued its fantastic start with an impressive turnout for its latest meet.

Westcountry Mini scene has really taken off since its first meeting at the end of October last year. Despite chilly weather, a superb 54 Minis and their occupants attended its New Year gathering at the Route 5 Diner near Exeter, which took place on February 1.

The new community has been created thanks to the hard work of Alan Perrins, Paul Tupman, Lucy Evans and Dave Back. It's not a club and doesn't have a committee or a membership fee; rather it aims to complement the existing network of clubs in Cornwall, Devon, Dorset, Somerset and beyond, bringing them together for events and boosting the social scene for Mini enthusiasts in the region.

The variety was certainly impressive this time out. Last month's cover car, Andy Knight's 'Chop' creation, wowed onlookers, and there were a number of variants including a Wolseley Hornet, a Riley Elf and a smart Pageant Blue Pick-up. Paul and Dave also brought their cool saloons along, and there was a decent turn-out from the MINI contingent too.

As for the venue, it proved ideal, with a large car park on hand and a decent food and drink facilities – even if the staff were a little overwhelmed by the sheer amount of Mini fans! Two fixed meetings at this venue are already scheduled for the first Sundays in February and September annually, but there's also plans for a meet on the first Thursday evening of the month during the summer – a kind of South West Ace Cafe equivalent, if you will. This is addition to regular meets at Cap'N Jaspers in Plymouth, a Somerset gathering at the Haynes Museum that took place on March 1 and a unique seafront event at Teignmouth in June.

**"Boosting the social scene for Mini enthusiasts in the region..."**

"We're delighted so far with the success of linking up all the Mini clubs, and thank everyone for their support," said co-organiser Paul. "We're really looking forward to future gatherings." For more info, search on Facebook for 'Westcountry Mini Scene', or on Twitter @WcminiScene.




Paul Tupman's subtle but rapid beast.




Pretty Pick-up in the sunshine.



Dave Back's tidy saloon.




Craig Evans' cut-down Clubby.



Evidence of how low Andy's chop is!

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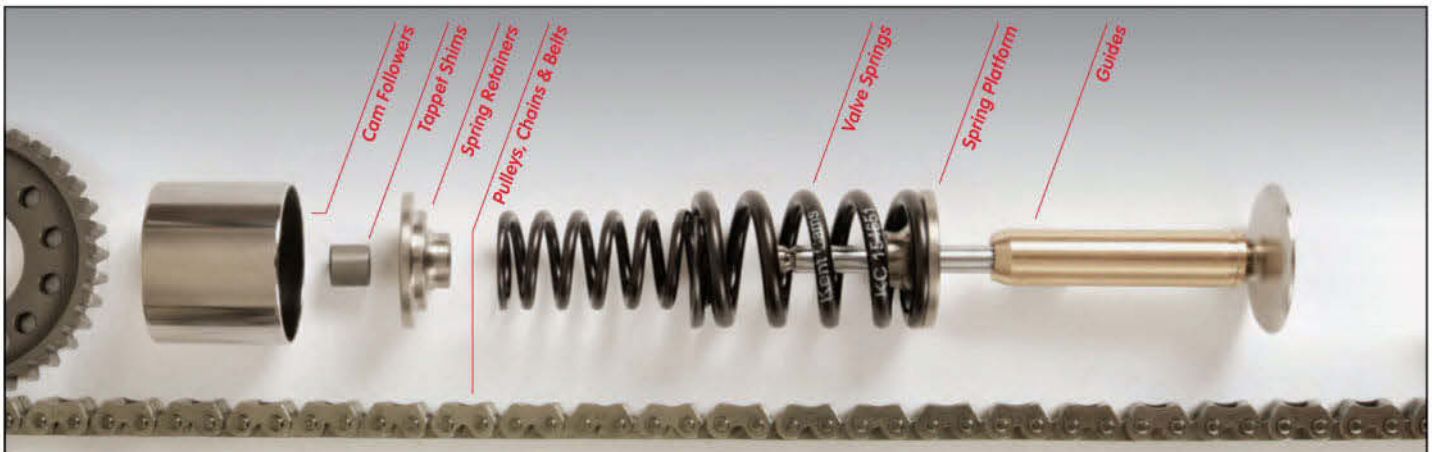


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# Events

## Book your Mini activities with our comprehensive Mini show guide!

**GET LISTED**
Email minimag.ed@kelsey.co.uk or visit our website www.minimag.co.uk

March 21-22
**Goodwood 73rd Members' Meet**
Expect plenty of Mini action at this relaxed retro event for members and others.
www.goodwood.co.uk

March 29
**WMS Devon Gathering**
The first of two Westcountry Mini scene Devon Gatherings takes place at Captain Jaspers, Sutton Harbour, Plymouth
www.wcminiscene.co.uk

March 29
**Brooklands Mini Day**
The season begins here! Great outdoor Mini event at the Brooklands Museum in Surrey. Attractions include traders, autojumble and clubs stands, plus museum access.
www.brooklandsmuseum.com

April 3-6
**Silly Mini Weekend**
Fun packed Mini weekender taking place at Crealy Adventure Park, Powderham Castle and Dawlish Warren. The theme for the event is Psychedelic '60s.
www.sillyminis.com

April 5
**ECMC Easter Run**
Mini of all ages are invited to this run from Bury St Edmunds to the Suffolk coastal town of Southwold, organised by East Coast Mini Club. Over 150 cars are expected, with proceeds going to charity. Search for 'ECMC Easter Charity Mini Run 2015' on Facebook. Entry is £10 per car.

April 6
**Surrey Hills Easter Run**
Annual Easter Bank Holiday Mini Run organised by Surrey Hills Mini Group, starting at The Royal Oak in Pirbright and finishing off in Haslemere. Advance tickets are just £4 a car via the SHMG website.
www.shmg.co.uk

April 12
**Malvern Mini Show & Spares Day**
Taking place at Avon Hall, Three Counties Showground, Malvern, Worcs. Expect traders and club stands.
www.classicshows.org

April 18
**Pride of Longbridge**
Mark the 10th anniversary of the Rover plant closure at Cofton Park, near the old Longbridge site, Birmingham. Celebrating all vehicles made at Longbridge and the people who worked there.
www.facebook.com/groups/steveturner36/

April 19
**Lincoln BIG Mini Day**
Annual Trent Valley MOC bash at Brayford Wharf, Lincoln. Minis are displayed from 8am for a 10am start on a first come, first served basis.
www.trentvalleymoc.co.uk

May 2-3
**Mk1 Performance Action Day**
This excellent Mini-only trackday returns for to Blyton Park Motorsport Centre for 2015, with another day of action added to the bill. Expect an open pitlane, great cars, trade stands and big-name guests. Camping is available all weekend.
www.mk1-forum.net

May 2-3
**Florence Mini Meeting**
Tuscany-based weekender with Saturday convoy and the chance to drive at the Mugello circuit on the Sunday.
www.facebook.com/groups/934570516555219

May 10
**British Mini Day**
British Mini Club's first outdoor show of the season, held at the scenic Himley Hall near Dudley. Features concours, show 'n' shine, traders, club displays and more.
www.britishminiclub.co.uk

May 15-17
**Charity camping weekender**
Morecambe Bay Mini Club's annual weekender for all ages, held at Gibraltar Farm in Silverdale, Lancashire, in aid of Help for Heroes. Attractions include a Mini run, treasure hunt, competitions, children's activities, quizzes, charity raffle and auction.
www.morecambebayminiclub.co.uk

May 17
**London to Brighton Run**
The daddy of all runs takes place for the 30th time. It begins at Crystal Palace Park, with camping available on the Saturday night, before finishing with a static show on Brighton's Madeira Drive featuring trade stands, concours and other attractions.
www.london-to-brighton.co.uk

May 21-25
**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 24
**Durham Mini Show**
At North East Restoration Club, Washington, Tyne and Wear.
www.durhamminiclub.co.uk

June 6
**East Lothian MOC Show**
A multi-marque free event hosted by East Lothian Mini Owners Club, held at Neilson Park, Haddington from 11am to 4pm.
www.elmoc.co.uk

June 14
**National Mini Cooper Day**
The Mini Cooper Register's flagship event, bringing together rare Mini Coopers and Minis of every age and derivative at the Beaulieu National Motor Museum in the New Forest. Include traders, autojumble, concours, Mini celebs and much more.
www.minicooper.org

June 21
**Mega MINI Meet**
Classic and new MINI event taking place at Lytham Hall, Lancashire. Search for Mega Mini Meet 2015 on Facebook for details.

June 21
**Gainsborough Mini Day**
Free event organised by Trent Valley MOC, taking place at Market Place, Gainsborough. Arrive at 8am for a 10am start on a first come, first served basis. Finishes at 4pm.
www.trentvalleymoc.co.uk

June 26-28
**Balkanska Minijada**
Mini Club Serbia's annual flagship event taking place at Silver Lake, a popular tourist resort in eastern Serbia.
www.miniclubserbia.rs

June 27-28
**WMS Weekender**
Westcountry Mini scene's Cornwall weekender, taking place at Roadford Lake, close to Launceston.
www.wcminiscene.co.uk

June 28
**Brands Hatch Mini Festival**
Superb Mini racing event at Brands Hatch. Expect a host of top championships, cars and stars. More details to be announced.
www. mini-festival.co.uk

July 5
**Mini World Live**
New action-packed Mini event and trackday at Rockingham Motor Speedway, Northants. Expect a show 'n' shine, retail village, 0-60 sprints, Saturday night camping and entertainment, and more.
www. miniworldlive.co.uk

July 11-12
**RSP 25**
Celebrate 25th anniversary of the 1990 RSP Mini Cooper, starting at via a run to Kimbolton Country Fayre. Camping is free.
g808kjw@gmail.com

July 31 - August 2
**Cambridge Mini Chill**
A lazy weekend of barbecues, local bands and Minis, taking place at Marley Eternit Social Club in Meldreth, Hertfordshire. Entry is £5 per person, with proceeds to charity.
07852198529
knowles.madhouse@virgin.net

August 8
**Oulton Park Mini Festival**
The second of two superb Mini racing events, taking place at Oulton Park in Cheshire. More details to be announced.
www. mini-festival.co.uk

August 16
**Mini in the Park**
Brilliant Mini event at Santa Pod raceway. Camping and entertainment on Saturday night, followed by traders, club displays, live arena, dragstrip action and more on Sunday.
www.minishow.co.uk

September 1-9
**Italian Job Tour**
Drive your Mini to Italy to visit locations from the iconic Italian Job film. Nine days in total including three nights at the 4 star Lingotto Hotel. Cost is £650 per person based on two sharing.
www.italianjobtours.co.uk

September 6
**Mouth 2 Mouth**
Jurassic Coast Minis host its annual run from Weymouth to Exmouth in aid of the RNLI.
www.jurassiccoastminis.co.uk

September 13 2015
**National Mini Show**
Long-running annual event at Stanford Hall, near Lutterworth. Includes concours, club displays, trade stands and autojumble.
www.miniownersclub.co.uk

September 26
**Mini Action Day**
Annual Mini track event at Castle Combe in Wiltshire. Includes track time, charity rides, traders, autojumble, club stands and more.
www.castlecombecircuit.co.uk

October 25
**WMS Devon Gathering**
The second of Westcountry Mini scene's Devon Gatherings, again taking place at Sutton Harbour, Plymouth
www.wcminiscene.co.uk

November 15
**Seal Pups Run**
A roadtrip to the North East Lincs coast, organised by the Robin Hood Mini Club. Every year the colony of seals and their pups beach up at Donna Nook, near Mablethorpe.
www.robinhoodminiclub.com

May 12-16 2016
**IMM 2016**
Mini Fun Club Belgium will host the 2016 International Mini Meeting at Kristalpark near Lommel. This is set to be a traditional IMM, with added Belgian beer and chocolate. Search for IMM 2016 - Belgium for more information.

### REGULAR MINI EVENTS

**Ace Café Mod 'n' Mini Night**
Visit the iconic Ace Café on London's North Circular on the first Thursday of each month throughout the year.
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**
On the first Friday of each month from May to September at The Red Lion, Redbourne.
www.trentvalleymoc.co.uk

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

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# Letters



Tim discovered this rally Mini while on holiday in Italy.

## Winter surprise

Having just arrived in Madonna di Campiglio, Italy, I had a few hours of wandering about and found their annual 'Winter Marathon car rally. Tucked away in the classics was this beautiful Mini – a great start to any holiday. I hope it raises a smile.
*Tim Barret*

***It sure does! Was there room for an Innocenti in your suitcase?***

## Canadian Hornet

Thanks for putting a picture me and my grandson James in the December issue – we were delighted to be included. I found this Wolseley Hornet in Ontario, Canada. The numberplate is the original, so the owner tells me. I wonder what it's worth? Let alone the cost of the car itself, which has crossed the Atlantic twice.

By the way, does anyone make a cloth headlining for James's 1984 Mini 25 LE? Brilliant magazine, keep up the good work!
*Chris Pugh*

***Thanks for the kind words Chris, and a nice find. We fitted a cloth headlining to an earlier Mini in issue 219 (December 2013). We got ours from ClassicCore – www.classiccore.com***






## Mini ink

This is my Mini inspired tattoo. I hope you like it!
*Uther Pendragon, Chile.*

***Excellent work!***

## Super model

One of my Mini Supers, Joe (850 GOE), has been used for the latest Radley advertising campaign. It's so coincidental that I am a big fan of Radley, so this coming my way was pure delight!
*Sally Brown, Basingstoke Mini Club*




Sal Brown's Mini Super is being used in Radley's latest ad campaign.

***Good to see the Mini is still the most fashionable of cars!***

## MPi tuning

After looking back over an old *Mini Magazine* from November 2013 featuring a Rover Works rally car, I noticed that it had recorded 109bhp on the rolling road using a Rover MEMS ECU. This got me thinking – I don't really remember reading many in-depth tuning articles for the injection cars. Is this something you would consider for the future?

I own an MPi car (and am trying, very slowly, to build an MPi Mini Marcos), and with some of the sensors now being resupplied by independent companies, these cars aren't going to disappear. My own car has a large valve head ported by myself which produced 74bhp on a rolling road, and was shown to be running a bit lean above 4000rpm. I have since had to rebuild the engine (now 1330cc, with a SW5i cam) - I haven't had the car on a rolling road since, knowing there is nothing I can do to (sensibly) alter the fuelling. I'd love to know how the Works car achieved 109! Anyway, just a thought for a possible article (or series). It'd be great to see how Keith could get on with these cars.
*Graham Bichard*

***Watch this space for articles on tuning MPi Minis – we'll have something for you in the coming months. As for 109bhp we have to confess it is a bit of an anomaly, although we have heard of 100bhp being squeezed from an SPi with MEMS before.***



## SOCIAL MEDIA MINI FANS

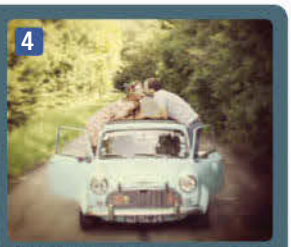
On Valentines Day we asked our Facebook fans how much they loved their Mini...













1. Michall Kororos from Greece: "Real love!" 2. George Davis's significant other half did not find it too funny when he posted this picture on Facebook on Valentines Day! 3. Mariska Veenstra from the Netherlands: "Very much family fun in our Mini Cooper." 4. This pretty photo is from Jorine and Emo Linting's pre-wedding photo shoot. Emo's owned the Dutch Mini for more than 10 years, and it is still the couple's favourite car. 5. Sara Bouma from the Netherlands: "My first car! Love my Mini."

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Shaun Tarlton, 2014 Se7en S Class champion



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19-20 Sept - Silverstone




Photography by Matthew Barrington


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# Your Minis

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## KOMPRESSOR POWER

**Name:** Adam and Daryl Colby
**Car:** 1990 Mini Mayfair
**Location:** Yorkshire

We had an insane idea to create a Mini that has rarely been done before. The plan was to get a Mercedes C180 supercharger onto a modified 1380cc A-Series with a blow-through set-up. This is not without its problems, as there is not much room in the engine bay. We're running a Kent 286 cam, 1.5 rockers, MED drive belt, an HIF44 turbo carb and MPi alternator. The car is still a work in progress, having been restored from a bare shell, but we hope to have it all up and running soon. Other mods include 13-inch Superlites, Mini Sport four-pots, a coil spring conversion, MPi seats and a full respray in Yukon Grey.

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## IRISH SHORTY

**Name:** John Paul Scallan
**Model:** 1978 custom
**Location:** Ireland

My Mini is a 1978 shorty called Doris. I bought the car two years ago, when it had a rotten roof and had been sitting up for over 10 years. I've always wanted a shortened version of a Mini so this car was ideal. It was bought for 400 Euros and the engine is the standard 998cc.

I got the shell sandblasted after taking 22 inches out of the centre. It was originally painted red, but I had too many people calling it Noddy's car, so I decided to paint it Ford RS green. The car is in the south of Ireland and I'm a member of the Irish Mini Owners Club. All I need now is the weather to enjoy this car to the full.






John's cool green shorty is ideal for summer weather.

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# ISLAND RESCUE

**Name:** Paul Brown
**Car:** Mini Cooper SPi
**Location:** Majorca

My Mini, Pud, was bought from eBay in 2011. My father-in-law collected it for me and drove it to Mum's house in Manchester. From there I picked it up about a month later and drove it all the way down to Majorca.

While I happily drove through France, people were taking photos and waving at us. Since having it here on the island I have changed 11 panels and just had a respray, so it should be back on the road for the long hot summer.







Paul is getting his Mini ready for the hot Spanish summer.

# REAL ESTATE



James's cool Clubby has a 1380 MED motor.





**Name:** James Gibson
**Model:** Clubman Estate
**Location:** North Yorkshire

My 1977 Clubman Estate was given to me as a field car when I was 10 years old (I'm now 30). I started to restored her when I stated my apprenticeship as a mechanic, aged 16, and completed her aged 21. She has a 1380cc MED engine with an MED big-valve head that's ported and polished, plus a lightened and balanced crank, rods and flywheel. There's also a straight-cut 'box with straight-cut drop gears and a Dell'Orto 45 carb. Inside is a full leather interior in green and yellow.

I also built a MkII Mini to use as an everyday car, as I didn't like using the Clubman and having to leave it parked up anywhere. She has an 1100 engine with a 2.9 diff for motorway use. It's a great combination!

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ON THE JOB

# Riveting rescue

## Stu Fellows' early Minivan proved to be the perfect daily drive, until a strip-down revealed screws, pop rivets and rust holding it all together!

Words and Photography **Stephen Colbran**

The MoT test is far from foolproof, it seems. Stu Fellows' converted 1963 Minivan, affectionately known as 'Billy', is still MoT'd until June 2015. But hidden away from the eyes of the tester were hundreds of rivets and screws holding a fair amount of the vital panels in place. In terms of structural integrity, that was pretty frightening, not that poor Stu had much knowledge of exactly what lay beneath. In fact, the four-seater van was proving itself incredibly reliable over the years, even for the daily commute. Fortunately the bodyshell's strength was never tested in an accident...

On a more light-hearted note, the smooth-roof van is currently undergoing a complete restoration and it's set to look better than ever. Stu decided early on that his pride and joy would always be treated to a professional rebuild when the time came, and he's now entrusted the work to local specialists Paul and Matt at Creative Customs South West. Not only has this taken away the issues of time and space involved with a bare-shell restoration, but it also means that Billy can look forward to top quality pampering from the VW camper specialists.

We popped in to see the work so far on a chilly Saturday morning and found the project at full speed ahead. It's helped enormously that they've opted for the best possible repairs and insisted on a complete new floor pan rather than patching up the old metal. This all adds to the expense of course, but if you're paying a professional for all that extra fabrication and patchwork, there's probably not much in it overall.

And it's also of note that Stu has absolutely no intention of parting with Billy now he's got this far, so the finances should work out just fine in the long run. Looking at the shell in its current state, we were surprised to hear it had taken just over a month to get this far. There's an incredibly optimistic deadline too, as Stu hopes it'll be painted, reassembled and back on the road for the Riviera Run in May. Whether that's possible is yet to be seen, but it's so far so good!

It's full steam ahead for Matt (left) and Paul (right) as Jan and Stu Fellows visit to check progress.

## PROJECT PROFILE

### THE OWNER

**NAME:** Stu Fellows
**AGE:** Over 21...
**OCCUPATION:** HGV driver
**LOCATION:** Yeovil

### THE CAR:

**CAR:** 1963 Morris Minivan
**START CONDITION:** MoT'd daily driver
**CONDITION NOW:** Bodyshell stripped and rebuilt
**TIME TAKEN SO FAR:** Six weeks
**ESTIMATED TIME OF COMPLETION:** We're aiming for the Riviera Run in May

**"Stu has absolutely no intentions of parting with Billy now he's got this far..."**

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The shell is looking far more solid already.


The van has needed a whole new front end.


Matt gets to work on the new rear quarter panel. Most of the van is new from the waist down.

**When did you first buy the Mini and what was condition was it in?**
It must have been around six years ago now. We bought it as a complete car from eBay. It had standard wheels, so I soon swapped those over to Cosmic alloys and then to Cooper steels, which it still has now.

**Did you know that it was quite rare at the time?**
No, it wasn't until later that I started to realise it was something special, with the magic wand gearbox and early smooth roof. You don't see many like that. I realised then that it would be one to look after, and then eventually do a full restoration like I'm having done on it now.

**Did it have the 998 engine when you bought it?**
Yes. But according to the Heritage Certificate, it should have been an 850 engine in there. The 998 only really helps a little going up the hills; it only does 50mph! It's supposed to do 68mph flat-out and although it did 75mph once, that was downhill, out of gear with the wind behind me...

**And the car conversion?**
I've got the original fold-out logbook, and on there it states 'Minivan with side windows'. So whether it was done just after it was bought, or by the dealer when new, I'm not sure. Commercial vehicles weren't subject to purchase tax, and apparently the cost of the rear window and seat conversion worked out slightly cheaper than buying an estate.

**I suppose appearing as a car, not a van, saves cash at the toll booths?**
Yes, although for the insurance they still class it as a commercial vehicle. In fact, many of the bigger firms won't insure it because of that, even though it's a Mini – a classic car. I went with Carole Nash in the end as they seem to know how much you value the car.

**What were you using the Mini for?**
It was always my daily driver, travelling 22 miles each way to work every day. I used to fly past struggling cars in the snow, as it's got skinny tyres on with loads of traction. It doesn't carry any weight either so it would just keep going regardless. I occasionally had to defrost inside the windscreen and I always kept a plastic sheet in front of the distributor, but other than that it was really reliable.

**And it started to go a bit rusty?**
Unfortunately yes. Every year I made sure it had a coat of rust proofing underneath, and kept on top of the worst bits for the MoT. It didn't look too bad, but I didn't realise how bad it was until it started to get stripped down. It soon became clear that it was only held together by screws and rivets!

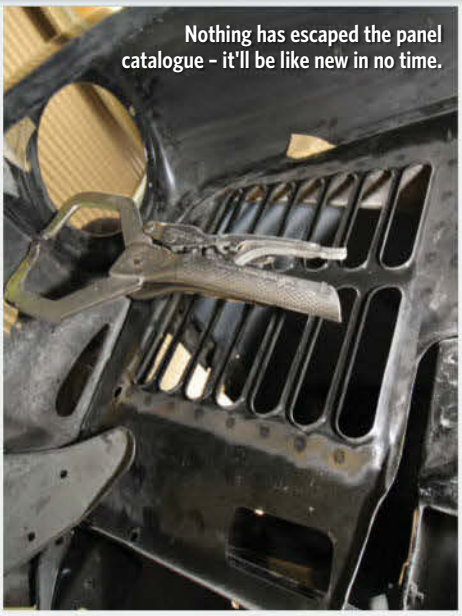
**Did you not spot that earlier?**
I knew the front end was partially held on with screws, as there was a line of screws up the A-panels, but when I bought it, I just saw that as a bit quaint – an old-fashioned repair. It only dawned on me later that pretty much the whole car was like that. If I had been in an accident, it would have just folded up. I don't know who did that from the last six owners, but it must have been someone with a good collection of pop rivets!


'Billy' before the resto began - crusty but MoT'd.

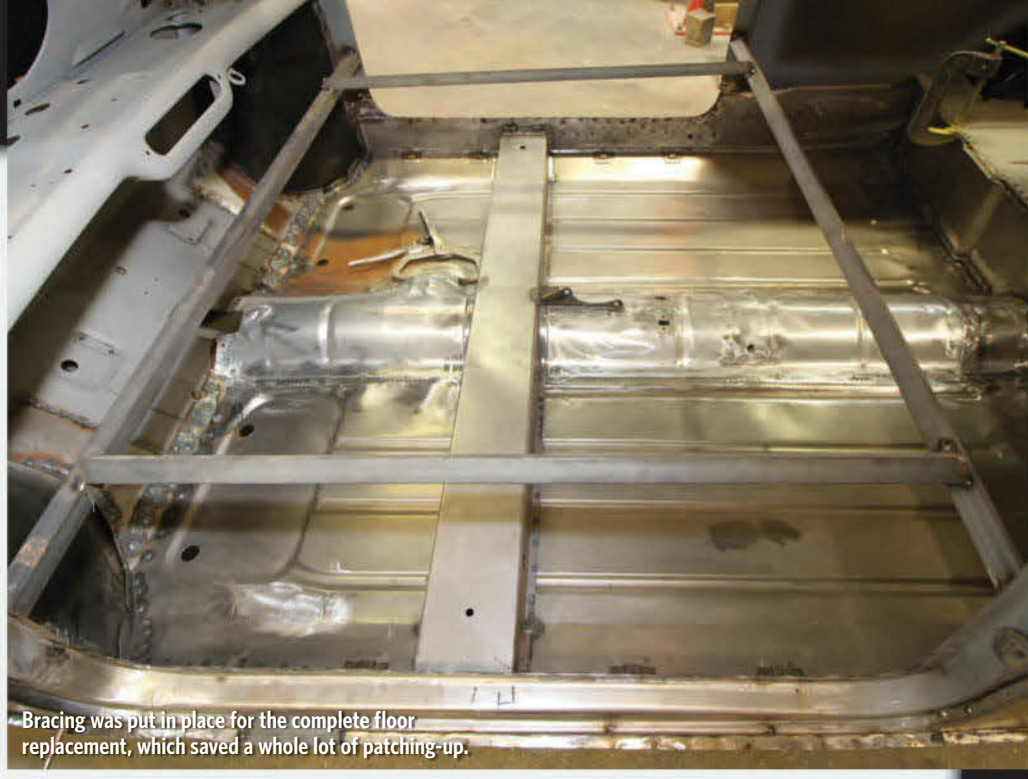

New scuttle panel going in....


A later-type top dash rail has been modified to match the original.





Nothing has escaped the panel catalogue – it'll be like new in no time.



Bracing was put in place for the complete floor replacement, which saved a whole lot of patching-up.

**Has it been a no-expense-spared job so far?**
In a way, yes – if it's needed a panel then it's got it. I have no intention of ever selling it, despite a few offers already, so for me there has been no scrimping. Although saying that, the engine and running gear will all go back in, as will most of the trim. We set aside a budget for the restoration but it's going to go past that with the respray and all the panels.

**And what have you needed to have replaced?**
Most of the bodywork from the waist down. Starting from the front, it's had a new front panel, wings, a scuttle, the inner windscreen panel, inner and outer A-panels, doorsteps, sills, a complete floor pan, side panels, a rear valance, and I've just found out that it'll need repairs to the doors too. The roof and the front parcel shelf is still original...

**Why did you choose Creative Customs Southwest to do the work?**
I met the owner, Paul, on a Speed Awareness Course, but obviously not from speeding in this Mini! We got talking and I liked his work ethic and saw the quality of his work. He only tends to work on one car as a main focus then one other in the background. He then helped to finish off one of our other Minis, 'Delilah', when a dodgy restoration company messed me around on the rebuild. It was an awful few years and Paul came to the rescue. Every time I come down there seems to have been loads of progress.

**What's left to do?**
It still needs a new rear load bed to go in, as the original is full of rivet holes. That's currently on order but should be here at any time. The front end needs welding back together, the doors need to be repaired and then it'll be time for paint and reassembly. We're going for a complete new wiring loom too.



It's thought the car conversion was done from new.

**Did you fancy having a go at the restoration work yourself?**
Yes but I'm a lorry driver, often working really long hours, so I just don't have the spare time. I don't have a garage at home either – this one lived on my driveway.

**So will it leave the workshop as a running car?**
That's the plan, yes. The engine is going to have a clean up and a check but not a full rebuild. It wasn't broken so why fix it? The interior was all good too; I'd had it done by Mini Trimmings a few years ago in deep red.

**Will you continue to use the Mini every day once it's complete?**
The jury is still out on that one. We'll be taking it to as many shows as possible to judge the reaction from people. It's a rare and valued car that I would like to carry on using daily, although I may be persuaded to hibernate it over the winter. We'll have to see...



A standard-spec 998 will be just fine for this one.



Paul says the doors will need repairs too.



## FINISHED SPEC

**COLOUR:** Tweed Grey
**ENGINE:** Standard-spec 998
**GEARBOX:** Magic wand gearbox
**SUSPENSION:** Reconditioned subframes, all else standard spec
**BRAKES:** Drums all round
**INTERIOR:** Deep red retrim, rear seat conversion
**WHEELS:** 4.5x10-inch steel rims with 145x10 tyres

# CAREER



# BOOST

**Paul Caston's stunning turbo Mini project was originally intended as a quick and easy refresh. Over a decade on, it's had a bigger impact than he could have ever imagined.**

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

We've all been there. Your beloved Mini is starting to show a few signs of age, so you take it off the road with the intention of a quick refresh. But what you thought were just a few niggles are actually major horrors, and before you know it, you're peeling off several layers of outer sill and sweeping away clouds of body filler dust. What you'd hoped would take a few weeks is now likely to be measured in years... Paul Caston knows exactly how that feels. When he bought his Mini turbo over a decade ago, he never imagined it would be off the road for almost the entire duration. But though it's required a full catalogue of new panels, hundreds of hours and a whole lot of head-scratching to create the bold stunner you see here, Paul's not been deterred. Quite the opposite in fact; the man from South Devon was serving his apprenticeship as a panel beater and paint sprayer when he began this project, but such is his passion for retro cars that he's now decided to go it alone with his own business. And, thanks to this Mini, he's got a brilliant rolling advert for his skills.

## TURBO TIME

The inspiration/blame for Paul's Mini passion can probably be attributed to his fiancée, Emily. "I bought her Mini first of all, a red one, as an 18th birthday present," he says. "That's what got me into Minis – I loved the fact they were just like go-karts." A Mini it was then, but not just any Mini, as

## THE BUILD

Bought as a running car and already turbo'd, Paul quickly discovered the car's bodywork was beyond hope. An ex-Miglia shell was sourced instead, which he comprehensively restored and painted in three-stage pearl (see over the page). The turbo motor was also rebuilt for increased power and reliability.









Kitted out with carbon-fibre and a host of motorsport and safety provisions, the interior reflects Paul's desire to use the Mini for hillclimbs and trackdays.

Paul explains: "My mate Pete had a turbo Clubman, and that got me hooked on the idea of a turbo car."

Fortunately, he only had to look towards pal John Crocker, who works for Mini racer and established engine builder Paul Inch in Plymouth. That obviously makes him pretty handy when it comes to building a decent A-Series, and it seems that talent runs right through his family: "It turned out John's son Tony was selling his orange turbo Mini, and he's a brilliant engineer. So I bought it."

At this point you could pick up a good Mini shell from a scrapyard for the price of a year's road tax, so Paul wasn't too concerned about the rough bodywork. "I drove it for about six or seven months, then I took it off the road to put a front end on," he says. "I thought that I may as well do the sills and a few other bits while I was at it, but it got so far that I ended up counting four or five sills, and big nuggets of filler were falling out. I decided it was best to start again."

The hunt to find another car as a basis saw Paul discover an ex-motorsport shell online. "It was a former Miglia shell that Endaf Owens had," he explains. "So I drove up to Wales, and saw Jim Lyons' Mini in the background. He was going turbo with his, so I thought that they were definitely the right sort of people to get involved with. The idea was to take the shell, swap everything over and just give it a quick paint job. Nine years later I've replaced virtually every single panel..."

**"I ended up counting four or five sills, and big nuggets of filler were falling out..."**




The classic MkI rear lights may seem at odds with lairy paint and a wide stance, but it works brilliantly. The funky bootlid badge is from a Vauxhall VX220.

Show and go! Rebuilt and tweaked with a host of new parts, the 1293cc turbo motor is good for 170bhp on the rolling road.

Endaf had worked his magic by installing a comprehensive rollcage, but the rest of the shell needed work to bring it up to Paul's requirements. It's only really the rear bulkhead, seat base and rear panel that haven't been swapped, and even the latter two have been played with – the rear panel has MkI light apertures, and the seat base was trimmed when the rear companion bins were removed. "Anything that wouldn't warrant getting rid of the shell entirely, I've changed," says Paul. This has included the floors, sills, door steps and much more besides. "I fitted new rear quarter panels but wasn't happy with the finish," he adds. "Someone ended up denting them in the yard I was keeping the car in, so I ended up doing them twice to get them right."



Cobra Imola bucket and rollcage dominate inside.


Huge rev counter and Tim gauges keep Paul informed. A Lambda gauge is next.

## FULL FIBRE DIET

It's not all been metalwork, however, as the shell has been put on a serious diet. The boot floor is now fibreglass, the doors have been hollowed-out and fitted with aluminium skins, and there's carbon-fibre just about everywhere else. And remarkably, Paul and his pal Chris – yep, another member of the Crocker family – have made the vast majority of it themselves. "Chris makes parts for the Formula Jedi racers," says Paul. "They're like miniature bike-powered Formula 1 cars."

Initially Paul tried to fit an aftermarket carbon roof skin. "It was a bit like stacking pint glasses as the mould is taken off a normal panel and is the same size," he explains. "I didn't like the way it just sat on top and left a gap. Extending the edge wasn't going to work, so Chris and I got an old Mini roof and basically made an oversized panel so it would properly fit into the guttering. Everyone asks if it's real carbon because they can't believe how well it fits. It costs a lot to do it though – just the materials were £600!"

Paul and Chris also made the carbon doorcards, floor panelling, battery box and rear shelf inside the car, plus the Miglia-


The boot area features a fuel cell and a strut brace.

## THE BUILD



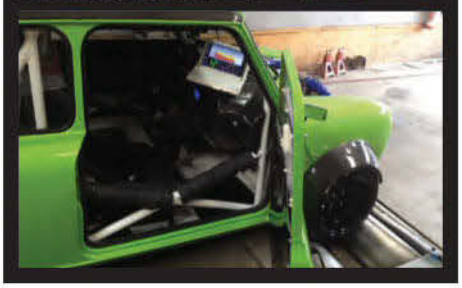














# "The exterior was a great chance for Paul to showcase his skills..."

style wide arches, bootlid and even the super cool fuel filler surround under the rear window. "The carbon bonnet is the only thing from my orange Mini that he made and I've kept for this one. That's made from wet-lay carbon, while the roof is made with the more modern infusion method, where the resin is applied under a vacuum. They're completely different inside; with infusion it's stronger, lighter and less material is used."

One particularly notable carbon-fibre feature is the adjustable rear diffuser, which again was a custom creation. The car has been fitted with traditional rubber springs and adjustable Gaz dampers up front, but the back end features a modified Huddersfield Spares rear beam with Gaz coil-overs, so there's not a whole lot of weight to speak of. "The reason I've got the diffuser on there now is that I was worried about the back end being so light, so I'm trying to suck it down," says Paul. "It really seemed to work at Castle Combe."

The final parts of the carbon-fibre jigsaw are the dash and the front end, which Paul purchased from Curley Specialised Mouldings as he deemed there was little point in moulding his own. "I spent two days getting the front end to fit properly," he says. "Normally you can tell instantly if something has a removable front end, but I wanted it to look like a standard front. I've used go kart fasteners for the arches, but I haven't cut a join in them. I don't think it looks quite right when people put a split down the arch."

Despite the car's wild appearance, Paul has also been keen to add a few classic touches. Complementing the MkI rear lights, grille moustache and early-style bootlid are external door hinges, which have been cleverly fitted to the later shell. "I braced up the inside of the A-panels, and because the doors are so light it doesn't place any sort of load on the hinges," he explains. "At the time Force Racing didn't do external hinges and I didn't want fake ones, so I scouted to find these. They are the proper brass hinges from an early MkI. They had to be the brass ones so they didn't rust."

The paintwork, however, is certainly not period. The inside is pure motorsport white, but the exterior was a great chance for Paul to showcase his skills, and he's not been shy. "The only reason it's a lairy green is because I'm in the trade and wanted to paint it a three-stage pearl," he says. "There's 20 coats of pearl on that – it took me nine hours to paint! It's got to go on even; if you get any dirt in it, it's in there for life. You can't just flick it out and repaint it like you can with normal paint."

Cool custom fuel filler with carbon-fibre surround.






## FUTURE PROOFING

Although Paul was happy with the engine that he'd rescued from the orange Mini, he couldn't resist a few changes. "While the engine was out I thought I'd make it a little more powerful and a little more reliable at the same time, even though they don't often go together!" he comments. "I knew I had to go for a reprogrammable ECU, and it's got a UKP belt drive on it as well now. I put an Avonbar Phase 2 cam in too."

Dominating the front of the car is that massive front-mounted intercooler, which has been combined with a two-core radiator to keep everything cool. The turbocharger unit, meanwhile, is a traditional Garrett T3 unit, but with a 360-degree thrust bearing to make it last. There's plenty of room for it too, thanks to an extensively modified bulkhead that also features a spacious Miglia-style airbox. Good for at least 170bhp on the rolling road, the 1293cc motor features a Stage 4 head modified by John Crocker and, rather unusually, Austin Allegro pistons to further reduce the compression. "It worked well in the orange Mini, so I didn't see the need to change it," Paul explains.

Next up was the gearbox, which was beefed-up with a Jack Knight straight-cut gearset and drop gears, along with a cross-pin diff and a central oil pick-up pipe. "The original helical box was in and out, so it got to the point when it all needed upgrading," says Paul. "As with anything you modify,

Bike can rear silencer with trick bespoke diffuser.





Yep, there's no missing this one in those quiet Devon villages.

# "It's my passion. Not many people can say they love their job..."

there's always something down the line that's a weak part in the chain." That said, he's found that a standard Metro Turbo Verto clutch is seemingly up to the job for now, although he plans to look into the twin-plate 'RTS' conversion pioneered on the TurboMinis forum. "I had a double grey diaphragm before, but it killed the trust bearings. Luckily I caught it just in time and saved the crank."

The fuelling has also created teething problems. "I used to have a small aluminium cell in the boot, but I couldn't go past a filling station without having to stop," says Paul. "So a friend made up a bigger one. Unfortunately he forgot to flush it out, and the car just stopped on the way to a show. I looked at the fuel filter and it was just full up with filings – it was so lucky I had it on there. I've gone through six fuel pumps too, but some of that was my fault. I had the positioning too high for a gravity-fed pump. It ran them dry and would just kill them. I was at my wits end, so I posted on TurboMinis and found out I needed to lower the position. It's been fine since."

As the intention was to use the car for hillclimbs and trackdays, decent stoppers were a must. Concealed behind the black 7x13-inch Superlites and Yokohama A048 tyres are now Wilwood callipers and vented discs up front, with Superfin drums at the rear. The brake and fuel lines have been routed internally, while an adjustable brake bias valve is within easy reach of the driver.

Staying inside, there are further clues to Paul's motorsport aspirations. As well as the carbon and the rollcage, the Cobra Imola bucket seat has been positioned further back in the car and an extended steering column fabricated. A KAD internal gear linkage and quickshift also feature, while a Koso instrument panel, TIM gauges and an oversized rev counter with shift light give Paul the info he needs. There are plenty of safety provisions too, including kill switches inside and on the bulkhead, plus a couple of fire extinguishers. But where's the passenger seat? It wasn't in place for our shoot, but Paul has installed fittings for a fibreglass QT seat from a Bowler Wildcat. This is a bit of a token effort in Emily's eyes though, who reckons it's the most uncomfortable thing ever.

## NINE YEARS LATER

By late 2013, the car was finally ready to hit the road in its refreshed guise. That may sound a little long for someone who now restores cars for a living, but Paul is quick to stress that other cars have always come first. "Your own car always gets put at the back," Paul explains. "I restored Emily's Mini between then and now, plus a friend's orange Metro. And I bought a house..."

And there's the business to think about now too. Having left his job at Vauxhall a year ago and worked in the marine industry for short period, Paul began working part-time for Steve at Classic Motors in Wembury. He clearly enjoyed himself, for he's now set-up Retro Rides Restored, sharing workspace with Steve. "It's my passion and it's what I enjoy doing. Not many people can say they love their job," says Paul.

Even fewer people can say they took on a seemingly hopeless Mini project, and transformed it with flying colours. The bold colour and styling might not suit everyone's tastes, but when it comes to getting Paul noticed, all the boxes are firmly ticked.

## TECH SPEC

**BODY** Modified ex-Miglia bodyshell, rear bins removed and seat base trimmed, tubbed rear arches, turbo bulkhead box with Miglia-style airbox, MkI rear light conversion, rear strut brace, GRP boot floor, Curley carbon-fibre front end, custom carbon-fibre roof skin, bonnet, bootlid, Miglia-style arches and adjustable rear diffuser, carbon-fibre wing mirrors, fuel filler neck relocated to centre of vehicle with a custom carbon surround, lightened doors with aluminium door skins and brass MkI hinge conversion, MkI grille surround. Paint: three-stage green pearl with white interior.

**ENGINE** 1293cc turbo block, centre main strap, Allegro low-compression pistons, balanced crank, Avonbar Phase 2 camshaft, Stage 4 cylinder head, 1.3:1 ratio rockers, UKP belt drive kit, high-capacity oil pump, T3 turbo with 360-degree thrust bearing, Avonbar 14psi turbo actuator, Bailey dump valve, Megajolt reprogrammable ignition ECU, High performance silicone HT leads, Custom aluminium front-mounted intercooler with silicone and aluminium hoses, super cool two-core radiator, uprated high-capacity water pump, HIF44 turbo carburettor, performance air intake, Metro Turbo fuel regulator, high-capacity fuel filter, gravity-fed Demon Tweeks electric fuel pump, 8mm fuel lines run internally, custom fuel cell, Metro inlet, Avonbar downpipe, Viper Performance rear bike can. Power: 170-plus bhp.

**TRANSMISSION** Four-speed manual with Jack Knight straight-cut gearset and drop gears, cross-pin diff, centre oil pick-up pipe, 3.2:1 final drive, Metro Turbo Verto clutch.

**SUSPENSION** Seam-welded and lightened subframe with rubber springs, Hi-Los and Gaz dampers, uprated damper mounts, Rose-jointed bottom arms and tie-rods (front), modified beam with shortened Gaz coil-overs and modified radius arms (rear).

**BRAKES** Four-pot Wilwood callipers with vented discs (front), Superfin rear drums, braided internal lines, adjustable bias valve, Trigger quick-release handbrake.

**WHEELS AND TYRES** 7x13-inch black Superlites with 175/50x13 Yokohama A048 semi-slick tyres.

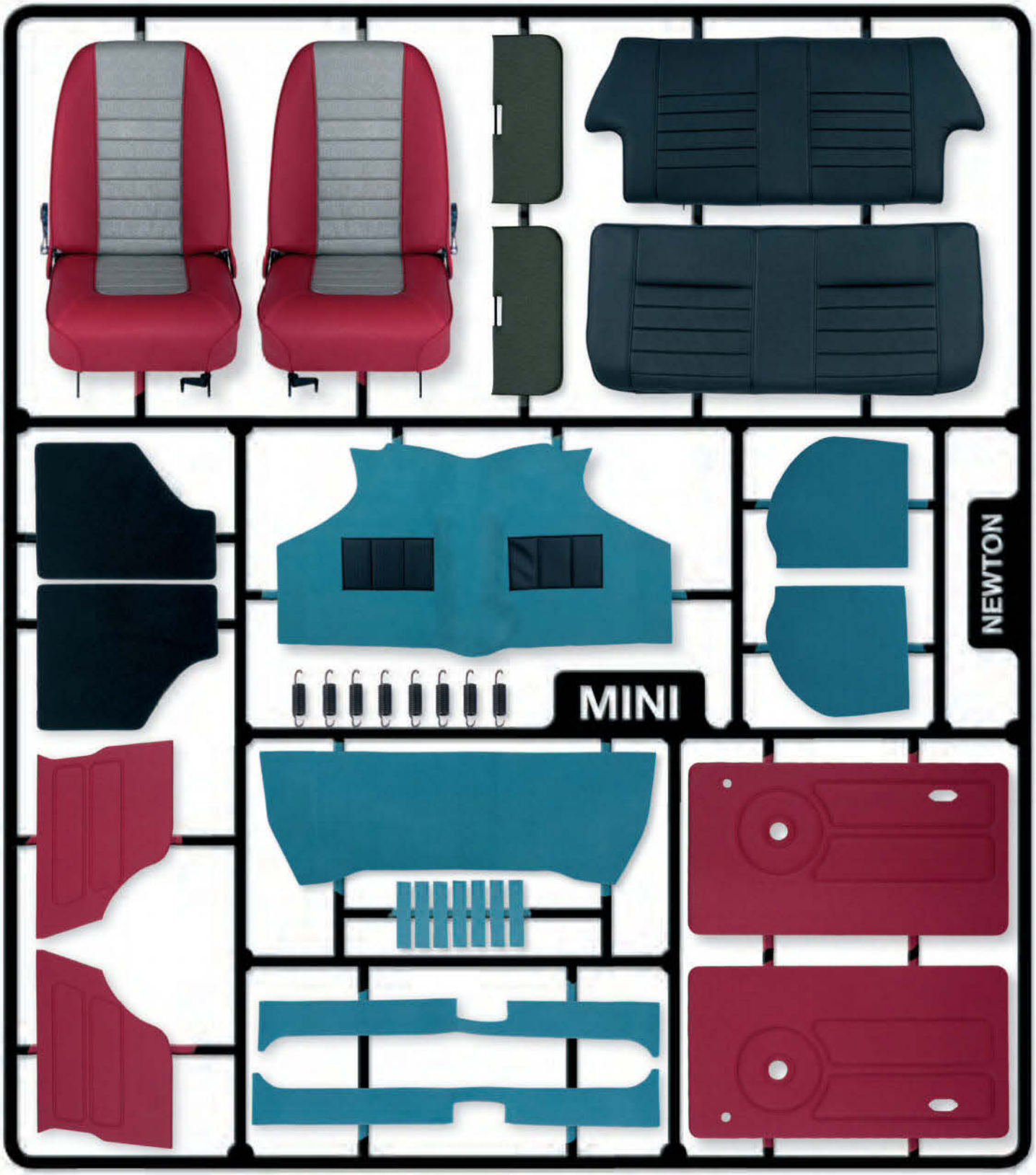
**INTERIOR** Stripped-out with full welded-in Safety Devices rollcage, Cobra Imola GRP bucket seat, TRS five-point harness, plumbed-in fire extinguisher, kill switch, Curley Evo 2 carbon-fibre dash, Tim turbo boost and oil gauges, rev counter with shift light, Koso digital dash, KAD internal gear linkage with quickshift, four panel wide-angle rear view mirror, custom carbon-fibre battery box, custom-made carbon-fibre battery box, floor mats, doorcards and rear shelf, Lexan polycarbonate windows (except windscreen).



Paul with his turbo, Emily's Mini, and their well-behaved dog!



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# COOPER SUPREME

**This '62 Mini Cooper not only looks the business, but performance is right up there with its younger brother – the legendary 1275 Cooper S.**

Words **Stephen Colbran** Photography Ade Brannan

Distractions are but a mouse click away for a Mini enthusiast compiling features on the scene's finest offerings. It doesn't take much – before long you're inspired to try something different, adapt your own project or perhaps go off in search of a completely fresh start. So when these photos arrived, as you'd imagine, productivity was well and truly drop-kicked out the window. Emerging from the bleakness of a damp Scottish flyover in the midst of winter came the simplistic perfection that is David Menzies' modified 1962 Mini Cooper.

David has restored the car with his own '60s styling touches along the way, installing a later 1275 Cooper S engine but carefully resisting the urge to create a full-on S replica. Clearly then, here is the work of an experienced Mini enthusiast with an eye for detail. "My father was into Minis when I was young, and was always working on his cars like you had to back then," says David. "The Mini wasn't my first car, but he'd inspired me to eventually get one when I was a bit older. Actually, I was driven home from hospital in a '59 as a new-born, so that was my first Mini experience! But anyway, around 15 years ago I got talking with my neighbour and spotted a stunning green Mini he'd had under cover. It had been winning shows across Scotland, so I eventually talked him down on the price, and that was my first."



Originally a 997 Cooper, David found a 1275 Cooper S engine to fit instead, giving a notable performance boost.



Cosmic two-spoke steeing wheel has been given a new lease of life.

Sadly the green show-winner had to make way for a house purchase (who needs such things when you have a Mini?!), but once settled down again, David bought a Wolseley Hornet, before fixing-up a superb 1969 Countryman. "I was trying to get my wife, Elizabeth, into the Mini scene, but she didn't really understand the whole Woody thing, so I sold that one," David recalls. The next project would have to be quite appealing all-round, then.

## EARLY DOORS

Along came a May 1962 Austin Mini Cooper, originally a 997 of course, which was for sale in Edinburgh as a rolling project. Mini Cooper production only began in September '61, so this is quite an early one with the full-width front valance, dry suspension and the door handles without safety bosses. "It was five years ago when I bought it, for only around £3000-4000," says David. "It was a rolling shell with Cooper S brakes and suspension, but the engine was gone. I don't think it had ever been restored before, and the main tub

# "I took the rollcage out and aimed for more of a 'driving' Mini..."

of the shell was in pretty good nick considering. The original floors, rear seat and bulkhead were all there too, but the only downside to the car was that it had been plate robbed."

In other words, someone had quite fancied the original six-digit number plate, so it was now re-registered on another – one with similar appeal nonetheless. "The original plate was close to the first ever 998 Cooper," David adds. "It was 100 YYC, whereas I believe the first ever 998 was 931 VYC. I've seen it since in one of the books, just by chance."

Due to the missing engine, non-standard running gear and tired front seats, David got his thinking cap on and began modifying, albeit with authentic tuning gear from the '60s rather than super-wide arches and big stereos. We reckon the mods make for a more interesting car, and the majority of add-ons David has chosen are completely reversible. Factory-spec recreations are impressive in their own right, but a sympathetically-modified MkI never disappoints in the aesthetics department. It should drive sweetly too.

"I spent about three months welding to begin with, putting on a new front end," says David, retracing his steps. "The welding was all self-taught, just learning and gradually progressing. To begin with I fitted a John Alley three-point 'cage and I'd started down the rally route, but when I picked up a pair of rare rear seatbelts, still in their MOWOG boxes, I wondered if it was really right to combine the two. I took the rollcage out and aimed more for a 'driving' Mini; it's not something I want to rally or race about in anyway."

A further six months of evenings and weekends were spent preparing the repaired bodyshell for its new shade, all in the garage at home. Although David had experience of DIY resprays, he reckons it can be quite stressful to get right, and so he opted to go for a professional job this time. "On a previous Mini I did it had loads of reactions bubbling up through the paint," he adds, "so I just concentrated on the bodywork and undercoat, in order to get it ready for the final top coat."

## S POWER

Seeing that a previous owner had already started dabbling with Cooper S parts, when it came to the engine, the choice was simple. "As I've been into cars for 15-odd years, fortunately I had a spare 1275 Cooper S engine sat under my shelf," says David. "It had started to loose oil pressure so I took it apart before it went in. It'd been bored-out and I fitted a lightweight flywheel and electronic ignition, but other than that and a reconditioned crankshaft, it's just a standard Cooper S engine."

The 7.5-inch front discs were present



It would have been just as easy to create a full S replica, but David resisted the temptation.


These Microcell bucket seats are far more comfortable than standard, and they look ace.


Front lighting features rebuilt Lucas Tripod headlamps and French spotlamp/indicator units.


Original BMC belts front and rear were rare finds.


Period fire extinguisher in the passenger-side door pocket is probably more for looks.



Beautiful simplicity sets this MkI apart from the crowds. The Minilites are believed to be original 1960s alloys.




Not the original plate, but still pretty desirable.

from the off, but David improved their bite with Greenstuff pads and then managed to source NOS Minifin drums for the rear – original types without the spacers. Rather than mount the remote brake servo by the inner wing, tarnishing the original Cooper 997 look, he decided to get a bit creative and install it under the front dash rail. It keeps things tidy under the bonnet whilst providing confidence-inspiring anchors to match the uprated Cooper S power. That said, anything must be better than the original car's seven-inch discs, which have a tendency to overheat and fade.

Talking of overheating, that's a common complaint for the 1275 S engine too, with factory-standard cooling often pushed to the limit. To aid reliability, David's gone for an uprated continental-fitment fan with an additional electric fan in the inner wing, which only comes on in traffic jams.

With the brakes, body and engine well sorted, plenty of attention has also been paid to the handling. Original Ripspeed Hi-Los help to lower the centre of gravity, with access holes in the rear valance for easy internal adjustment. There are KYB dampers, lightweight original Minilites and wider Yokohama rubber to suit.

Moving inside, the Tartan Red and gold brocade front seats have made way for aftermarket Microcell buckets, continuing the period-tuning vibe. "The seats were supposed to be original Microcells," David continues, "but I think now that they're probably reproductions. I do have the original front seats, but they're a bit ropey, and rather than mismatch new front covers and an original rear, I thought I'd go aftermarket. These are much more comfortable than standard and will stay, even though I've now found a pair of original covers in better condition."




David has created his ultimate MkI with this early Cooper.

## ON THE ROAD AGAIN

"I finished the restoration about three or four years ago," says David, "and it's been on the road ever since. I try to avoid most of the

Regular maintenance keeps this Cooper looking and driving sweetly - it's not just for shows.




## TECH SPEC

**BODY** 1962 Austin Mini Cooper 997, fully restored with new front end, Cooper S twin tanks, original stainless flute trim, bumper overriders, full-width front valance, four-vent outer sills, single door mirror, original Lucas Tripod headlamps rebuilt with modern halogen bodies, Marchal front repeaters/spot lamps. Paint: Old English White with black roof.

**ENGINE** Rebuilt 1275 Cooper S, re-bored +0.060-inch, reconditioned crankshaft, standard cam, rockers and 11-stud head, front-mounted 13-row oil cooler, twin HS2 SU carbs, Downton-style Maniflow exhaust manifold, Maniflow replica original silver exhaust system, electronic ignition, Coopers air filters, twin electric fuel pump, continental metal fan with extra aftermarket electric cooling fan, early radiator with drain tap, sump guard.

**TRANSMISSION** As per 1275 Cooper S, four-speed close-ratio gearbox, lightweight flywheel.

**SUSPENSION** Dry Cooper S set-up, fully reconditioned, KYB Gas-a-just dampers, Ripspeed Hi-Los, rubber springs.

**BRAKES** Cooper S spec with 7.5-inch discs, Greenstuff pads (front), NOS Minifin drums rear, remote servo in cabin.

**WHEELS AND TYRES** Original '60s 4.5x10-inch genuine Minilite alloys with Yokohama A008 165/70x10 tyres, Shrader valve caps.

**INTERIOR** Original instruments and dash, Cosmic two-spoke steering wheel, later chromed gear lever, BMC retractable three-point front belts, aftermarket Cooper gearknob, '60s fire extinguisher, NOS rear seatbelts, Works-type Lucas electric washer pump in rear pocket, Microcell front seats, Tartan Red carpet, original Tartan Red/gold brocade rear seat, aftermarket front screen demister.

# "I think people can relate to it better than a Cooper S..."

salty roads but it's used through most of the summer. Under the carpets I've fitted 6mm plywood to help air circulate and protect the floor from the seats, and I touch up the paint underneath once a year to keep it nice.

"So far it's won first prize at the Thistle Run three times in a row and came second once. But it's not necessarily the best car to show, I just think people can relate to it better than an S. They can possibly see themselves owning something like this, or perhaps they did back in the '60s."

Like most projects, things haven't stood still since completion. There's been quite a bit of thought invested in extra mods – like the rejuvenated two-spoke Cosmic steering wheel and those unusual front lights, for example. "The front lamps are by Marchal – they're French headlamps with dipped and main beam, but I converted them to indicators, with the main beam still on a switch. So round about town at night I turn the spots off and you can still see the indicators. But out on the country roads you can really light up the road. So that's quite cool, and a lot of people don't realise the repeaters have gone at first."

The headlamps are genuine Lucas tripod types, or at least they were. The inners were corroding away, so David picked up some modern H4 halogen replacements and painstakingly cut out the front glass lenses to make a hybrid of the two. It's the best of both worlds for the countryside motoring, where this Cooper is said to really excel.



Twin tanks and boot board are a pratical Cooper S option.

The carb set-up has also been altered since completion, from twin HS4s back to twin HS2s. David reckons it drives much more smoothly around town with the 1.25-inch carbs, as it was over-fuelling a little before. To complement the fuelling, last year David ordered up a new exhaust manifold and crimped-box system from Maniflow, requesting it should be as close as possible to the original Downton specs. Well, why stop now with the finer details?

If he can refrain from spending the funds and spare time on his next project, a Cooper 35 LE, David may soon give the paint another go. After five years it's starting to crack a little on the bonnet – not that we noticed! After that it'll be a case of enjoying the car as much as possible once more. "I'm part of the Mini Clan, but I joined the Mini Cooper Register last year," says David, "so I'm hoping to get out to some new shows and events – maybe down to Blyton Park for the MkI Action Day. My daughter, Abbie, used to go to every single event with me, so I hope she might get back into Minis and join me again for the shows."

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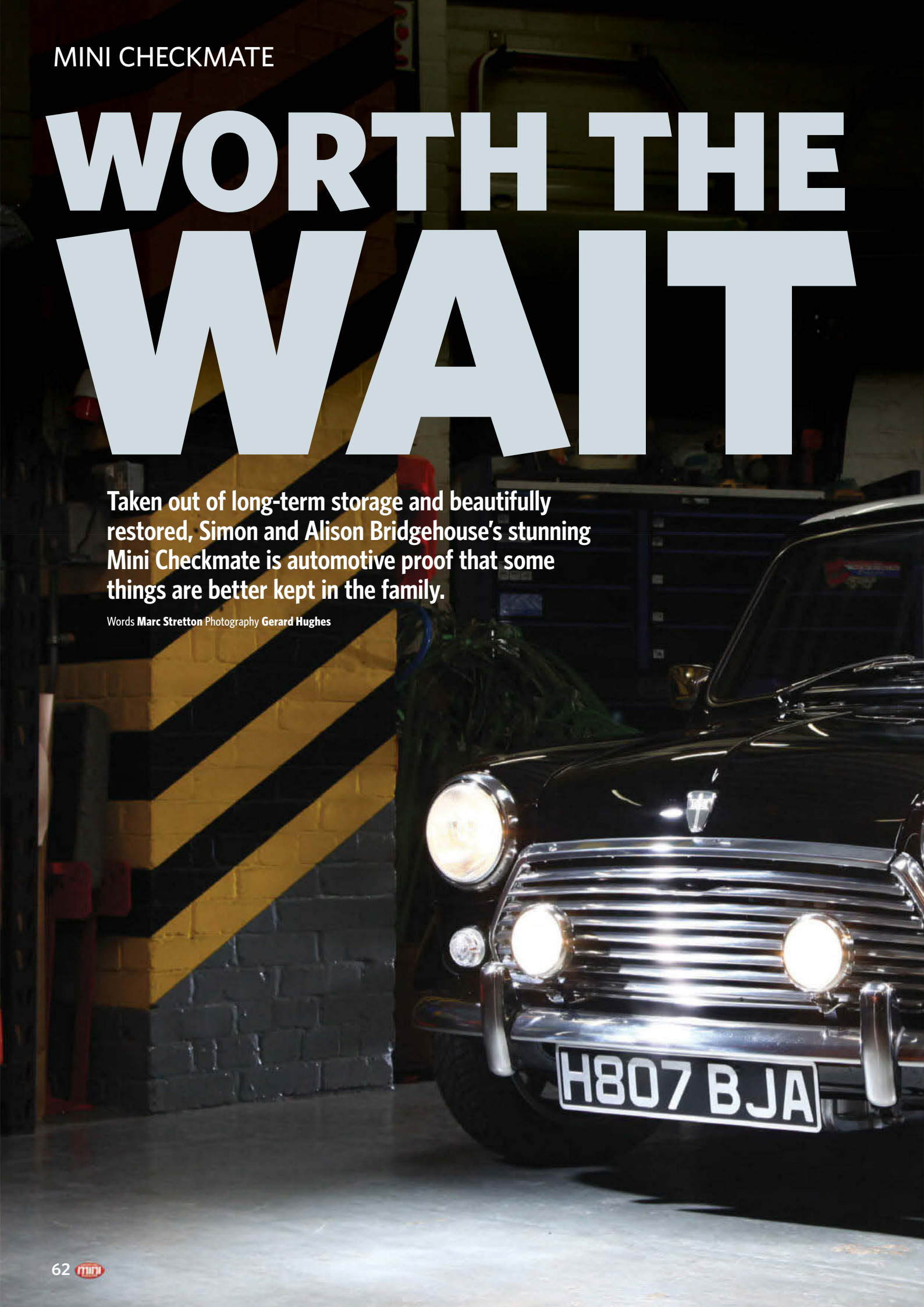
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# WORTH THE WAIT

**Taken out of long-term storage and beautifully restored, Simon and Alison Bridgehouse's stunning Mini Checkmate is automotive proof that some things are better kept in the family.**

Words **Marc Stretton** Photography **Gerard Hughes**



When Alison and Simon Bridgehouse's family unit outgrew their beloved Mini Checkmate nearly 15 years ago, it would've been easy to part-exchange it and move on to bigger things. But, with the recent halt of classic Mini production still fresh in the news, the couple made the shrewd move of tucking their car away as a project for the future rather than sell it on.

Fast forward more than a decade, and Simon had the perfect opportunity to surprise Alison on her 40th birthday by presenting her with her long-forgotten car, all freshly restored. Well, that was the plan anyway, but due to perfectionism getting involved, that 40th birthday deadline got missed by the rather thick whisker of a couple of years. Never mind that though, as the wait was clearly worth it.

## SUBLIMINAL MESSAGES

Simon and Alison, from Hyde near Manchester, purchased their Checkmate in September 1995. It was bought as a replacement for Alison's first Mini, which had come to an unfortunate end in a smash a few years earlier. "We weren't looking

## THE BUILD

Taken off the road with a few rust bubbles, the car needed more intensive surgery by the time Neil Husband at MiniDivision got his hands on it. £1100-worth of panels were added, before the car was treated to a fresh respray. A 1275 SPi engine was then converted to carburettor and added to the mix.


















Simon and Alison are delighted with the car, which was used for the wedding back in 1997 (left).

for anything in particular," Simon notes, "but my first Mini had been black with a white roof, so when we saw the Checkmate, which had that colour scheme, I think something spoke to me subliminally."

Over the next three years the limited edition Mini was pressed into service as Alison's main transport, and as with most Minis it was treated to a few improvements over time. It was already equipped with wider arch extensions and chunky 6x12-inch Minilite-style wheels, but Simon also fitted upgraded Koni dampers and swapped the original black mirrors and handles for chrome items, as well as adding a Cooper grille and spotlamps. Later, a 1293cc motor with an MED cylinder head was built up to give the car a lot more power than the original 998 could provide.

"The Mini's finest hour was as Alison's wedding car when we got married in November 1997," says Simon. "We did carry on using the car for a while after our first child was born, but with a second arrival, fitting in two child seats and all the equipment that babies need became impractical. The decision was made to go for a larger family car, though getting shot of the Mini completely never really came into our minds. As an eight-year-old '90s model, it was showing signs of age and had a few rust bubbles, but it didn't look too bad, so we tucked it away in our garage at first, and eventually moved it into longer-term storage at my parents' place."

## HATCHING PLANS

With the couple's children now a little older and Alison's 40th birthday approaching, Simon was keen to present her with a restored Checkmate to mark the occasion in fine style. "I'm a pretty capable mechanic and have done lots of work on cars for myself and others, but for this job, I figured




Wider Group 5 Euro-style arches help give the Checkmate a beefier stance.




After it was laid-up for more than a decade, Alison is finally able to enjoy driving her Mini again.

# "Why do a job twice, when you can do it properly the first time?"

some professional help would be required," says Simon. "So I went to visit Neil Husband at MiniDivision, who's been a friend for more than 20 years.

"The plan was to get Neil to sort the bodywork out, then I'd build the Mini up using many of the original parts to get it together in time for Alison's birthday, and improve the car gradually over time as a rolling restoration," Simon continues. "With hindsight, that was always a bit of a misguided idea for two major reasons. Firstly, as anyone who knows Neil and his work will realise, he doesn't do things by halves, so once the bodywork was finished it was way too mint to go attaching old parts to. One of his favourite sayings is 'why do a job twice, when you can do it properly the first time?' - which is true, of course.

"The second reason, as anyone who has attempted a rebuild of an '80s or '90s Mini will know, is that bodywork which looks OK isn't necessarily that good when further investigation is undertaken – especially when that inspection is carried out by someone like Neil who can spot trouble many others would never notice. For example, the boot floor looked like it may just need a couple of patches. But as Neil pointed out, there were traces of corrosion beginning in the corners, which would have exploded in to holes within a couple of years – so the best route was to go for a complete replacement boot floor. That's why the final bill for panels alone came to £1100, even with me sourcing most of them myself and trying to do deals and get discount whenever possible.

"In the end the bodywork amounted to that boot floor, plus the rear seat base, inner arches, inner and outer sills, a rear valance, closing panels, rebuilt doors with new skins, scuttle repairs and a complete front end – plus more that I've probably forgotten. Luckily, with Neil as a mate, the original quote for welding and paint didn't rise much despite the work adding up – though deals were done along the way, and as I'm a plumber, his house's heating system is very new and efficient these days!"

## WORK IN PROGRESS

Although the sheer extent of work involved meant Simon would miss his deadline, there was still cause for celebration. "On the 40th birthday day, I did surprise




There's no mistaking this Mini's original identity.



The 6x12 Minilite-style wheels were already fitted when the car was purchased in the mid-1990s.




Simon considered returning the Mini to factory-spec, but we bet he's glad he didn't now! The car looks amazing.



Save for the radio, the seats and trim are all original, and are still in fine condition.

# "Her delight just gave added impetus to get the work finished..."

Alison by letting her in on the restoration secret," Simon admits. "She was blindfolded and I drove around on an odd route to put her off the scent that we were heading to MiniDivision. As the car had been tucked away at my parents' house for so long it hadn't been missed, so Alison was genuinely shocked to see her Mini, which by this time was approaching the end of the bodywork stage. Her delight just gave us added impetus to get the work finished."

Once the car was painted in its trademark black and white scheme, there were still decisions to be made as to exactly how the finished Mini should be. "I'd had thoughts to go back to an exact factory-spec Checkmate with all original features," says Simon. "However, like so many other Minis this car had been modified almost from day one, and by us once we owned it. Really, we'd had it how we wanted it when it was put away, so what good reason was there not to stick with that? The only real departure from 'as-it-was' was to go for a slightly less crazy engine than the racy 1293. Call it an age thing, but that engine was quite hard to drive and now I just wanted something that would be powerful, but smooth and reliable."

To suit these requirements Simon sourced a low-mileage single-point injection motor as a base, which he refurbished with a new rocker shaft, new timing gear, new clutch, alternator and Lucas electronic ignition system (as the old Metro-based ignition had given intermittent running problems for a while). With a rebuilt HIF44 carb to provide the fuelling rather than injection, plus the fitment of an LCB and a stainless RC40 exhaust system, the drive is quick but refined – just as Simon hoped for.

## TECH SPEC

**BODY** 1990 Mini Checkmate, restored with new boot floor, rear seat base, inner arches, inner and outer sills, rear valance, closing panels, repaired doors with new skins, scuttle repairs and new front end. Group 5 Euro arches, chrome handles, wipers and mirrors, chrome bumpers with overriders, Cooper grille and spotlamps, Checkmate pinstripe and decals. Paint: PMA-BVLC90 Black with white roof.

**BODY** 1275cc single-point injection engine, HIF44 carburettor conversion, K&N filter, Lucas electronic distributor, LCB manifold, RC40 stainless exhaust, Facet fuel pump, new radiator, black silicone hoses.

**TRANSMISSION** Standard four-speed gearbox with, 3.44:1 final drive ratio (original-fit on Checkmate).

**SUSPENSION** Spax dampers all-round, Hi-Los, adjustable front tie-rods, adjustable negative camber brackets at rear.

**BRAKES** Metro four-pot callipers with vented discs (front), Finned aluminium drums (rear), braided hoses.

**WHEELS AND TYRES** 6x12-inch Minilite replicas, 165/60x12 Yokohama A539 tyres.

**INTERIOR** Stock Checkmate 'Crayons' trim, Newton Commercial carpet, CD player, speakers in speaker board under rear seat.



One of the racier Mini LEs, the Checkmate was fitted with a rev counter as standard.

All hidden rot has been dealt with; the car is now as good underneath as it is on top.

## FINAL TOUCHES

Throughout the car much has been replaced that Simon never intended to. "I realised fairly early on that I wasn't going to be happy putting anything on the incredible-looking shell that wasn't spot-on too," he says. "Surprisingly, this didn't turn out as expensive as it sounds, as much of the time I was putting the serviceable parts I pulled off on eBay and getting a fair percentage of the cost of my new bits back. For example, breaking the 1293 with its MED head pretty much paid for the new engine, and the Konis went for about 70 per cent of the cost of the brand-new Spax dampers." A similar philosophy was employed when upgrading the braking system to Metro four-pot callipers and vented discs, along with finned aluminium drums at the rear. Simon initially planned to make do with the original front subframe too, but decided to go for a new one in the end.

Finishing off the exterior are the same 6x12-inch Minilite-style wheels as fitted previously, made legal by a set of neat Group 5 Euro-style arches. The extra chrome really complements the black paint, and gives the whole car a much classier feel than the original black fittings did. Even small touches like swapping the orange front indicator lenses and side repeaters for clear items have helped to make all the difference to the appearance.

In the cabin the Mini has been kept almost entirely true to its original Checkmate spec, with the seats, doorcards and dash all in very good condition and a Newton Commercial carpet adding to the as-new feel – even the plastic door furniture remains. A CD/radio head unit is fitted in place of the standard Rover stereo with speakers under the rear seat, but Simon is thinking of remedying that by installing the original unit back in for show, as he uses an iPod and Bluetooth speaker these days anyway. "With the K&N filter attached to the HIF44, above 30mph there's not much that can be heard but the engine anyway, is there?" he comments.



Based on an SPi block and beautifully finished, the tweaked 1275cc motor is quick yet refined.

Alison now only uses her belated birthday present during the summer months, but is making up for all the lost time with the car by fitting in as many shows as possible. Unsurprisingly, the Checkmate won a trophy at the first show the couple attended, and there will probably be several more won in 2015.

But best of all, the decision to keep the Mini back at the turn of the Millennium has been fully vindicated. "It's brilliant to have my Mini back after so long," says Alison. "From the day Simon surprised me at MiniDivision I couldn't wait to get back in it, and it'll never be leaving me again."



Small changes like the clear indicator lenses and extra chrome have made all the difference.


## THANKS TO:

Neil Husband at MiniDivision
www.minidivision.co.uk

# SMART

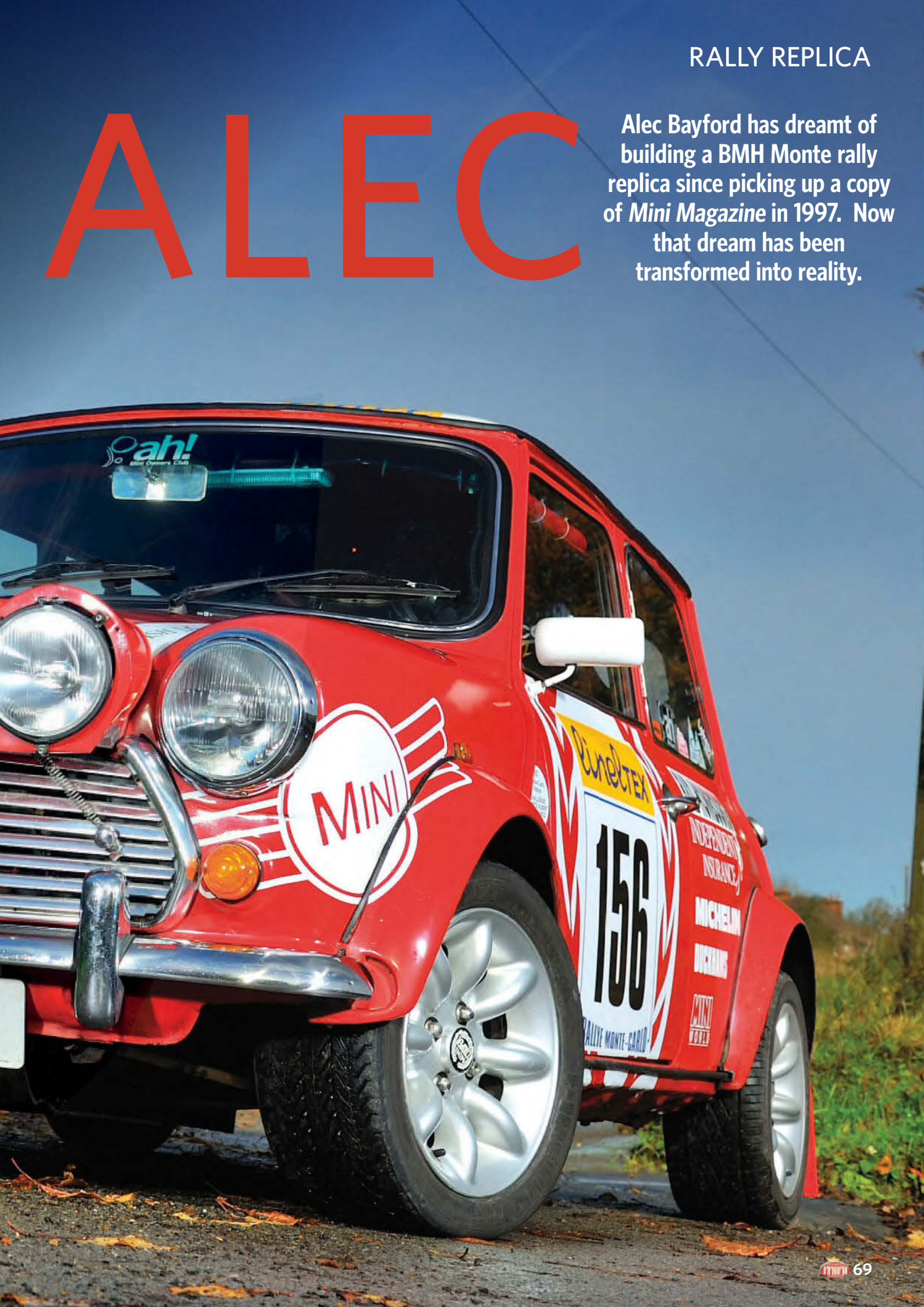
Words **Martyn Collins** Photography **Matt Woods**

Cast your mind back to April 1997. The UK was still enjoying a wave of 'Cool Britannia', the Nintendo N64 had only just been launched and the cover of *Mini Magazine* featured our snapper Matt Woods' Mini long before it became an insane, torque-steering turbocharged monster. Inside that very same magazine was also an exclusive piece on the British Motor Heritage-prepared 'Works' Rover Cooper rally cars, and it was the Group A car, P245 WHF, that would immediately strike a chord with Alec Bayford. He's dreamt of building a replica ever since, but it took the best part of 15 years, plenty of obstacles and a steep learning curve before that dream could finally be realised with the creation you see on these pages.

Chairman of the A's of Herts Mini Club, Alec has owned dozens of Minis en route to this one. His first was an old K-reg example, bought from a guy whilst Alec was still serving in the army. "To be honest, It was £300 worth of trouble. I didn't do much to it really apart from blowing it up," he admits. "After that, it went to the great scrapyard in the sky."

# ALEC

**Alec Bayford has dreamt of building a BMH Monte rally replica since picking up a copy of *Mini Magazine* in 1997. Now that dream has been transformed into reality.**



## THE BUILD

The basis for the project was an early mainstream Rover Cooper, bought for £700. It needed huge amounts of work though, with Alec using his talents to fit new panels and respray the car in his home garage. He then hunted down the necessary parts to give the Cooper the BMH rally replica treatment.















# "Michelle said that if we were going to have a Mini, it'd better be a Cooper!"

Even though that first foray into Mini ownership wasn't exactly a success, Alec really caught the Mini bug and they've been a constant in his life since the mid-'80s. "I suppose I got seriously into them when I attended Mini 30 at Silverstone in 1989," he explains. "I sold an Opel Manta GTE to buy what was only a 1-litre car! It was a Mayfair on a C-plate." In those days, Alec's mods were limited to a set of spotlights and a chunky 'Roadhog' front spoiler. Sadly, like his first Mini, the Mayfair also met an unfortunate end – this time in a collision with a Minivan!

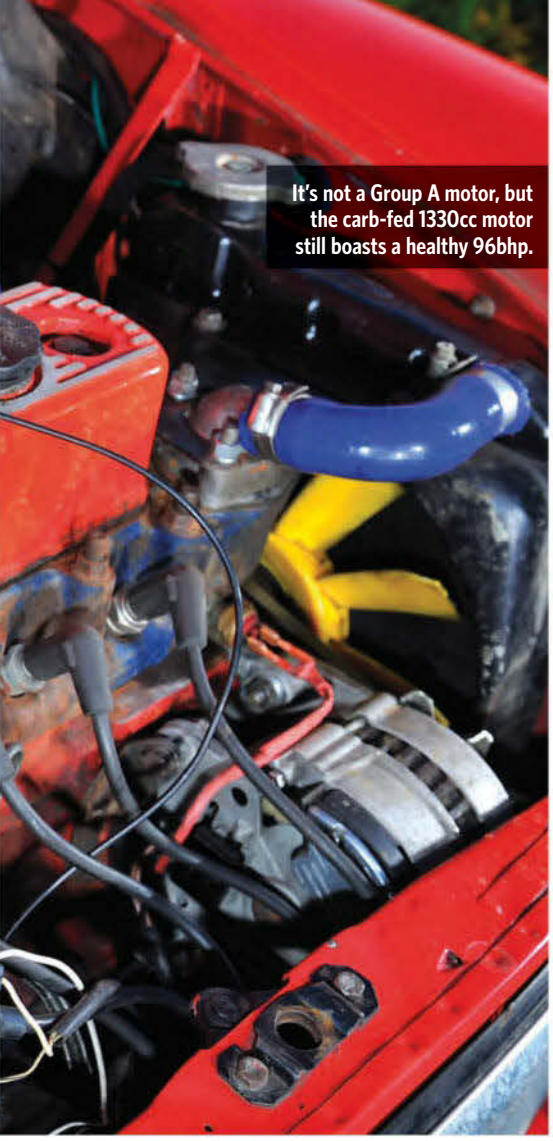
## BACK IN THE GAME

Following the end of the Mayfair, Alec found himself without a Mini for a while. But then, out of the blue, he returned to the fold once again. Meant to be looking at a rare Innocenti for a friend, he ended up buying a customised British Racing Green Mini that the vendor also had for sale. "It was fitted with a 1300 engine and a Weber 45 carb, so I bought it on the spur of the moment for £300," he says. Sadly Alec didn't get to enjoy this Mini for long, due to a fire caused by said Weber spitting back.

Not one to give up, Alec's attentions then turned to a 1979 Mini 1000. This one was nicknamed 'Yellow and Green Slime Machine', thanks to Alec's rattle-can home respray. As well as the distinctive yellow and green paint scheme, Alec also dropped in a second-hand tuned 1293cc engine – probably a bit of a handful given that he retained drum brakes all round! "That engine smoked really badly," says Alec. "I used four litres of oil getting from my home in Stevenage to Castle Combe for the Action Day. It wasn't very healthy."

After this, and perhaps bored by his previous Minis' unreliability, Alec managed to persuade his understanding wife Michele that they should have a newer Mini as their main car. This was despite the fact they had two young children and the Mini isn't exactly renowned for its practicality as family transport. "Michele said that if we were going to have a Mini, it had better be a Cooper!" laughs Alec. "So we had a look round and found a British Racing Green SPi at a Rover dealer in Luton, although I really wanted a red one..."

The urge for a project hadn't been banished, either. Alec also had another Mini in his life at the time, and it was certainly a bit special. Dubbed 'Low Fat Spread' on


It's not a Group A motor, but the carb-fed 1330cc motor still boasts a healthy 96bhp.


The rally lamp pod was purchased from eBay.


Twin fuel tanks have been fitted for extra range.


Sportpack arches and wheels were essential.

account of its wide Fortech bodykit and Fiat Broom Yellow paintwork, the car was based on a 1984 Sprite LE and powered by a 1293cc Avonbar turbo motor.

The Fortech Mini hit the road in 1997, and it was at this time that Alec decided he wanted a newer Cooper to go with it – preferably a red one this time. He duly pitched up at his local Rover dealer to order a brand new example, but at that moment a transporter arrived at the dealership with an unexpected delivery in the shape of a Cooper 35 LE. Despite it not being red again, Alec agreed a deal straight away and the special edition Almond Green Cooper was his. "I got offered large sums of money to sell it to someone else while it was still at the dealer, but I owned that Mini for 12 years!" he recalls.

Rare limited edition or not, however, the fondness for the British Motor Heritage rally cars just wouldn't go away. And after three trips on The Italian Job event and various visits to the Monte Carlo rally stages, Alec gradually began to evolve the car into an Almond Green BMH replica. This wasn't an inappropriate colour, as BMH had painted their 1996 race cars in the same green, competing at the Nürburgring and using them as test mules for Group A parts. One of the cars was then given Sportpack arches and wheels and entered into the 1996 Tour of Mull Rally. Alec's car had already been treated to Sportpack arches and wheels, so all he had to do was have the decals made up to match.

The Cooper looked the part with its new livery, but there was no escaping the fact that it still wasn't the red Group A replica that Alex really wanted. The green cars were actually painted red for the '97 campaign, but Alec wasn't about to strip his Cooper 35 for a complete colour change. Instead he was keen to build something new, but at that point he didn't have the right car or the right skills to make it happen. Not that he was about to let such trifling matters stop him...

## ON THE JOB

After doing a mechanics course and teaching himself to weld, Alec's confidence grew enough to take on a rusty MkI project. "To be honest, I got bored waiting for my mate Trevor to come round and weld it up," he explains. "So I built a shed to do it in, and had a go." In 2004 it was fitted with the Fortech Mini's Avonbar motor, and the



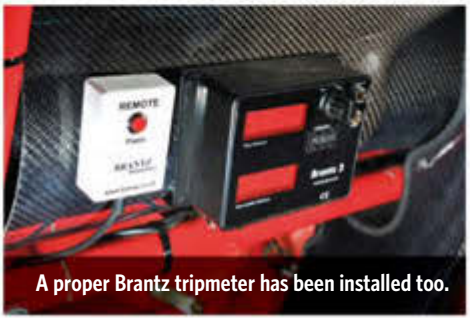
Alec took a guess when it came to the correct size of the roof chequers, but it looks spot-on.




Alec covers a decent annual mileage in his completed rally replica, and reckons that getting it out and about on country lanes is his idea of heaven.



Carbon-fibre dash boasts a Stack instrument panel.



A proper Brantz tripmeter has been installed too.

Fortech car sold on. With the Cooper 35 later sold too, Alec searched for an H-reg carb Cooper, as he thought this would be a suitable base for the Monte replica.

Eventually Alec came across H475 VCL, an early mainstream Cooper. A local abandoned project, he paid £700 for it, along with a spare engine that later turned out to be knackered. It then sat outside Alec's house for nearly four years, while he plucked up enough courage to rebuild it – as well as overcome other distractions that always seemed to get in the way. "Finally in 2011, I decided it was time to get on with it, so I dragged it into the garage and started stripping it," he says. "Really, this is where my welding skills came in, as it was as rotten as a pear and needed everything!"

Floor panels, boot floor, inner and outer sills, wings, A-panels, scuttle – you name it, Alec has replaced it. He also tubbed the rear arches and trimmed the front wings, providing more clearance for the 13-inch wheels he'd be fitting. Even the Flame Red paint was applied in his shed at home.

Although budget and usability dictated the spec, Alec was keen to stay as close to the original cars as he could. "The Last Works Minis book came out (written by Bryan Purves and Tim Brenchley) and gave me a lot of ideas," he adds.




It it wasn't for the plate, you'd be hard pushed to tell Alec's car apart from the genuine article.

## ATTENTION TO DETAIL

Open the door of Alec's Cooper, and the first sights you're greeted with are the Sparco Evo 2 seats and the Curley carbon-fibre dashboard with its Stack instruments. "I had to make enquires where the dash was made, and ended up going to Ian Curley's house in Kent to pick it up along with the doorcards," he explains. The rollcage was an even bigger headache, however. "I bought the cage second-hand from a trader at Castle Combe, but when I fitted it, it wouldn't go round the dashboard properly," says Alec, who had to subsequently modify his new dash. "In hindsight, I should have bought a better Safety Devices cage."

Moving outside, Alec already had the door laurel logos left over from the Cooper 35, but 1st Call Signs in Knebworth was responsible for the rest of the Monte Carlo Rally replica graphics. It made a great job too, especially as Alec had them created solely from pictures. However he's still on



It's every bit the proper rally car inside, with Sparco buckets, a full rollcage - even an intercom system!

## TECH SPEC

**BODY** 1990 mainstream Mini Cooper, restored with new floor panels, boot floor, inner and outer sills, wings, A-panels and scuttle, tubbed rear arches, trimmed front wheel arches, Rover Sportpack arches, Innocenti hinged opening rear quarter windows, bonnet-mounted alloy lamp pod with PIAA long range lamps, rally mudflaps all round, replica P245 WFH Rallye Monte-Carlo graphics. Paint: Rover Flame Red, Rover White Diamond roof.

**ENGINE** 1330cc A-plus A-Series block, lightened and balanced internals, Omega pistons, centre main strap, 286 Kent camshaft, turbo oil pump, Duplex timing chain, Mini Spares MSE6 Stage 3 unleaded head, 1.5:1 ratio roller-tip rockers, HIF44 SU carburettor with BDR needle, K&N cone air filter, LCB manifold, MG Metro inlet manifold, centre-exit RC40 exhaust system. Maximum power: 96bhp at 5500rpm.

**TRANSMISSION** Four-speed manual gearbox with straight-cut gearset and drop gears, centre oil pick-up pipe, 3.44:1 final drive.

**SUSPENSION** Dry set-up with competition rubber springs, Mini Spares Hi-Los, Mini Sport rally-spec front damper mounts, Gaz adjustable dampers, adjustable tie-rods and bottom arms.

**BRAKES** Metro four-pot callipers, vented discs, Greenstuff pads (front), Superfin drums with 1-inch spacers and longer wheel studs (rear) dot 5.1 fluid.

**WHEELS AND TYRES** 6x13-inch Rover Sportpack wheels, Pirelli P7/Yokohama A539 175/50x13 tyres.

**INTERIOR** Stripped-out interior with Sparco Evo2 fibreglass competition seats, five-point safety harnesses, carbon-fibre doorcards, door cappings, drilled alloy door handles and pulls, intercom system, map reading light, Brantz tripmeter, full Curley carbon-fibre dashboard, Stack electronic instruments, extra dash-mounted alloy switches, extra dash-mounted gauges, late model twin-speed heater, power cut-off switch on exhaust tunnel, full Rollcentre rollcage with rear diagonal, door bars, dash bar and harness bar, battery relocated behind passenger seat inside purpose-built fibreglass box, internal braided fuel and brake lines, storage nets.

# "It was a difficult time, and this project was my only sanity..."

the look out for a limited edition event decal to finish everything off. "It was some sort of centenary in Monte Carlo and I'm still trying to get a copy of the sticker," he adds.

Don't be fooled into thinking this is just a cosmetic job though, as Alec has upgraded the car throughout. Suspension is taken care of by Hi-Lo adjustable trumpets and Gaz dampers all round, while Metro four-pot callipers and vented discs - recycled from another Mini project - bring the car to a stop. The Sportpack wheels and lamp pod were purchased from eBay, which Alec describes as a good source of parts.

Under the bonnet is a home-built 1330cc A-plus engine. It's not quite on the level of the Group A car's Swiftune-built, multi-point injected unit with its Tran-X six-speed gearbox, but the carb-fed motor in Alec's tribute still has an impressive spec. This includes a Kent 286 cam, Omega pistons, a Duplex timing chain, a Mini Spares MSE6 unleaded head and 1.5:1 ratio rockers. Sadly, at the time of the engine build Alec experienced some personal heartache, as wife Michele fell ill. "I have to thank fellow A's member Russ Grundon, who put the engine together on my kitchen table!"

The straight-cut gearbox, meanwhile, was another part recycled from an old project. "It set me back £1800 and was originally on the Fortech turbo Mini, but I've changed the final drive from a 3.2:1 to a 3.44:1, giving me a little more poke with it being normally aspirated," Alec explains.

## OUT AND ABOUT

The total build took 18 months from start to finish, with the Mini making its debut on the 2013 Lakes Tour – Alec's favourite Mini run. "It was a very difficult time and this project was my only sanity, if I hadn't had that I think I would have gone mental!"

Future plans include a visit to the Alsace rally, which Alec plans to tag onto the end of the trip to Belgium for the 2016 IMM. He'd also like to get the rest of the missing stickers. "I might go for some 12-inch wheels to make it useable on country roads and colour-code the mirrors too," he says.

Even though it's on a limited mileage insurance policy, Alec still averages around 4000 miles per year getting to events. "My time is more limited because of my wife's health, but I try to be as active as I can be. I love driving events, so the Lakes Tour where you know you're going to spend 100 miles on a Sunday going round country lanes is my idea of heaven..."

## THANKS TO:

Alec would like to thank: "Russ Grundon, without whose help this car would never have been finished, my wife Michele Bayford for putting up with my projects, the A's of Herts Mini Club for giving me a fantastic hobby into which I can channel my energy, 1st Call Signs in Knebworth for the graphics and Martyn Collins for the feature."




Glyn racing in Autocross in 1965 (top), on the grid at Brands Hatch in '68 (bottom left) and a young Nick with Glyn's Pick-up in 1976 (below).






**Celebrating its 50th anniversary this year, Swiftune has come a long way since its humble beginnings in 1965. We found out how it has transformed from one-man operation to the leading force in historic Mini motorsport.**

Anyone with even a passing interest in Mini motorsport will be familiar with the Swiftune name, and it's little wonder. The Kent-based firm is firmly established as the leading historic Mini race engine builder, and in Nick Swift it can boast arguably the best driver, too. But what's not so well known is that Swiftune has been synonymous with race-winning engines ever since Nick's father, Glyn, founded the business in 1965 – a golden anniversary for a company enjoying a golden era.

Over the years Swiftune has changed premises several times, won countless championships across many disciplines, given rise to some of the very best engine tuners and even dabbled in several other marques. But it's stuck with Minis through thick and thin, even in the face of a changing market. Keen to find out more, we caught up with the Swiftune team at its premises in Bethersden, Kent.

## ACCIDENT PRONE

Unexpectedly perhaps, Glyn's engineering career chiefly began with motorcycles. Born in Essex in 1943, he left school just as his brother Gordon was starting his Swift Motorcycles business. But with the firm still in its infancy, Gordon found Glyn a job in a local garage. "I went in as 15-year-old, and the first job I had was to put a set of big ends in an old Singer," he recalls. "I knew how to take engines to bits because of my dad and my brother anyway – we all did it at home."

As well as working for Swift Motorcycles, Glyn also worked for another two-wheeled outfit. "We modified things like BSA Gold Stars and Triumph Tiger 100s, and we used to fit them with Iskendarian cams," he continues. "That's when I started learning about cams and cam timing, and how to gas-flow cylinder heads."

Sadly, a broken thigh sustained in a car accident saw Glyn off work for nine months. Having just recovered, he then broke his tibia and fibula when his sidecar flipped during a grasstrack race. "While I was off work for another nine months, I built another bike; a Gold Star with a short-stroke engine," he explains. "I was practising round the back of where we lived, and there was big heap of mud we used to jump off. My foot came off the rest, and ripped my foot back. I thought I'd broken my ankle. That's when said I wasn't going to do any more motorcycles – I was going to do something easy and race a car!"

Glyn's first four-wheeled foray was in autocross racing with a hotted-up Minivan.

# THE GAME CHANGERS

# SWIFTUNE

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



The current Swiftune team.

"We skimmed the head and put a straight-through exhaust on it with a big lump of copper pipe on the back so it made loads of noise," says Glyn. However, it wasn't a great debut. "I got absolutely mullered, so I soon learnt there was more to it than met the eye."

Undeterred, he came back with a 997 Cooper. "I'd had a go at doing a cylinder head with an electric drill, but I had a mate at Baldyne Engineering in Kent who said he'd do me a proper head and balance the crank. So we stripped it down, did the head and put a cam from Brown and Geeson in it. I took it to a few autocross meeting and I rallied it as well.



Swiftune stickers from over the years.

One day I went barrel-arsing down the A127, into what we called the Marconi Roundabout. As I came out it went bang and threw a rod!

"That was when it started to get serious. I built another engine – a brand new 998 block assembly that I bought from BMC for about £35," he adds. "I tuned that, starting doing better at the autocross meets and won a few, then I decided I wanted a dedicated car. I bought a Mini that had been crashed up the back, and welded two halves together – I didn't even stagger the join. I won loads of things with that car. I got married in that period too; my wife was an autocrosser too, and we'd share the car."



Glyn racing in the 1976 1275 GT Challenge.


That's a whole lot of camshafts!

## GOING INTO BUSINESS

Glyn's success inevitably led to him building engines for other people, staring in '65 with the very first Swiftune conversions. He would buy a new 998 engine, balance it, then skim and gas-flow the head. "I did heads for Baldyne on the condition I could use its workshops to build my engines," says Glyn. "So I had two jobs in a way. "I did a lot of Formula Ford stuff for Chris Steele – I learnt a lot from Chris."

Before long Glyn had shifted his operation from his home garage on St Clements Road in Benfleet to a workshop on the nearby Manor Trading Estate. However, despite then competing in the first televised rallycross meet and plenty of race victories, it wasn't all plain sailing. "When I started I couldn't make enough money, so I had to go back to work," he says. "I worked at Ford Research, but was still doing the Minis at home. It was quarter-to-five in the evening until quarter-to-two in the morning, the twilight shift, and I loved it.

"At the time there was a massive problem with head gaskets on the Zodiac V6 engines," Glyn continues. "We used to get allowed eight hours to change them, including dropping the oil out three times as it had become emulsified. I had it down to three-and-a-half hours, with the car back in the car park and the job signed off. Then I could get on with my Mini stuff...

"After a couple of years they got wind of what was happening, and I got called into the manager's office," says Glyn. "I sat down and he said 'It's come to my attention that we have more Mini engines going out of this Ford plant than Fords. Can you stop it?' That's when I told him that I was so busy with Mini stuff that I didn't need the job anymore. He told me that a lot of people left, but they always came back, and that my job was still there if I wanted it..."

Not many people could moonlight and still get welcomed back, but Glyn had no plans to return. "I was determined then I wasn't going to go back to work. That was it – I never stopped then. I bought an old derelict house in Wickford, and built an 800-square-footworkshop with an old retired bricklayer, which we moved into in 1972."

## '70s SUCCESS

The '70s would prove to be a fruitful time for Swiftune. It had considerable success in rallycross, building torque-tastic 1600cc A-Series and eight-port motors for the legendary Keith Ripp. It also made an impact of various club racing disciplines, with the likes of Graham Woskett and Andy Devine using its engines in the Mini Se7en and Miglia Championships. Glyn hadn't stopped driving either; he continued to compete in rallycross and circuit racing in both his MkII racer and in customers' cars. He even had a go on the short oval in Mini rods, going from a white roof novice to a red roof in three meetings!

"The main difference from then and now is that you'd use standard bits and modify them; lightened standard rods, lightened standard cranks," says Glyn. "I bought loads of Special Tuning stuff from the local dealer in Southend. The difference is today we've got all our own special cranks, rods and pistons."

For 1976, Glyn took part in the inaugural 1275 GT Challenge season. Having sold the GT he originally bought as he deemed it too


Nick and Glyn reminisce with Minimag's Jeff.



Swiftune dominated Miglia racing for many years.



good, he found another early GT in the Evening Standard at the 11th-hour and hastily converted it for racing. "Carbs were free, so Jon Mowatt and I played about with some SUs instead of a Weber, but couldn't stop it surging," says Glyn. "So, the day before the first race I picked up a Weber and manifold from Burton Power, bolted it on the car, and stuck it on pole."

Nick was just six years old by this point, but has vivid recollections of the GT and visiting the different circuits. "One of my first memories is the workshop in St Clements Road," says Nick. "I was very small, probably only about three years old. I remember a customer's Mini, the trolley jack I tried to jack it up with... and a bollocking!"

Glyn raced in Mini Se7ens in 1977, before taking a break in the late '70s. The success continued though, with Dave Mountain - now of Mountune fame - joining as a youngster and Barry Hathaway's Swiftune-powered BDA Fiesta at the forefront of the British Rallycross Championship. Nick, meanwhile, was also getting started in motorsport. "I started schoolboy scrambling in '78," he recalls. "My cousin was Kent and Essex champion, but I was rubbish really. I did get better – sixth in the championship I think I finished, but there's only one place to be in a race, and that's winning..."

## MAKING A NAME

From 1982 until 1986, the Swift family moved to Devon to live on a dairy farm. The engine building never stopped though, and before long, a car had been purchased for Nick to go Minicross racing. "All the Minicross boys were supposed to be coming to Devon, but as it turned out we were the only ones there!" says








Nick racing a Metro Turbo in 1987.

Nick. "So they said I'd better go in the 850 class, with my standard car up against short-stoke engines, Webers and everything else. All I'd done before is roar round a field, and in the first practice I got third fastest time of the day out of everything overall. I realised then I was much more competitive in four wheels than I was on two...

"Then we travelled all the way from Devon to Essex for a Minicross meet with a Mini Pick-up and a trailer," adds Nick. "As I was new they told me to stay out of trouble and not to worry if I couldn't keep up with everyone else. But a friend told me to ignore that and just go for it, and if there was a car in front me, just punt if off. I was only 16, so I thought 'righto', went flat-out into the first corner, knocked everyone out of the way and won it – my very first race. It went mad, and I ended up getting chased around the paddock. We'd made a bit of a name for ourselves."

Now operating from Folkestone in Kent, the Swifts continued to race in Minicross. With the first car rusted-out and another rolled, a damaged one-year-old Mayfair was sourced from a breaker, pulled straight and raced. Nick won 15 out of 16 starts, and in '87, Glyn gave him his first taste of proper circuit racing in the Metro Turbo series alongside the likes of Peter Baldwin. "I'd never been on tarmac, and I'd never even been on slicks – the thing did 130mph! I was on the back row of

**"I ENDED UP GETTING CHASED AROUND THE PADDOCK. WE'D MADE A BIT OF NAME FOR OURSELVES..."**



The Longman 1275 GT replica alongside its latest project, the ex-John Mowatt GT racer.





DC5 crank, rods and pistons.






What a shame we can't travel back in time and get things at mid-1990's prices! Swiftune's road engines were hugely popular at the time.

the grid, and didn't have a clue," Nick explains. He soon got the hang of it, though. "Baldwin couldn't work out how I could get my car to slide and he couldn't, but one day he looked at the tyres. They were so old and hard they'd gone blue. All of a sudden we jumped up ten places with new ones."

Nick took a break from racing when the championship was superseded by the Rover 216 series. But then, in '91, Duncan Hird offered Nick the chance to drive his 1460cc MkI racer at Silverstone. "It was a monsoon, but I remember thinking 'this is good fun'." recalls Nick, with a smile. Inspired, Glyn and Nick ended up buying a bodyshell from Duncan, which would later become the basis for their famous Britax Cooper replica. And having overcome early teething troubles, Nick was able to score a Class D victory in the ICS Historic Touring Car Championship in 1994. "We were support for the British Touring Car Championship, so we right in the thick of it," adds Nick. "So of course, all I wanted was to be a touring car driver. But by the time the ICS lost it's ToCA Support in '98 I was taking more of the helm at Swiftune, and stopped racing for a while."

## RACE TO ROAD

The 1990s were an interesting time for Swiftune. During the late '80s it had begun to branch out even further into other marques, with Minis - especially road cars - on the wane. That was until John Cooper got involved with Minis again with his 998 conversions in 1989, leading to the rebirth of the Mini Cooper in 1990. "At the time we were building lots of our 1380 Road Rocket engines," says Nick. "We were the first to give our engine conversions a name, and all of a sudden the Road Rocket became a must-have. They were even sold through Mini Spares.

**"THAT'S WHAT WE'VE CHANGED. YOU'RE NOT OFFERING AN ENGINE, BUT A LIFETIME OF EXPERIENCE TOO."**

"I remember John Cooper ringing us up," Nick continues. "He said that Michael (his son) wanted to have a hotter road car, and asked what we could do. He wanted forged pistons, full roller rockers, ARP head bolts – all the extravagances. We'd build a special John Cooper spec just for him. We did a hell of a lot of those engines for him, and at the time his prices were magnificent in comparison to everyone else's! We had a really nice relationship with John Cooper, and that's continued with Mike too."

Alongside the Road Rocket was the Sports Tourer engine, which saw the birth of Swiftune's best known product. "This year marks 25 years of the SW5 cam, even though we didn't call it that at first," says Nick. "It was a calculation of an original cam that was then increased by a set standard percentage and tweaked to run quietly on idle. Latterly it was redesigned and digitalised when it became CNC-ground. It all stemmed from a guy in 1990 coming in for a 1380 and asking for as much power as possible, but keeping a standard tickover."

## HISTORIC FUTURE

By the early 2000s the market was changing again. "The '90s were a good era for the road




engine, but it got to the point when we doing more and more race engines, and less roadies," says Nick. "We won the Mini Miglia championship 10 years out of 11, starting from 1998 and running until 2009. Richard Longman admitted to me that he'd had a meeting with his drivers in 2000, telling them he wasn't going to put any more money and



Phil, Dimitri and Nick in the dyno room.

effort into Miglias as we were too far ahead."

Since the turn of the Millennium, Swiftune has also played an ever-increasing role in historic racing. "In 2000, Norman Grimshaw invited me to share his FIA car with Warwick Banks in a new series called Top Hat," Nick recalls. "I went to Silverstone, my first time on CR65 tyres, and thought it was just mega. Again it was that slidey thing – I like sliding around. It's always suited me since the Minicrossing days."

Nick also had a monumental dice with Barrie 'Whizzo' Williams when borrowing Norman's car for a race at Spa. "In one of my proudest moments, I managed to out-fox him at the Bus Stop Chicane," says Nick. "They did an article on him in *Motorsport Magazine*, and he put me amongst his three best drivers. It was the most amazing thing ever. That was it, we had to build our own car..."

While the car was being constructed, Nick drove customers' cars and shared with Jason Stanley for three seasons. Swiftune was so busy that it took over two years for its Fiesta Yellow car to be completed, but it was finally ready in time for the Mini 50th anniversary races at Goodwood in 2009. Nick and his co-driver Oliver Gavin won both, and Swiftune engines filled the top three places. The car was sold soon after, but a white car was built to replace it, and there's been a further three Works Swiftune Cooper Ss since – all of which have been front-runners.

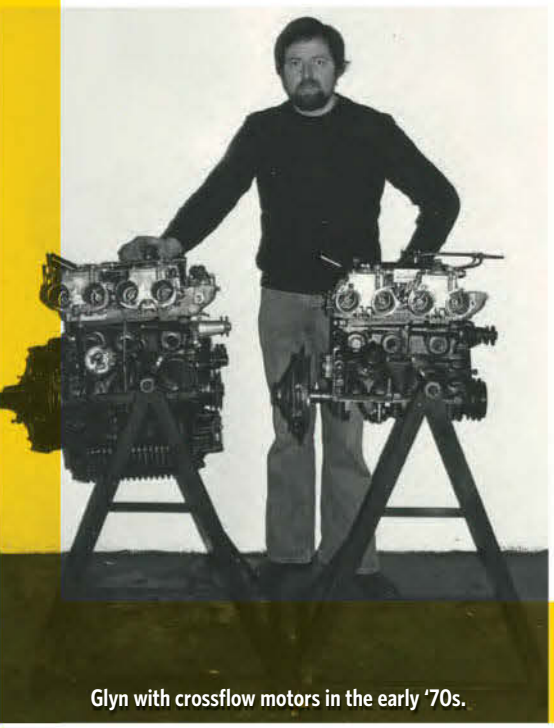
"We changed the face of historic Mini racing. They were more like standard Cooper Ss before, a bit old hat perhaps," says Nick. "We built the Fiesta Yellow car and it was a proper little racer, but still under Appendix K rules. All the cars you see now are pretty much built like the Fiesta Yellow one was.

"The market has dictated the transition," Nick adds. Before people raced a Mini because it was cheap, but nowadays people are racing a Mini because they want to race a Mini. There are no aspirations to go from a Mini to a touring car. If anything, we've created a hungry monster that's very difficult to tame."

In 2015, Swiftune finds itself right at the top of this game. It still builds selected road engines and sells parts, but it's all about a complete package nowadays. "We don't do kits or part-builds any more," Nick. "It comes complete, with all the ancillaries and dyno'd. They are expensive, but with a road engine you'll only need to do it once.

It's the emphasis on a complete package that sets Swiftune's race engines apart, too. "I sell a lot race engines because I get myself out there, I know the people personally, I know what they want and how they want it," says Nick. "If one of my customers rings me up and asks me what gearing they need for Monza, I can tell them. I think that's what we've changed in the company – you're not just offering an engine, you're offering a lifetime of experience and 14 years of hands-on FIA experience too."

It shows no signs of slowing up, either. Quite the opposite in fact; while Glyn continues to race and build cars at home, Nick's 17-year-old daughter Georgie has joined the team and his 13-year-old son Ben will begin circuit racing this year. With three generations of the Swift family on board and the promise of a new premises on the horizon, Swiftune's lofty position looks secure for years to come.



Glyn with crossflow motors in the early '70s.



Title-winning Britax replica from the 1990s.

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# Mini TECH

The essentials for keeping your Mini on the road.


**87 QUICK TECH**
Save weight and create underbonnet space with a lightweight alternator swap.

**88 ASK THE EXPERT**
Our tech expert Keith Calver answers your latest in-depth Mini tech questions.

**92 PRODUCTS**
A selection of the all latest goodies to lavish upon your beloved Mini.

**94 CALVER'S CLASSROOM**
Keith looks at crankshaft lubrication and methods to maximise oil flow.

**98 OUR MINIS**
Stephen saves weight, Keith gets frustrated by a Clio stopping play and Ryan gets cracking on his Mighty Mini racer shell.


## 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.

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 even start it. Leave it to the experts.

Words and photography **Stephen Colbran**




Body roll can be visibly reduced with anti-roll bars.

Photo by **Matt Woods**

**COST**
£216 - rear ARB kit
£216 - front ARB kit

**CONTACT**
01303 874082
www.kentautodevelopments.com

**DIFFICULTY**

# HOW TO: INSTALL KAD ANTI-ROLL BARS

Road-spec ARBs improve cornering ability without compromising ride quality. Here's how to fit them at home.

Many consider anti-roll bars as the final step in perfecting handling on a road-going Mini, but they are far more beneficial than first meets the eye. On the road, ARBs can actually be used to improve ride quality, in that a softer spring rate (as offered by a Moulton Smootha Ride kit, for example) can be applied without the setback of increased body roll when cornering. Fitment can help to adjust balance and grip in the corners, which is especially beneficial alongside carefully set-up adjustable components. That said, if the suspension components are worn out and/or the geometry is out of alignment, ARBs won't perform miracles.

These transversely-mounted solid steel rods help to resist body roll, as the name suggests. With an ARB installed, front or rear, suspension arms are now effectively joined together side-to-side. So with the rise/fall of a wheel during a corner, the ARB rotates in its mounts to apply an equal upward/downward force to the wheel on the opposite side, therefore helping the car to corner more flatly without resorting to rock-hard doughnuts/springs.

ARBs should really be considered as incredibly powerful additional springs (and progressive droop restrictors) with the effect being especially apparent on the outside wheels during a turn. A progressive spring rate comes as the bar twists in torsion by a prescribed degree, working just like a space-saving rear torsion bar set-up found on modern cars. This spring rate varies with the diameter, a thicker bar providing less twist and greater stiffness than a thinner bar.

A beneficial side effect is an alteration of weight transfer during a turn, left to right and also front to rear, which can be used to carefully balance tyre grip and handling characteristics. In basic terms, installing a rear ARB alone tends to reduce understeer, as a stiffer rear end works to increase front grip, and vice versa with a front ARB. Stiffening of each will increase the effect, hence why race Minis often run a single large diameter rear bar when regulations do not permit limited-slip differentials.

Modern FWD cars tend to run a single front ARB or at least a larger diameter bar on the front than the rear, because understeer is far more predictable (and therefore safer) than oversteer. But the Mini has neither front or rear ARBs as standard, so KAD recommends installing a pair of these 5/8-inch diameter bars for a very notable improvement in handling. For racers, a 3/4-inch rear bar is recommended, and there are different mounts and styles to suit a variety of subframe and rear brake set-ups. For a real in-depth explanation of ARBs, check out the excellent suspension set-up 'bible' by the late Allan Staniforth. But for now, here's how to install the kit…

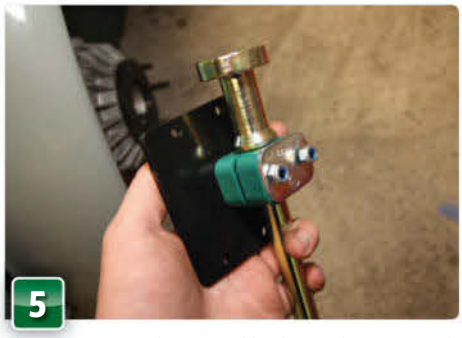


1
First you'll need to loosen off the wheel nuts, then raise the car up, safely support it on suitable axle stands and then remove the wheels. Always think safety first and don't rush.


2
We're going to begin with the rear ARB, as fitment is slightly more involved. The exhaust silencer will need to be removed for access. Ensure that the front section is then fully supported to reduce strain on the manifold/downpipe.


3
Now grab some masking tape, degrease the rear subframe where necessary and stick it on as shown. We're going to use this to mark the positions of the ARB mounting plates...


4
...which look like this. Each is formed of a steel plate with four fixing holes, and with two studs to clamp the Nylon bushes in place.


5
The ARB fits into the mount like this, with one on each side of the rear subframe. Lightly nip up the bar in the mounts for now, ensuring the slanted edges face outwards with the Nylon bush at the top. It'll follow the shape of the subframe.


6
There's a few methods to position the mounts correctly. Take your time, measure twice before drilling and it'll go to plan. The ARB should run evenly between the subframe's rear brace and the battery box. Later subframes may have a small tab in the centre of the rear brace – cut it off, or bend it upwards.


7
Get the bar roughly in place then clamp it to the frame with Vise Grips or similar, a pair on each side. With no assistance (it was cold!), a trolley jack came in handy to support the nearside whilst clamping the offside. Adjust until satisfied, noting that the ARB should have around 2mm of play in the mounts, side-to-side.


8
Once happy with the positioning, mark one of the lower holes on each of the mounts with a felt-tip pen. Remove the grips and ARB and drill a pilot hole through the subframe where marked.


9
Work up in drill bit diameters, from the small pilot hole to a larger hole suitable for the mount fixings. The hole is supposed to be imperial, but a final 6.5mm drill bit worked for me. Repeat on the nearside. Oh, and don't forget the goggles.


10
With one hole drilled on each side of the subframe, loosely position the mounts and install a nut and screw on each side. If you're being extra sensible you can tighten them up with regular 7/16-inch AF nuts and save the lock nuts for final assembly.


11
Clamp the Vise Grips back as before, then undo the ARB from its mounting blocks. A bit of the tape in the grip jaws will save the paint from getting marked.


12
With the mounts now correctly aligned, you can confidently drill the remaining six holes, take off any burrs and touch up any bare metal with paint, then fit and tighten the fixings. Do one side at a time.



13 Evenly clamp the ARB in its Nylon bushes with the supplied lock nuts. Do not over-tighten the bushes, as the bar still needs to rotate with moderate ease.



14 The blades can now be fitted to the bar ends. The latest KAD rear ARB has threads cut into the ends and slim-line button-head screws for tyre clearance; previous versions used cap heads and lock nuts. A drop of thread lock is advised on these M6 threads.



15 To attach the drop-link brackets, you need access to the inside of the drum brake back plates. Remove the drum screws (where fitted) and the drum. The brake adjusters may need to be backed-off if the drums are tight on the shoes.



16 Access is much easier with the hub removed. Remove the grease cap then prise the split-pin out. Undo the hub nut, remembering that the nearside stub axle has a left-handed thread.



17 The hub and bearing assembly should be easy to remove from the radius arm, but be careful not to drop the bearing as you go.



18 Now undo the three 1/2-inch nuts that hold the brake back plate and handbrake cable bracket to the radius arm. New longer fixings are supplied to suit the anti-roll bar kit.



19 It's difficult to photo the drop-link bracket in situ, but this gives an idea of the position behind the back plate. It fits directly to the radius arm, sandwiching the handbrake cable bracket in place.



20 Tighten up the three fixings, using a 7/32-inch AF Allen key and 1/2-inch AF socket. Leave the drop-link disconnected from the bar, then repeat on the opposite side. You'll then need to refit the hub and brake assembly, then put the rear exhaust section back in place. The hub nuts are torqued to 60lb.ft.



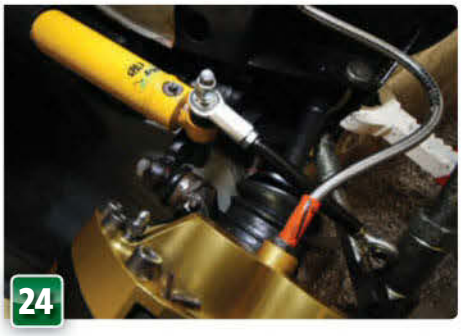
21 Onto the front ARB kit. Fitment is simpler, with the Nylon bushes fixed directly through the front subframe rather than on separate mounting brackets.



22 You can start installing the bar, but I began here at the lower damper mount. The upper arm pin is too short for the ARB drop-links, so it needs to be swapped for the 5x3/8-inch UNF bolt supplied. Remove the 9/16-inch AF damper nuts.



23 Now undo the 9/16-inch AF nut from the rear of the top arm pin. In theory the pin will slide out. In practice, much WD40 and maybe even a bit of careful blowlamp action may be required, plus a gentle tap with a mallet.



24 This shows the pin has been replaced with the new longer bolt, the damper refitted and the new Rose-jointed drop-link in place. Different dampers may require different spacers and washers, so speak to KAD if you get stuck.




As with the rear mounts, a bit of masking tape applied to the subframe (after a degrease) will be handy for marking the position of the front mounts.




Have an assistant help you to position the bar so there's enough clearance between the front of the bush and the tie-rod mount. It needs to run parallel between the front edge of the subframe and the gearbox casing.




Satisfied with the position, grab the Vise Grips and gently clamp one half of the bush in place. Draw around the bush with a felt-tip pen to ensure it hasn't moved once you've removed the bar, then drill through.




Just drill the one hole for now. Start with a pilot hole and work up. Again, 6.5mm did the job here. Now insert a bolt and wind the 7/16-inch AF nut on from above, just gently tightening to loosely hold the mount in place. The Allen key is 3/16-inch AF.




Now support the bar, raise it up and repeat steps 25-28 with the opposite side - that's one fixing on each mount to get the bar installed squarely and evenly.




You can then mark the positions for the remaining two holes, remove the ARB and drill them too. Remove burrs and touch-up the paint like before.




It's a bit tedious, but that in-out-in-out routine will ensure it's properly centralised and aligned when you come to gently nip-up all four bush fixings. As with the rear, don't clamp the bar in there too hard – it still needs to rotate, but a little friction is fine.




Now refit the wheels and lower the car back to the floor and torque-up the wheel nuts to 45lb.ft. You'll need to roll the car back and forth until the suspension settles back down to its previous height. A dead flat floor is essential for the next steps.




For camera access, this particular car is still up on stands. Don't copy this. Now the pre-load of the ARBs needs to be set, which is an equal adjustment of the drop-link length on either side to ensure there is no torsion on the bar when on the flat. Adjust the drop-link length and then tighten up the lower front links (7/32-inch AF) to the bar ends. Copper grease all of the threads beforehand.




The Rose-joints can be locked-off with a pair of open-ended spanners, 9/16-inch AF for the top and 1/2-inch AF for the lower joint. Braided hoses can get pinched by the Rose-joint linkage on full lock - a hose with a banjo-type fitting into the calliper instead of a screw-in-type should help. If all is OK, that's the front ARB done.




Returning to the rear, the process is exactly the same, but there are three holes in the rear blade. Adjust the drop-links to the correct length (with the car still on a flat floor of course) and then test to see which mounting hole in the blade positions the drop-link closest to vertical. It should match side-to-side.




When the length of the drop-link is evenly set on both sides, as with the front, tighten up both the 1/2-inch AF lower fixing and the Rose-joint lock nut. That's the job complete – so get it back up in the air for a full spanner check, make sure nothing is fouling, go for a drive and see what you think. Out of interest, the front ARB kit weighs around 2.45kg and the rear is 3.55kg.

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# QUICK TECH

Words and photography **Stephen Colbran**

# COMPACT ALTERNATOR INSTALL

## Save weight and free up space with a competition alternator conversion.

**CONTACT**
01455 618464
www.med-engineering.co.uk

**COST**
£230

**TOOLS**
Terminal crimper, side cutters, 1/2-inch AF sockets/spanners, 9/16-inch AF sockets/spanners.

This 50-amp competition alternator conversion from MED has two main benefits - weight loss and additional under-bonnet space, which is ideal if you're planning a front-mounted rad install or just prefer the minimalist look. Unlike many lightweight alternators, this is a direct replacement for Lucas-type units, albeit with a slight rewire on the charging circuit involving a plug change and an extra connection for a remote voltage sense input. There are two ways of doing this, shown below.

This particular unit weighed 3.01kg and the Lucas 45-amp unit it replaced came in at 4.27kg – a 29.5 per cent weight loss. Alternative Lucas units will vary in weight, but it's a decent example of what you can achieve, whilst also saving a bit of space. The only real downside is the extra cost over a standard unit.

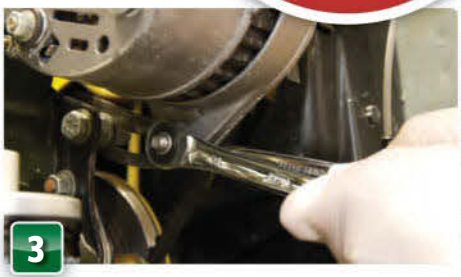
We found the previous fan belt was too long, as the new unit can be positioned closer to the engine, leaving too much slack. So you should change the belt whilst you're at it. The choice of belt will depend on your choice of crank and water pump pulleys, so a spot of tape measuring may be in order. The guide shows an A-plus engine, but it's just a different shape bracket if your A-Series already has an alternator installed. Also, the kit won't suit MPi or dynamo-equipped Minis without extra work.



1 Disconnect the battery before starting, and remove the front grille. Now unclip the alternator clip and plug.



2 Loosen the two top alternator fixings using 1/2-inch AF sockets or spanners. A set of imperial ratchet spanners is incredibly useful for jobs like this (space can be too tight for a ratchet handle). We've only removed the HT leads for clarity.



3 With the grille removed, you'll have good access to the lower two fixings on the adjustable bracket. Remove the front bolt with a 1/2-inch AF socket or spanner, and loosen off the rear bolt using a 9/16-inch AF socket or spanner.



4 Now remove the top fixings, move the fan belt aside and carefully lift the alternator unit out through the grille aperture.



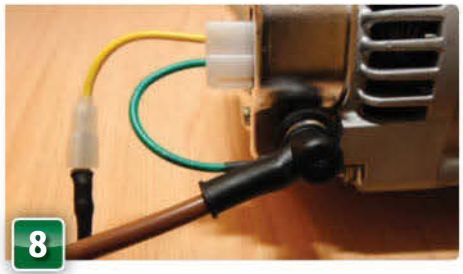
5 The new alternator is compact enough to drop in from above. Simply fit it using the original fixings - it's a direct replacement - then check that the pulley is allowing the fan belt to line up correctly. These top bolts are a bit long.



6 Lightly nip-up the bolts all round, then tension the fan belt with one hand under the new alternator and tighten the rear lower bolt. We found it possible to fit a shorter belt to position the alternator closer to the block. Fully tighten the remaining bolts.



7 Wiring the new unit requires a bit more thought. Cut off the original Lucas plug and connect up the brown/yellow cable (ignition light) to the yellow cable supplied with the kit. This ignition-live feed energises the alternator to start charging when the engine is running, or illuminates the bulb if not.



8 It's best to remove the original solenoid-to-alternator brown charge lead and start afresh. We've replaced it with a length of 70-amp tinned cable with insulated ring terminals. The green cable is a remote voltage sense input...



9 ...this ensures the alternator is regulated to 14.4-volts, increasing output with demand. You can loop this over to the main output (as step 8), but it should ideally feed back to the positive battery terminal, to account for potential voltage drops in the system and provide a stronger charge. This is very impractical on a Mini, so feed it back to the battery cable on the solenoid.

# Ask the expert

Your Mini questions answered by Keith Calver.

**ASK THE EXPERT**

Our experts can help. Just email **minimag@futurenet.com** with 'Ask The Experts' as the subject.

## OIL LEAKS

**Q** My 1972 Mini 850 has been customised with the engine from an Austin Metro. It's a great fun car, but my girlfriend's parents are getting annoyed with it leaking oil all over their drive! I've checked around the car and it seems to be leaking from two places – the rocker cover gasket, which should be easy to fix, and the timing cover, which I'm worried about. Will it just be a gasket, or could something more major be at fault? The cover gets quite oily at the bottom, and there's a small puddle if I leave the car overnight.
**Rob McGoldrick**



A light smear of automotive-use rtv silicone gasket will help prevent oil leaks from the timing gear cover.

**A** First the easy bit. If it's the timing cover gasket or seal (which is for the crank ancillary drive pulley that fits through the timing cover), both are easy to change at the same time. It involves draining the cooling system down before removing the radiator, cooling fan, engine mounting and radiator support bracket, followed by the timing gear cover. It's all covered more than adequately in a workshop or Haynes Manual, or the April 2014 issue of *Mini Magazine* if you can get hold of a copy. On reassembly make sure you use a sparing amount of a good quality, automotive-application rtv silicone gasket sealant as the tin timing gear covers can become somewhat distorted over time and with careless handling.

If that does not cure the problem, it could be one of two other sealing issues. The first is the 'U' seal that fits between the gearbox and front crankshaft main cap, hidden behind the timing cover front plate. There was a time when Rover produced this seal with a spine in it to make it rigid. As such, it was feasible to remove all the gubbins as if you were changing the timing gear cover seals, but go further and remove the engine front plate that fits to the engine block behind the cam drive gears. You then prised out the existing U-seal, and fitted this rigid seal with a hammer. The rigid seals are no longer available, so if it is that, the only way to solve the problem is to hoik the whole shebang out, separate the engine from the gearbox, replace the offending seal then reassemble the whole lump and put it back in.

**"The only way to solve the problem is to hoik the whole shebang out..."**

The second sealing issue could be the gasket on the speedo drive cable union. Again, this is positioned in a most inconvenient place for ease of servicing, behind the engine front plate on the driveshaft side of the gearbox. To sort this one out requires removing the drive shaft from the gearbox (again covered in the usual manuals), removing the union from the speedo drive and gearbox end housing, fitting a new gasket then reassembling it all. At least it doesn't require removing the entire power and transmission unit to do the job.

So the by-word here is to try and establish exactly where the leak is coming from in the first place. Carefully cleaning the area with a jet wash or some such followed by diligent regular observation of the suspected area should reveal the culprit.

## THREE-SYNCHRO 'BOX

**Q** I'm building a hot early 1275 GT but it has no engine. I'm told I need a four-synchro remote gearbox as that is right for the age, but they are like hens' teeth! A local specialist has a three-synchro item that I can buy, so I was wondering if you could tell me what the difference is and whether it would be suitable? Another friend has a gearbox from a Morris 1300 GT, but apparently the remote housing is different. Can this be made to fit the Mini's shell?
**Mark**

**A** The crucial information missing here is the year of the



Spark plug gaps can be crucial.

## SPARK PLUG GAPS

**Q** What plug gap should I run on my 1983 Mini Sprite LE? Some manuals say 0.024-inch and others 0.032-inch. How much difference does it make? My car is standard apart from a Stage 1 kit.
**Adam Maskell**

**A** There's a chapter-long retort here, but let's steer clear of that. Basically having the plug gap too small will cause an incomplete burn of the fuel/air mixture in the chamber, and very possibly be extinguished from the start. Too large a gap and the coil being used may not be able to develop sufficient power to make the spark occur under all running conditions – particularly under full load. Smaller plug gaps are generally associated with points-triggered ignition, and feasibly mostly with ballast-resisted ignition systems that have a lower voltage under normal running conditions. Larger points gaps tend to be for full and proper electronic ignition systems that use amplifiers to increase the firing voltage. And in some cases the type/make of spark plug will make a difference. Top quality plugs will respond to a larger plug gap, or at least not cause problems when the running environment is less than ideal (typically the fuel/air mixture is too lean or too rich). The most appropriate 'gap for all seasons' is 0.027-in to 0.028-inch. Set at this, the vast majority of ignition systems will work just fine.

car, so I have to presume it is the remote gearbox type. In practical terms you could fit a rod change-type gearbox and operating system without too much trouble, which would certainly bring the cost down. I recently had to pay a staggering amount of money for a four-synchro gearbox that was in need of an utterly complete and costly overhaul and conversion to close-ratio gears. I would not suggest going anywhere near that three-synchro gearbox without knowing exactly what it needs to make it properly functional. It would fit, providing the casing was a later three-synchro case designed to fit all the Mini engine varieties (earlier casings would not accommodate the longer throw 1275 crank and con rods assembly) but will be horrendously expensive to rebuild.

The Austin 1100/1300 remote gearbox differed from the Mini set-up by virtue of having a rubber/metal bonded sandwich plate between the remote housing and the gearbox differential housing, which was introduced to reduce noise and vibration in to the cabin area. This unit can be fitted in to a Mini but requires the whole remote gear change unit, and will need some fabrication to sort out the remote rear mount which is, typically, different to the Mini set-up.

## RELIABILITY TIPS

**Q** I've got a 1989 Mini City that I plan to use as a daily driver, and that means using it in all weathers. The car is totally standard currently. Can you recommend anything to make it more reliable? Is there an advantage to running modern silicone plug leads compared to the old-style copper wire for example? The car starts on the button at the moment, and I want to make sure it does that come rain or shine!
**Kelly**

**A** Minis are no more unreliable than any other car in all weathers, providing they have been furnished with the necessary equipment to make them so. Far too many Minis seem to have 'lost' their foul weather protection kit, so the first thing an owner such as yourself should to is make sure it is all present and correct, and that various other components are in good condition.

The first thing to do is thoroughly dry the distributor cap, points, condenser, rotor arm and HT (high tension/spark) plug leads. Before removing the distributor cap, mark the cap with which HT lead position goes to number one spark plug (nearest to the radiator) and tag the leads with their spark plug/cylinder number. Now unclip the distributor cap and pull the leads out of their sockets in the cap. Use a hairdryer or paint stripper heat gun (on low – we don't want to toast/char the components!) to dry all the parts. Make sure there is no moisture lurking anywhere – especially in the HT lead boots and distributor cap sockets. Next, smear a very small amount of grease around the edge of the distributor cap that butts up against the distributor body, carefully refit the cap and click the retaining clips into place. If they don't fit with a nice 'click', unclip them and squeeze the ends together a little to make a tighter fit. Refit the HT leads in their allotted places (firing order is 1-3-4-2 going anticlockwise) and use small tie-wraps to seal the boots against the cap.

Disconnect the cables from the coil including the HT lead. Thoroughly clean any dirt and debris from the insulation and dry it, the cables and HT lead end, then reconnect the cables and HT lead. Tie-wrap the HT lead as before then squirt with WD40 or Duck oil. This will stop any arcing/tracking of the ignition. Believe it or not, electricity will track across the dirty insulator, no problem.

Before refitting the weather shield – a large black plastic shield that fits between the engine and front grill where fitted - give it a thorough cleaning too on the reverse side where it faces the distributor and HT leads. Examine it carefully to see if it shows signs of cracking – cracks will obviously let the water through. If there is not one fitted, buy one and fit it, part number BHM1675.

The ultimate in weatherproofing has to be the Marigold glove method as used by all the Works rally cars. What you do here is buy the strongest, medium sized Marigold gloves you can find, cut the tips off all the fingers and thumb, thread the HT leads through the fingers and out through the holes in the tips – arranged to suit your HT lead pattern – and pull the gauntlet down over the distributor body. Use more tie-wraps to seal the individual fingers against the HT leads.

As far as the HT leads go, they are the least suspected for cold-start problems and wet weather issues but possibly the most frequent reason. They are also the subject of much idiocy. Folk have been rushing out to buy a set of super-sonic, 12mm (or


Brightly-coloured 'silicone' HT leads are no better than regular items.

## PAINT PRICES

**Q** How much should I pay for a basic rebuild and repaint? I need wings, A-panels, front panel and door skins. Some of the numbers I've been quoted are huge, and yet there is always the bloke down the pub whose mate can do it for six hundred quid. Which is more realistic? It's a Mini 1100 Special so it should be worth it – at least that's what I'm telling the wife!
**Kyle**


Mini respray quotes can vary wildly.

**A** Getting bodywork and paint sorted to a decent standard has, like everything else that involves skilled labour and proper premises, gone up dramatically. It's fuelled mostly by the cost of living in this country, but more directly by the whole health and safety juggernaut. Don't get me started on that! Then there's the cost of materials – paint, primer and the like. The mate down the pub that can do it for cheap money is, by and large, going to be using somebody else's premises, equipment, consumables, paint and electricity – so overhead free. And likely for cash so it doesn't get subject to HMRC claims. All well and good – but where do you go if it doesn't come out a perfect specimen? Unless the bloke is a personal friend, known for the exceptional work he produces, avoid it like the plague. A proper paint job executed by a professional in his own premises is going to cost thousands. The materials alone cost several hundred pounds, let alone the cost of running a spray booth up to temperature and the rest. But then there are those that attempt a paint job at home, rent equipment, organise the spraying area properly then do it themselves for a fraction of the cost. But they generally put in an extreme amount of effort before and after to prepare then finish the paint work. It depends on the usual stuff that affects how much a job costs you to get done – personal skill level, desire and equipment on hand.

## CLASSIC HI-LOS

**Q** I've bought a job lot of period spares for my period 1970s Clubman build that I'm doing. There's some great stuff in there – old Compomotive wheels, period Leyland stickers and some old Ripspeed-branded Hi-Los. They are more triangular in shape than the ones you can buy from Mini Spares and Mini Sport. Are they valuable? And how do they adjust? I'd like to fit them to my car if possible, but not if they don't work very well!
**Toby**

**A** More triangular? In what way? Even the most current copies of the original set-up are pretty much the same basic 'ice cream cone' shape. The very first Hi-Los had ribs on the outside of the main cone shape, I presume perceived to give strength to support the spring platform section. Whether they are any more valuable (the hope of which I find aggravatingly common in anything perceived to be old, original and therefore gold bullion) I have no idea. As with anything that is old and original – some would find them more desirable than a more modern copy and therefore feasibly lash out more to have them. They adjusted via the central threaded rod using a long hexagonal key inserted down through the bulkhead, through the subframe tower top cap, into a hex shape in the top of the central threaded rod. At the rear it was necessary to cut a hole in the rear valance, opposite the rear rubber spring mounting platform (there was a hole in the centre of it) to access the hex shape in the central threaded rod. A longer hex adjusting key was provided for this.




## "Avoid using engine flush at all costs. It promises much, but delivers little..."

whatever obscene diameter) 'silicone' plug leads, usually at extreme expense, in the belief that they will give their A-Series super powerful lightning bolts at the spark plugs. Nothing could be further from the truth. The excessive plug lead diameter sounds impressive, but all it means is they've got lots and lots of expensive silicone-based insulation wrapped around the conductor to protect it from extremely hostile turbo-induced under-bonnet temperatures. They're a waste of time on a Mini where the HT leads are kept nice and cool behind the grille. And the conductor used is generally carbon-impregnated string just like the standard, factory fitted leads, so should be replaced yearly too. At a cost of some £35-plus, they're just not worth the outlay.

## ENGINE FLUSH

**Q** I've bought a 1995 Mini Cooper that's covered 78,000 miles. It doesn't seem to use any oil and runs quite well, but the oil is very black, the engine is dirty and it doesn't look like it's been serviced in years. I want to give the car a complete makeover and a full service, but I'm only really capable of the basics. I plan to change the oil first, and wondered if it would be a good idea to use an engine flush at the same time? I have a friend that always uses the flush, but others say I shouldn't use it as it can do more harm than good. What do you think?
**Mark Beevers**


Millers 20w50 is great for a Mini.

**A** Avoid using engine flush at all costs. It promises much but delivers little, and was not conceived to be used in an engine that uses the same oil for engine and transmission. I would love a pound coin for everybody that has come up to me to discuss just this issue, and found that after running the flushing oil their car has started smoking like mad – and not just Minis.

The best way to deal with this is to do two oil and filter changes fairly close together. Do the first change then run the car for around 500 or so miles, making sure you do some protracted time in the car as opposed to lots of short distance trips – though any amount of trips used to achieve that mileage will be far better than doing nothing. Then do a second oil and filter change. Use a top quality mineral oil manufactured for older design, push-rod over-head valve engines (there is little finer than the Millers Mini-specific option) to avoid damage to components such as the cam and cam followers. If you are not positive about the oil you intend to use, add a suitable additive (such as Torco ZEP or ZDDplus) to ensure component protection.


Metro HLE gear ratios are not particularly well-suited to performance-use Minis.

## HLE GEARBOX

**Q** I'm building up a 1275 engine for my 1979 Mini 1275 GT. I've fitted a 266 cam, MG Metro head and a Stage 1 kit, so I'm hoping it will be good for around 75bhp. The old gearbox is beyond help, and I've been offered a replacement from a Metro HLE, which I'm told is a special 'box. Can you tell what the difference between an HLE gearbox and a normal one? Is it worth fitting it to my car? I like the idea of better motorway cruising.
**Cole Chambers**

**A** Bit of a head scratcher this one, as I am not particularly big on the whole Metro thing. Austin Rover did a whole bunch of messing around with what went in to the engines and gearboxes at the time. Luckily, I know a man that knows all manner of useful stuff about Metros as his dad and he were well in to them in the 1980s - one Adrian (AC) Dodd. His memory is a whole lot better than mine too, but then he's just a youngster! I had a grip on some of the odd methods they used, but couldn't pin it down to the specific models and years.

So, the crux of the deal is this - the Metro HLE gearbox used the A-plus gearset that has the two-nicks machined in to the teeth. This gear kit has a very low first gear as the final drive used with it was a 3.15:1. It is not a particularly good set of ratios for a performance-use car as the gaps between the gears are awful as well. That's why I have a heap of those gear sets in my storage garage and nothing else. The 1275 GT gear ratios were far better suited to performance use as they were the same close-ratio set as used in the Cooper S.

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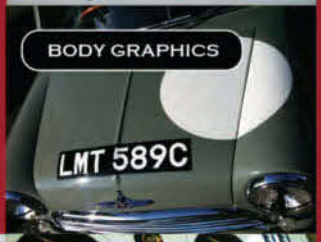
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# Products

The latest Mini products



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For when every last gram counts, The Carbon Weezel has released a super-lightweight bracket for the wiper motor. This compression-moulded piece comes with a new rubber seal and is ready to bolt straight on in place of the steel item, which often rusts. The overall weight is described as 'peanuts', so you can assume it's quite light!

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



## RACE-SPEC FLYWHEEL

**£198**

Mini Spares' latest race-spec part is this ultra light EN24T steel flywheel weighing just 2.4kg. The built-in ring gear helps to effectively lower the weight, along with the large symmetrical cut-outs. This is intended for the pre-Verto clutch set-up but with a later pre-engaged starter, so some alterations may be required to the clutch mechanism or starter solenoid wiring depending on what parts are fitted to your race Mini. It is not advised for use in a road car.

- **01707 607700**
- **www.minispares.com**

## 1275 GT MODEL

**£18.99**

Following up on its recent 1:43-scale Clubman model, Corgi has released this Vermilion 1275 GT, which has been based upon a 1979 BL press car. There's a matching limited edition version soon to be released with a Dutch plate and left-hand drive interior. Pre-order yours now from the Corgi website.

- **01843 233525**
- **www.corgi.co.uk**






## OIL TEMP SENDER

**£36**

The oil temperature sender for MPi Minis ('96-2000) is no longer available new, so Specialist Components has developed a brand new version. This new sender unit should prove to be more accurate than the standard Rover item, keeping your oil temperature gauge in good working order. It's described by SC as 'a must for all MPi Mini owners.'

- **01953 859785**
- **www.specialist-components.co.uk**

## SLIMLINE TORCH

**£9.99**

This sturdy LED torch from Ring Automotive looks perfect for roadside breakdowns or finding your nuts, bolts and tools in a dark workshop. The 70-lumen output should give plenty of light on the subject and there's a six-hour operating time thanks to the minimal power consumption.

- **0113 213 2000**
- **www.ringautomotive.co.uk**



## CPS BRACKET

**£8.75**

New to the range of stainless steel components from Smiffy's Bits is this crank position sensor bracket for SPi/MPi Minis. It's been designed as a direct replacement for the Rover part but with the added longevity and smart looks of stainless steel. Who said injected Mini engine bays always have to look untidy?!

- **01527 873501**
- **www.smiffysbits.co.uk**



## INTERIOR LIGHT SURROUND

**£5**

A neat slice of luxury for your interior, this small stainless steel frame from Smiffy's Bits fits behind the later interior light lens. If you've gone to the effort of fitting a posh new headlining to your ride, this is surely the perfect finishing touch.

- **01527 873501**
- **www.smiffysbits.co.uk**





## ROCKER COVER CAP

**£30**

This attractive billet alloy rocker cover cap comes from A-Series specialist SH Engineering. The design echoes the original MG Metro cap but without the cheap plastic construction, and can even be supplied with custom engraving should you be after something a little different.

- **01527 871191**
- **www.shengineering.co.uk**




## ROCKER COVER SEAL

**£9.60 - seal**

**£4.66 - rocker cover fitting kit**

Mini Spares has developed a new rocker cover seal, which is intended to improve upon existing versions with a new silicone construction. The new seal is said to offer greater longevity, and is particularly recommended for those who regularly remove the rocker cover to adjust the tappets. This will suit any A-Series/A-plus engine and the part number is GUG705009EVO. Pictured here is the seal with a rocker cover fitting kit, part number SAC70.

- **01707 607700**
- **www.minispares.com**



## COOPER GAUGES

**£85-£115 each**

The newly-reintroduced Cooper Car Company range now includes reproduction John Cooper signature auxiliary gauges, as offered by John Cooper Garages from the 1990s. These were a popular upgrade for Rover Mini Coopers equipped with a full-width dash, with the voltmeter, clock and oil pressure gauge mounted side-by-side above the radio. The new versions look to be an accurate reproduction of the originals. Very nice!

- **01282 778731**
- **www.coopercarcompany.com**



Good crankshaft lubrication is essential to prevent oil starvation and rapid wear.



The ancient style of cross-drilling big end journals has the gallery exiting at 90 degrees to the original port.

# CALVER'S CLASSROOM
# CROSS-DRILLING AND LUBRICATION.

## Keith discusses A-Series crankshaft lubrication, and the methods that can be used to improve oil flow.

A rash of recent questions about cross-drilling crankshafts and oil flow improvements necessitates a few words covering these subjects, particularly as many still believe that what was good for the Cooper S must be good for their performance-orientated engines too. Not so – technology and developments have come a long, long way since the 1960s.

As with most engines, oil to the big ends on an A-Series crankshaft is supplied from the main bearing journals. The standard oil gallery drillings in the crankshaft that supply the main and big end journals and their bearings with oil only allow for the basic amount needed in a standard road engine. When rpm levels higher than standard are used, especially for sustained periods of time, oil starvation at the main and big end bearings can occur. This is due to the oil being centrifuged away from the main bearings by the increased action of the big end bearings whirring round. The oil supply can't keep up with demand and metal to metal contact occurs as a result.

There are two reasons for this. Firstly, the oil drilling out to the big end tends to exit the journal at the maximum radius possible, and secondly there is only one inlet port in the main journal. To counteract this the cranks were traditionally cross-drilled, a process that involves drilling through the big end oil gallery at 90 degrees from the original exit and then blocking if off, hence making it exit at a smaller radius. Then oil galleries in the main journals are drilled right through to create another inlet port. The major downside with this is it weakens the crank by adding stress-riser points for cracks to emanate from, leading to eventual breakage of the crank through the big ends. For many years now, I've simply cross-drilled the mains. This is sufficient to ensure a plentiful supply of oil to the big ends and eradicates breakage. Modern cranks have the big end oil feed hole exiting at 30 degrees from the peak of the big end arc, so cross-drilling truly is a thing of the past. This form of big end oil feed is now applied to cranks supplied by the various specialists producing improved design cranks for the A-Series.

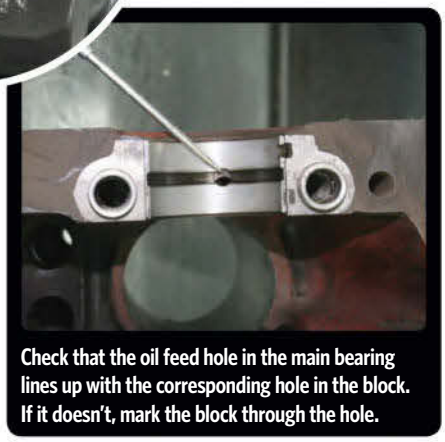


**KEITH CALVER**
Keith has been *Mini Magazine*'s tech expert since we launched in 1996. Keith's Mini CV speaks for itself: he joined the motorsport scene as a Miglia competitor in 1978, before a five-year stint at the Mini Spares Centre (London) in the early '80s. Now independent, Keith builds race engines for numerous disciplines. His 1275 GT race car and sharing his vast amount of Mini knowledge are also main focuses.



Latest spec cranks have the exit hole at something like 30 degrees from the peak of the arc described by the big end journal.

The standard mains gallery is drilled in from one side only. Cross drilling all the way through doubles the oil pick-up availability.



Check that the oil feed hole in the main bearing lines up with the corresponding hole in the block. If it doesn't, mark the block through the hole.

## MAXIMISING FLOW

Maximising oil flow from the block galleries to the main and big end journals and their bearings means improved and increased lubrication. There are a few checks and modifications that are easy to do. The first is to make sure the oil galleries feeding the main bearings actually line up with the feed hole in the bearing. Fit the main bearings in to their housings. If the galleries do not line up with the feed holes, carefully scribe through the hole on to the block, remove the bearings and grind out to the scribed line.

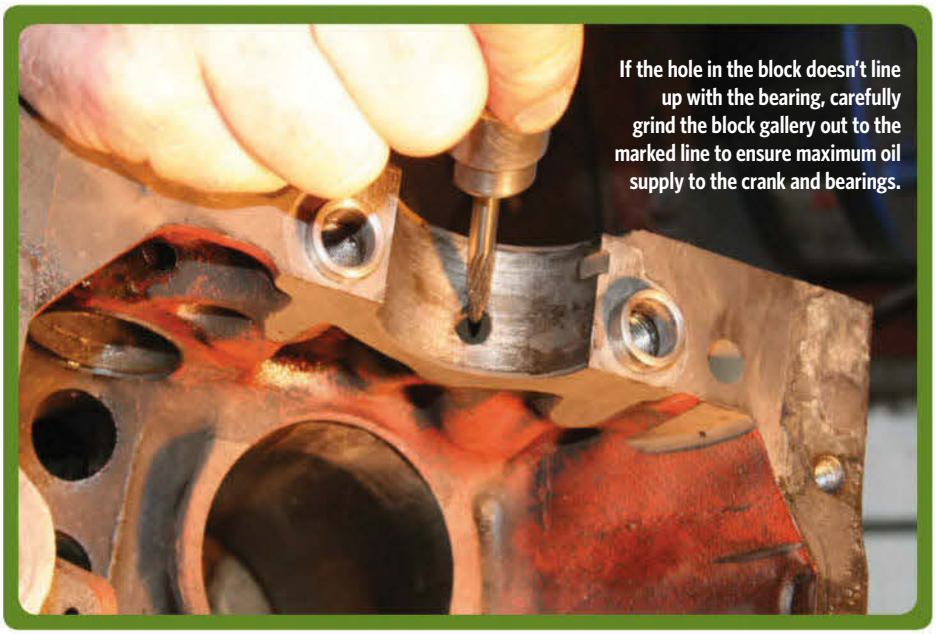
Next up is the oil gallery in the main journal. Sit the crank in the main bearings on a little oil then rotate the crank until the oil gallery feed hole appears at the top edge of the bearing. If it does not line up with the oil slot around the bearing centre, carefully grind the feed hole to make it so. For many fast road engines, doing this mod can mean cross-drilling the mains is unnecessary. I always do both to make absolutely sure lubrication is as good as it can be. It needs to be done with great care to ensure no stress risers are created, and needs to be all nice and smooth.

And lastly, to make sure there is a good supply of oil to the thrust washers on the side that takes all the load when the clutch is applied, carefully file the edge of the main bearing adjacent to the thrust washers. Only one edge needs doing.

## OIL PUMP MODIFICATIONS

For most, improving oil flow through the oil pump means generally filing off and radiusing the sharp edges and flashing caused in the casting process. But to really improve flow in and out of the pump, making it more fill-efficient in the process, some reshaping of the block ports and gasket is needed. Use a thumb or finger nail to imprint the oil pump port profile into the gasket. To make this clearer for ease of cutting out, draw the imprint in with a pencil or pen. With the port extremity lines defined, draw in a tear-drop shape, then carefully cut around the tear-drop profile. This opens up more of the port area. Before transferring the tear-drop shape on to the block (if you have the facilities or can get this done), it is a good move to make entry port in to the block a little larger. As standard these holes are 3/8-inch (0.375-inch/9.525mm). I drill them out to

**"There are a few checks and modifications that are easy to do..."**

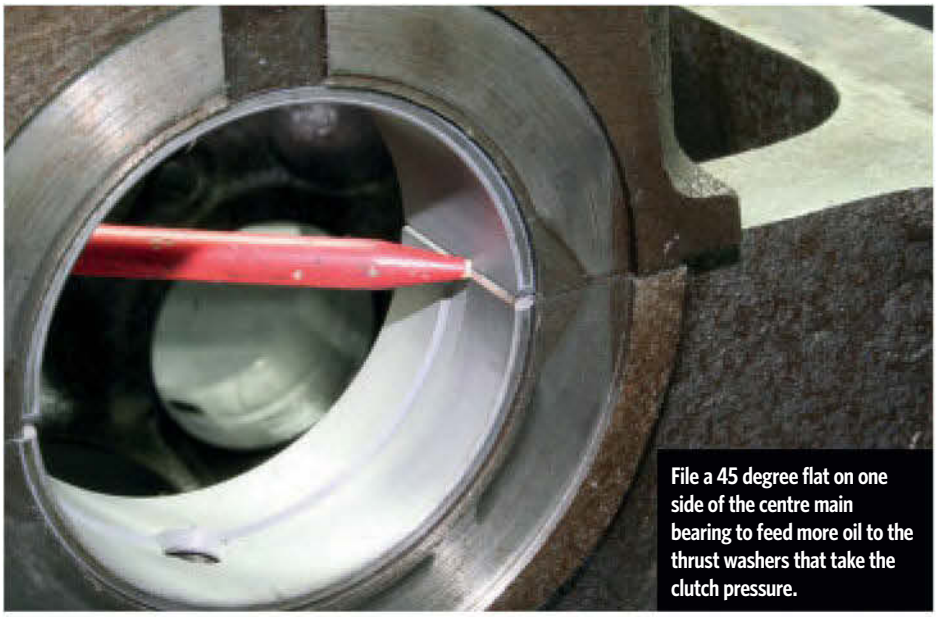


If the hole in the block doesn't line up with the bearing, carefully grind the block gallery out to the marked line to ensure maximum oil supply to the crank and bearings.

Not all main journal gallery drillings line up properly with the bearing centre slot.

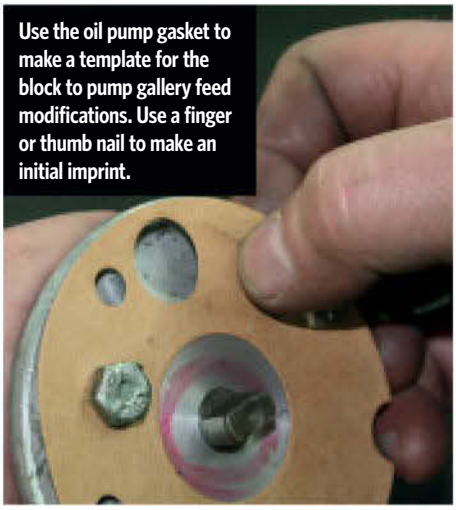



A few moments careful grinding rectifies any misalignment, dramatically improving oil supply to the big end journals and bearings.


File a 45 degree flat on one side of the centre main bearing to feed more oil to the thrust washers that take the clutch pressure.

7/16-inch (0.4375-inch/1.11mm) – that's a cross-sectional area increase of a shade under 17 per cent – a significant gain. Once done, the modified gasket can be correctly positioned on the block using bolts into the retaining holes, and the modified tear-drop shape transferred to the block extending down from the existing standard oil pump ports. Carefully grind out to the tear-drop shape, being careful to make sure you stay within the marked lines to avoid causing any gasket sealing issues, and to produce a convex, radiused 'floor' to the ports.

**"The rotor and annulus are some 65-odd percent submerged in oil..."**


Use the oil pump gasket to make a template for the block to pump gallery feed modifications. Use a finger or thumb nail to make an initial imprint.


Once the gasket has been cut to create the required tear-drop shapes, apply this to the block.


With the block marked, grind the tear-drop shape in to the block making a nice radius-bottomed shape.

## DRAINING DOWN

Whilst talking about oil pump improvements, folks have asked me about oil pumps draining down (emptying themselves) when the engine is left static for a period of time. This is impossible unless there is a specific problem with the installation. With the engine static, the block to oil pump inlet and outlet ports are positioned such that the rotor and annulus are some 65-odd per cent submerged in oil. Even carrying out the mods as described here barely affects that as there is simply nowhere for the oil to go. Some oil pumps have a very small hole in them to feed the cam rear bearing with oil when running, but it's so small oil will only pass through it when under pressure – i.e. with the pump running.

If the oil pump is draining down when the engine is not in use, it must be bleeding out from somewhere it shouldn't. It could be the gasket (feasibly split, or the pump and/or block mating faces are not flat), incorrectly tightened pump bolts, or bolts are too long to allow the pump to be correctly clamped to the block. The latter is an issue when changing from one manufacturer's pump to another, where the pump bodies are different depths. Another cause is a distorted or cracked oil pump cover, caused by folks whacking the end of the cam to get the cam drive gear off for various reasons (changing the chain, setting cam timing, etc.). If steel it will distort, and if aluminium it will most likely crack. Use levers or a puller to remove the gear when doing these jobs instead.

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Stephen Colbran
Features writer

**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







Lightweight alternator from MED has been on the shopping list for a long time.

# Cooling things off...

## The post-Christmas weight loss regime has stepped up a gear this month.

Four T-shirts, a hoody, two pairs of socks and some overalls, and it still wasn't taking off the chill in the garage. So out came the electric fan heater, ramped up to the face-melt setting to see if that work. And it did, brilliantly, until it knocked out the trip switch and sent my entire household into darkness. But despite all that, it's been a pretty constructive month on the Mini.

First up came the swap from a Lucas alternator, which had developed a crack in the casing, to a lightweight race-type unit from MED. I'd been eyeing these up for a while now, having owned a similar Denso unit before that needed a fair amount of head scratching to install. This one was a direct replacement though, with a decent weight saving too. Rather than relying on the spec sheet, a set of digital kitchen scales helped to measure the difference all this stuff actually makes. 1.26kgs might not sound like a huge weight saving, but it's just another piece of the puzzle in creating a lightweight and reliable Mini.

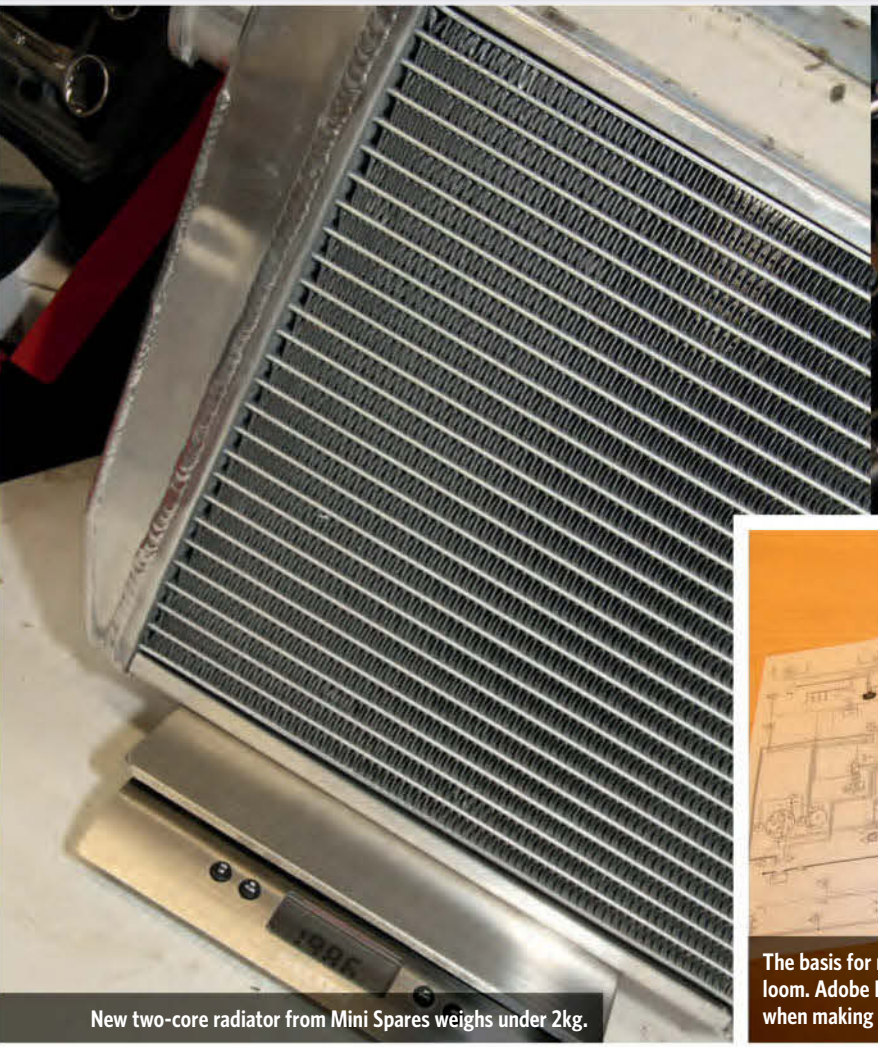
The radiator was next on the chopping block. The previous four-core rad did a fine job of keeping the temperatures under control, but its added width over standard made fitment super tight against the inner wing, even scratching off the paint. That didn't sit well with me. Tech editor Keith always reckons the two-core rads to be the best if you're staying with the side mounting, and Mini Spares had a special offer going on its attractive aluminium offering, so I went for it. The scales reported the new rad weighing in at 1986g, whereas the previous four-core came in at 3282g.

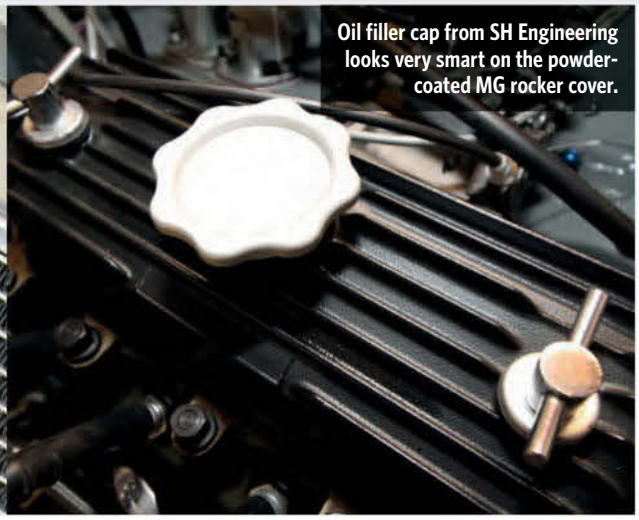
**"It gave more clearance, less weight and better looks. Result!"**

Taking into account any built-up gunk inside of course, that's quite impressive. Once the cowling had an hour or so of fettling with the Dremel to suit the more pronounced TIG welds, fitment was far easier than the four-core. In fact there was about 10mm extra clearance between the new rad and the inner wing, so that'll stop the rubbing all right. It gave more clearance, less weight and better looks – result!

Next it was on to the wiring, or should I say back to the wiring. Don't worry, I won't bore you with years of tedious detail about my new-found enthusiasm for auto electrics, but it's definitely an area where the more knowledge you pick up, the more interesting it seems to become. The dark side is clearly an itch to continually improve everything. The plan is to leave my previous attempt in situ, which worked well for a first stab, then make a completely new loom alongside, so as not to render the car useless again. The terminals will be properly soldered and crimped this time, then heat-shrink wrapped along the entire loom. Everything will be perfectly in place, with no unnecessary links and fuses, and the old cable is out in favour of modern thin-wall stuff. Cost-wise, as it's a real minimalist affair – I reckon it'll come in at just over half the price of a pre-made standard loom. It

**To do list**
1. Finish rewire, again.
2. Refit twin carbs and head to the rolling road.
3. Stop tinkering, and go driving!


New two-core radiator from Mini Spares weighs under 2kg.


Oil filler cap from SH Engineering looks very smart on the powder-coated MG rocker cover.



The basis for my super-efficient new wiring loom. Adobe Illustrator has been a life saver when making the custom diagram.

should also save more weight and prove to be very reliable, and then I can finally sleep easy at night. Yes, it's got that bad.

One of the best achievements this month has to be the wiring diagram designed on Adobe Illustrator. It took many, many hours, but it's so much easier to read than the standard spaghetti junctions in the workshop manuals. It's easily edited too, so if there's any wiring changes to be made as the new loom shapes up, I'll head back to the Illustrator document on my Mac and move it all about to suit. Mainly though it's about ease of working on the car when something inevitably goes wrong – there's less reliance on a circuit tester, as it's all there mapped out on the page.

Back to the point about weight loss, and actually it's all in vain; with twin carbs to soon replace the single HIF44 and new anti-roll bars front and rear, the car probably weighs more than it did last year! Either way, it's enjoyable to improve what is an MoT'd and insured car rather than climbing the steep learning curve of building it in the first place. I suppose it's just knowing where to stop modifying and start driving again that may be the issue now… mini


The front-to-rear loom taking shape. It's going down the offside instead and will be neatly coated in heat shrink.


The R53 has been treated to a ceramic exhaust coating from a new company called Performance 1 Coatings. It looks awesome and protects the bumper from heat damage.


A new 88-degree thermostat from Mini Spares, fresh gasket and rad. The cowling will be re-painted.



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 Maniflow 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.

**MINIS OWNED**

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






Removing the Minitastic springs from 'Ol Red.

# Modern life is rubbish...

## With Karin's Clio soaking up the cash, Keith can't wait to sort the City out.

Suicidally short on time to do anything but customer work for the past month has seen little movement on Karin's latest Mini, but plenty of illustration on why modern cars are not cheap deals. Yes we are talking about the damned Clio. It's run lumpy since I bought it, with a tendency to near-stall a junctions. So I packed it off to my mate with the rolling road in Pickering, Chris Pool and left it with him whilst Karin scooted about the countryside in the Clubby Estate I bought. Chris had to replace all manner of electrical bits, and found the cam timing was two teeth out on the belt – a cock-up made by the previous owners. At least it was performing massively better than it had been. I was stunned a few weeks later when Chris told me the tally - £500! And that was just for parts!

A couple of weeks back Karin then called me to say she had had problems reversing out of the drive. It seemed like the handbrake had jammed on, but I knew it was more likely to be the rear brake linings come adrift from the shoes. Time being very short, I took it to my mate's garage next door to me at work. Rear shoes, front pads and a bleed through... another £200, thank you very much. I reckon we have spent almost twice what the car cost in the first place now. Not funny.

I'd like to say it has spurred me on to get Karin's next Mini sorted, but that's been totally curtailed by aforementioned piles of work. Despite that, I have removed the Minitastic springs from 'Ol Red ready to fit to the new car, and ordered up a selection of components to sort the cooling system out. I am trying to remain optimistic about this, and hope it was just lack of knowledge on one of the previous owner's parts rather than a serious issue with the head. I have also freed off the rear brake adjusters after some lengthy and patient application of the hot blue spanner. The trouble is I now need to strip the hubs off, remove the back plates and repaint them to stop them corroding away. The problem is, as many a Mini-tinkerer will know, once you start taking bits off 'just to tidy them up', the damned thing turns in to a full blown strip down and restoration – something I absolutely have to avoid. I have enough cars in pieces as it is!

At least my temporary spare pair of hands has relived the poor car of its all-over coating with extinguisher powder, bless him. Just before Christmas I was playing catch-up with admin in my office when I heard this 'plink, crash, whoosh'. I dived out the office to find the powder fire extinguisher had committed suicide, jumped off the wall and set itself off. It took hours to clean the main areas up.



The cooling system components that I am hoping will sort the City out.





Freeing off seized rear brake adjusters with help from the hot blue spanner.



Ryan Cowley
Contributor
restoremymini.co.uk

**MINI LIFE** I bought my first Mini aged 14 and have owned plenty since! I've done the club and show thing, and now I'm currently competing in the Mighty Minis championship as well as working on Minis for a living.

**MINI SPEC** 1990s Mini Cooper SPi built to Mighty Minis regulations, usual safety requirement such as cage, fire extinguisher etc. Minimal mechanical modifications permitted.

**MINIS OWNED**

1994 Mini Cooper

1982 Mini pickup



It might not look like it, but good solid progress is being made on Ryan's racer.

# Meeting the deadlines

## Ryan's still got plenty of work to do before the Oulton Park season opener.

The New Year festivities have been and gone, and I'm not nearly as far forward with my Mighty Mini racer project as I would have liked to have been. Still, that's what deadlines are for, and speaking of which, the race dates for the new Mighty Mini season have been announced. I have until April 18 to get everything done for the first race at Oulton Park – plenty of time!

I was able to grab a good few hours on the project over the festive period, during which I managed to strip the old car of anything that wasn't bent or destroyed. Fortunately this tuned out to be quite a lot. With everything useable removed the remains of the old shell were then weighed in; a sad day but it did at least brighten up the yard!

The panel work on the new shell has been started, albeit slowly. The beginning of 2015 seems to have brought a glut of new customers' cars with it. This is good for the business of course, but leaves little free time to mess with my own cars! I've also taken advantage of the cold weather to chip the factory sound-proofing off the floor, which is a nasty job but much easier when it's cold and brittle. I've cut out the seat base overhang and rear bins too, and repaired the front inner wings. The shell has also been braced up ready for the sills to be attacked.

When not working on Minis, I've been busy collecting parts and making other arrangements. The Autosport International event at NEC yielded a new race seat and harness, while a visit from a new customer who works at a local race engine builder means that I'll be getting a new engine in part-exchange for a respray. I've also been busy firing off emails in the hope of gaining some sponsorship for this season. Any takers? If so, please get in touch via my website or via the mag.

**"I stripped the old car of anything that wasn't bent or destroyed..."**

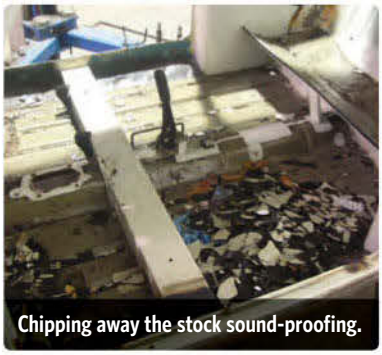




Braced-up in preparation for welding.




Rolling your Mini is not a recommended way to brighten up your yard.



Chipping away the stock sound-proofing.

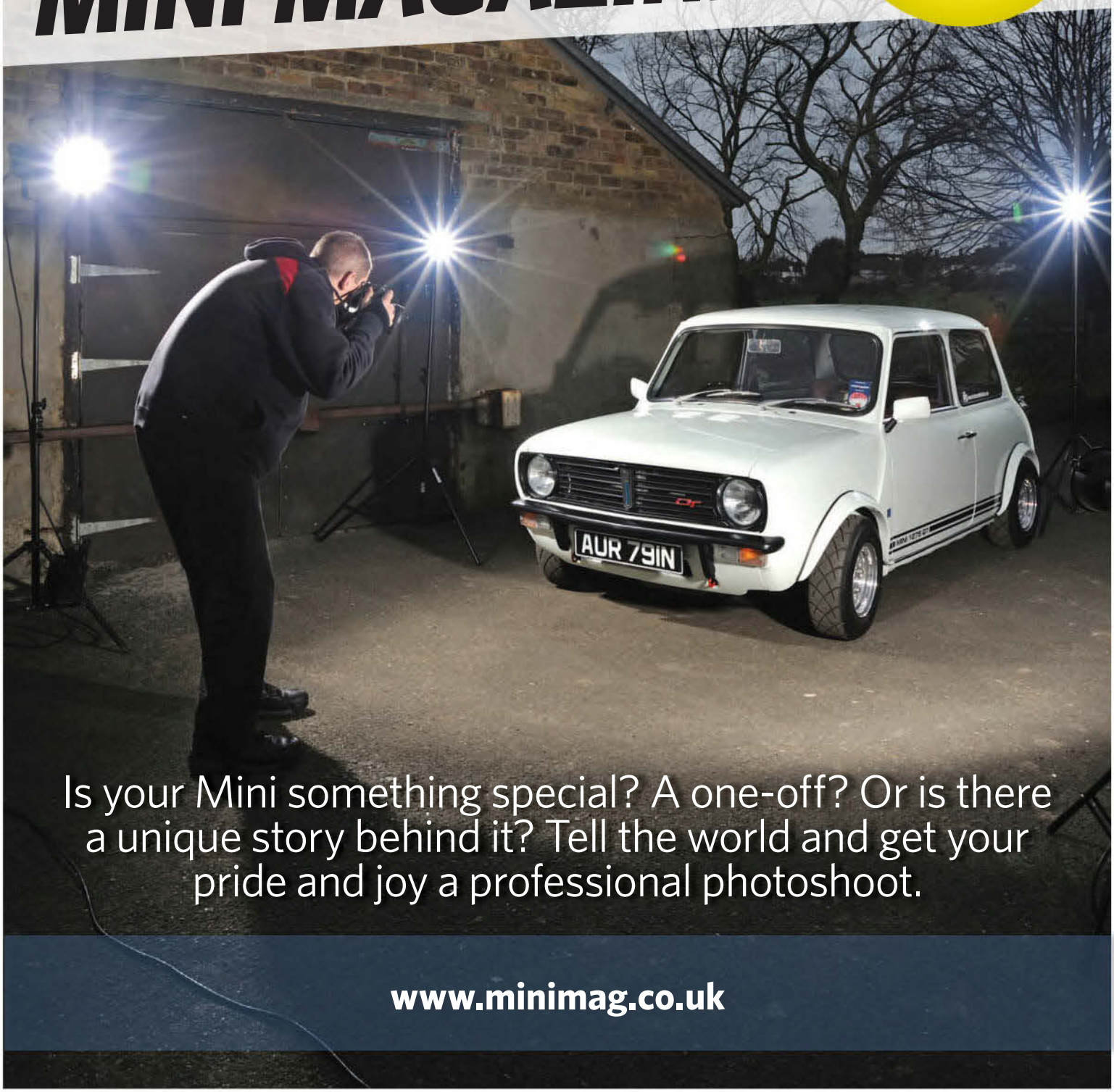


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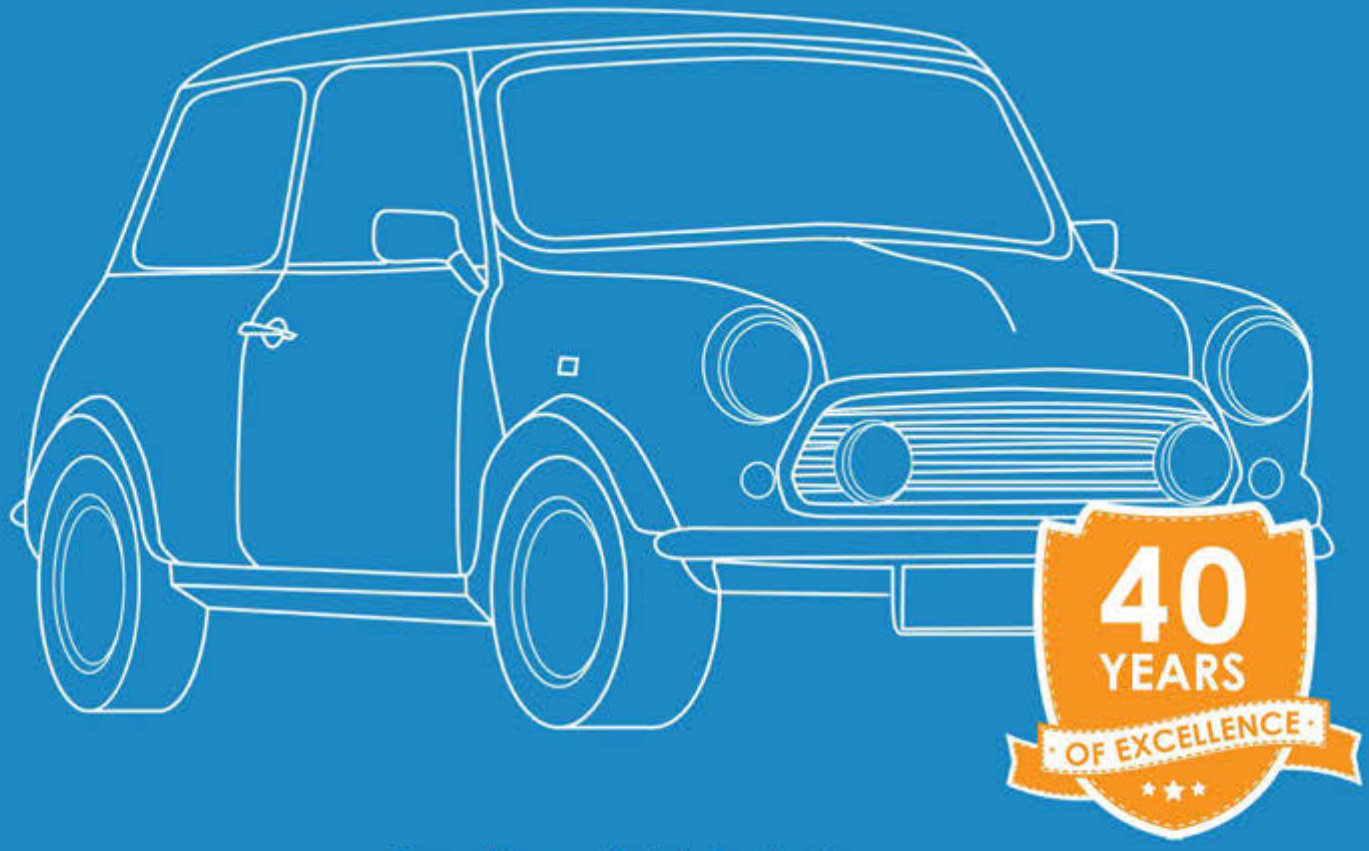
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## MINI

### 25



**1984, £1,950 ono.** 25th anniversary model. Ground up rebuild including seals and gaskets on gearbox. Tinted glass, walnut dash, leather wheel. MoT 27/11/15. 01539 730092 (MU)

### AUSTIN CITY E CONVERTIBLE



**1982, 94,950 miles, £6,250.** Fully restored. No rot or rust! Full year MoT with no advisories. Great runner. Call or text Rebecca. 07791 571451 (CG)

### AUSTIN MINI 1340CC



**1972, 55,000 miles, £3,200.** I have a Tax Exempt Classic Mini for sale. It has had much of the work done, body, engine, running gear. Still needs interior finishing (most parts included, incl., Roll Bar) Fibre Dash purchased but not installed. Great little project to finish for summer. 07541 739832 (JW)

### AUSTIN MINI CITY E



**1989, 72,000 miles, £4,150.** Mini Cooper S replica, leather interior, adjustable suspension and dampers, walnut dash and trims, reliable, non rot Mini. Thousands spent, new MoT upon sale. East Sussex. 01273 580077 (JW)

### CHELSEA 998CC



**1986, 70,000 miles, £2,995.** MoT till May. Original condition,currently sorned, space needed. Ipswich. 01473 327049 (JW)

### CHOPPED MINI TRAVELLER



**£5,500.** C16se 1.6. Rebuilt engine. Alloy fuel tank, Rear beam. 07796 175116 (CG)

### CITY 998CC



**1990, 67,000 miles, £3,950.** Two previous owners. Extensive bodywork completed. New alloy wheels and tyres. Re-upholstered. Showroom condition. MoT June 2015. Cheshire. 01606 851458 (RB)

### CITY AUTOMATIC 998CC

**1991, 15,500 miles, £POA.** One previous owner. MoT July 2015. Mechanics good, body solid. Paint not perfect, minor rust areas,not structural,never welded. 01932 889233 (JW)

### CLUBMAN 1100




**1979, 69,990 miles, £2,750.** A standard unabused 1100cc Mini Clubman in white. MoT until Nov 2015. One family previously owned before myself. Genuine low mileage. Super condition. Brilliant running order. Please ring for more info. Nr Pyle. 01656 745734 (MU)

### COOPER



**1997, 30,000 miles, £12,000.** New 1293cc fast road MPi engine with supercharger, oil cooler, upgraded suspension, lots of extra work/trim, Waxoyled, MoT Sep 2015. Surrey. 07919 571060 (CG)

### COOPER

**56,000 approx miles, £3,200.** Tahiti blue, two lady owners, MoT to April 2015, rust in doors and wings, but in general good order. Photos available via email. West Sussex. 01243 776767

### COOPER

**1992, 93,000 miles, £3,750.** Red all over. MoT October, body kit, spoiler, original Cooper seats, dashboard air brushed in Union Jack, resprayed 4 years ago, lots of work has been done on the car. Cambridgeshire. 07956 771233 (JW)

### INNOCENTI MINI TRAVELLER 850 CC



**1969, 1000 miles, Đ9,999.** Painted in 2014. Excellent mechanically, revised in 2014. Front disc brakes, alloy wheels. Engine, carburettor and brakes overhauled: serviced. Many new parts. Interior in good condition. Upholstery of the roof to be reviewed. Genova. +393479748272 (JW)

### JET BLACK LIMITED EDITION



**1988, £4,250 or vno.** Very few left. New 12 months MoT (last week) Recently professionally restored, including new exhaust system and battery. £3,000 spent on recent bills (record of bills). Drives beautifully, like a new car. Cheap to insure. Immaculate condition throughout. Kept garaged in winter. Given lots of TLC. East Sussex. 07711 149816 (HP)

### MAYFAIR



**1990, 55,000 miles, £2,650 ono.** MoT until January 2016. Recent rear subframe. 998cc. Minilite style alloy wheels with good tyres. Excellent condition. Radio/CD. Bristol. 07748 960903 (PB)

### MAYFAIR



**1984, 780,000 miles, £3,000.** With MoT 'til August, a good clean example of a classic Mini. Classic bucket seats, rollcage, 10-inch alloys. If the asking price is paid I will throw in a 1275 engine as well. Any questions please call. West Midlands. 07515 752585 (JW)

### MAYFAIR



**1983, £2,100.** New front panels, front floor panels/subframe/tyres/battery. Brakes overhauled, 10in alloy wheels, Cooper S brakes, MoT till May, not concours but solid car, good runner, currently on Sorn. County Durham. 01913 845663 (CG)

### MAYFAIR



**1991, 61,000 miles, £2,750.** Automatic, an unabused 998cc red Union Jack roof, alloy wheels, MoT August 2015, my second car for 14 years, fully serviced. Suffolk. 07899 872734 (CG)

### MAYFAIR AUTO



**1994, 18,880 miles, £2,750 ono.** All old MoTs and bills, hardly used since 2008 last owner 92 yrs old! Recommisioned and MoTd till Oct 2015 no advisories, factory walnut dash, radio, sunroof etc, all Rover history, been in garage g'box slips in reverse. Kent. 07528 793837 (JW)

### MAYFAIR AUTOMATIC




**1994, 18,750 miles, £2,450 ono.** Mini Mayfair 1275 - Automatic 2 door Saloon, Red. Genuine 18750 miles, 4 owners, FSH, 12 months MoT (no advisories). Body VGC, No rust, garaged, Walnut Dash/ Grey velour interior. Factory fitted sunroof & Rover Radio, New Battery. Defects - Gearbox slips in reverse & forward (under load) but drives OK. Also small dent in driver's side door hence price. Wokingham. 07950 581077

### MINI



**1994, 1,275 miles, £3,800.** Old English white with black roof. Fully restored. Professional respray. New interior. CD player. Lowered with adjustable shocks. Revolution alloys. Excellent runner. No rust. Garaged. Full MoT. Genuine sale. Suffolk. 07511 314670 (PB)

### MINI




**1960, £8,200.** 850cc. New tyres. Very good original car. Used for shows. MoT to June. No advisories. Gloucestershire. 07751 990538 (PB)

### MINI



**1996, £3,500.** 1275cc, 12 months MOT. Alloy wheels. Blue metallic body. Respray recently undertaken. bfry04@hotmail.co.uk (CG)

### MINI




**1989, 84,407 miles, £2,600.** Racing special edition, BRG/White roof, Minilites, pile of MoTs and bills to confirm mileage, just MoT'd, fantastic floor and subframes, lovely engine and gearbox, new exhaust, drives as it should. Kent. 07528 793837 (JW)

### MK2



**1968, 80,347 miles, £4,495 ono.** Needs restoring. Runs and stops. Usual rust on sills, door steps. Solid floors. No MoT. All numbers match, comes with Heritage Cert to prove. 3 Owners from new. Delivery possible. 01536 461509 (MU)

### RESELCO MK4 DISABLED ADAPTED



**1977, 17,000 miles, £7,000.** Rare government issue disabled adapted car with detailed history. Currently mid restoration. Best condition body that I have ever seen. Subframes, suspension and hubs also complete. Interior in great condition. Comes with whole car and many new parts. Unbuilt. Restoration to continue. Denny. 07964 200184 (JW)

### ROVER MINI




**£3,500.** 1275cc MoT till August 8th 2015. Full Red leather interior. Full length Webasto sunroof. Full service history from new. Recent brand new rear subframe, recent full service. Well looked after. Strood. 01634 735150 (JP)

### ROVER MINI 1.3MPI



**1997, 73,000 miles, £4,500.** Restored 2 years ago, including uprated brakes (Cooper S), suspension (adjustable) and polybushes fitted all around. Has had an MoT and 4 brand new Yokohoma tyres fitted recently. Brand new clutch plate fitted by Somerford Mini in September 2014. Excellent runner, great fun to drive, unfortunately do not have the time for it any more. Can also include £140 cover if not being kept in garage. 07818 118238 (JW)

### ROVER MINI COOPER 1.3I



**1996, 32,667 miles, £2,950.** Classic blue with white roof and stripes, walnut dash, black leather with cream piping, excellent condition bar rust on drivers door and between wipers. Owner outgrown! Email: lindacoxmahon@btinternet.com (JW)

### ROVER MINI COOPER S GRAND PRIX



**1995, 22,000 miles, £9,995.** Number 25 of only 35 John Cooper Grand Prix Cooper S. In pristine condition. Finished in British Racing Green. Leather upholstery, walnut dash and door tops. John Cooper signed Motolita steering wheel. All as original specification, not molested or modified. Shropshire. 07624 496879 (JW)

### ROVER MINI LAMM CABRIOLET



**1993/94, 20,000 miles, £Offers around £14,000.** Dry stored for 20 years.Fully Waxoyled, engine serviced with genuine parts.Bodywork in outstanding condition.Stainless steel exhaust and red carpets. Birmingham. 07767 427347 (JW)

### ROVER MINI RIO 1275CC



**1993, 52,000 miles, £1,200 ono.** Original Rio interior with addition of walnut dash, gear lever & door handles. Minilites, stage 1 tuning kit & in general good condition. No MoT, ideal project as appears to require new floor plus some rust around headlamps, sidelights, front grille & drivers door. Also new heater cable required. Milton Keynes. 07715 653009 (JW)

### ROVER MINI SIDEWALK




**1995, 74,000 miles, £4,500.** Limited edition: only 500 sold in UK. Full Service History. Petrol 1275cc MoT until July 2015. Recent full re-spray. Staffordshire-Based. 07800 810707 (JW)

### ROVER MINI STUDIO 2



**1991, 56,000 miles, £3,000.** 12 months MoT, respray but car was solid, no rust, new rear subframe, comes Hi Los on rear, new brakelines, handbrake cable. mechanically sound, recent service, new plugs etc. 07713 846944 (JW)

### SPRITE



**1992, 58,000 miles, £3,500.** K Reg 1275 excellent condition great runner. Loss of job forces sale. Please request more pictures using pedendavid@outlook.com. Hayes. 07944 723938 (MU)

## PARTS FOR SALE

### AUSTIN/MORRIS MINI



**1960s/early 1970s, £20.** Heater unit. West Midlands. 07946 400288 (PB)

### LEYLAND MINI 1000

**1980, £40.** Cylinder head complete valves etc. Needs refurb. Surrey. 01243 788811 (CG)

### MINI

**£15 + p&p.** Mechanical fuel pump in good condition. Now using electric pump. Also Kent 288 cam, good £90. Can collect. Surrey. 01276 23078 (PB)

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### MINI



**1973, £4,500 ono.** Rolling prepped race-lightened shell: sprint/hillclimb/track/road conversion. Flip front. Reinforced front subframe with brace bars. Fortec arches, 13-inch Wellers, adjustable suspension, rear beam, coil-overs, four-pot callipers. MSA log book. Hants. 07714 091707 (MU)

### MINI (R56) LASER BLUE DOOR MIRROR HOUSING

**£35 ono.** 2006 O/S & N/S. Photos available. 07900 212994 (MU)

### MINI BONNET



**£40 ono.** In good condition on the top. The underneath has slight rust along front edge. Been painted before. 07767 427347 (JW)

### MINI CLUBMAN N/S WING

**£25.** Salvaged from scrapped project but usable with preparation. Buyer should collect. Chorley. 07947 379606 (JW)

### MINI COOPER 12G202 CYLINDER HEAD



**£190.** Used 997 Cooper head taken to stage 3 (Unleaded, ported and polished, double valve springs etc). Can be fitted to any 998/1098. Buyer collects. Chorley. 07947 379606 (JW)

### MINI DOOR MK3 PASSENGER



**£90.** Repaired and restored with new skin to profesional standard. Postage extra or should collect. Chorley. 07947 379606 (JW)

### MINI DTM EXHAUST SYSTEM



**£90.** Stainless Steel Centre Exit. Complete with centre pipe and Y piece. Has been used and some light scratching but very presentable. Buyer should collect. Chorley. 07947 379606 (JW)

### MINI ESTATE INTERIOR



**£40.** Clubman rear interior in Tan (no door cards or dash liner). Some seam splits but un-noticable when fitted. Plus Postage. 07947 379606 (JW)

### MINI MAYFAIR

**£30.** Set of wheel trims. Lancs. 0161 761 1002 or 07763 909322 (MU)

### MINI MAYFAIR SHELL

**1989, £400.** In good condition. Minor welding required-Includes doors & all glass. Also have log book. Will need a trailer to remove. West Midlands. 01902 410961 (JW)

### MINI MK 1 DOORS

**£125 each.** 1 1/4 SU Carbs £75. Cooper S Block - Offers. Plus loads more Mini parts. Please call for details. Hereford. 01497 821400 (TS)

### MINI PARTS

**£POA.** Mini Mk1 saloon rear lights. Mini Mk1 saloon rear screen glass. Minvan rear lights. Minivan rear doors. Mini Mk1 front doors - glass. Mini MK1 boot lid and bonnet. Mini Mk1 bulkhead. Please call for details and prices. North Yorkshire. 01423 771135 (TS)

### MINI R56 JCW REAR BUMPER

**£75 ono.** Laser Blue. Used but in good overall condition. Buyer to collect - Bath area. Photographs available. 07900 212994 (MU)

### MINI/MG 1300 CYLINDER HEAD

**£100.** New valves etc. Turbo also available. Bristol Area. 07502 032532

## PARTS WANTED

### ST HELEN'S REGISTRATION NUMBER

**Wanted.** From 1960's-70's for example BDJ, NDJ, VDJ - any number with DJ in it would be considered. Please call St Helen's. 01744 884998/0777 1988968 (MC)

## LITERATURE FOR SALE

### AUTOCAR

**£POA.** 1962, 1963, 1965, 1966, 1967, 1968, 1969-1977, 1989-1992, many issues. Practical Classics 8/1996-2012 most issues. Phone before 6. Lancs. 01617 997548

### FREE MAGAZINES

**£POA.** 214 copies CCW, 56 CMM, 66 Classic & Sportcar, 53 Practical Classics, 41 Mini World, 135 Jensen Club Monthly Mag, 26 Old Classic Commercial and much more. Essex. 01799 599453

### HAYNES/AUTOBOOK

**£1-£7.50 each, can post.** Autodata/Intereurope/P Russek + training supplements for classic cars/modern from 1960-2008, gc/vgc. Hants. 07867 813213

### MINI AUSTIN & MORRIS CAR

**£15.00.** Servicing book by Pearsons for 1963/1966 models incl. 848cc Cooper and Cooper S all covered. 01799 527033 (JP)

### MODERN MINI

**£50.** I have every copy for sale from the first issue in August 2006 to January-February 2015. Collection only in the West Sussex area. West Sussex. 07513 058595

### MOTOR SPORT

**£POA.** 1970-1981 many issues, 1986-2001, 2003-2005. Offers. Phone before 6. Lancs. 01617 997548

## MISCELLANEOUS FOR SALE

### 1 PINT CASTROL WAKEFIELD




**1930, £150 post free.** Original pourer. Nearly unused. Logo both sides. Cornwall. 07905 135288 (RB)

### 2 RAC BADGES




**1955-1960, £80 each.** Motorsport full member, 1953-1961. Size 77 x 149 mm and 77 x 118 mm. Buckinghamshire. 07716 607984 (RB)

### 50 PPY - CHERISHED REGISTRATION NUMBER




**£69,000.** A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable to any date Offers considered. We reserve the right to remove at any time. Newcastle Upon Tyne. 07551 607809 (CG)

### A4 SGR

**£1,500 ono.** Private plate, on retention and ready to go. Suffolk. 07502 540725 (RB)

### BARGAIN PRICE OIL



**£1.50 per litre.** I have a large quantity of Shell Rimula 15/40 diesel engine oil in 25 litre drums at £1.50 per litre and large quantity of Castrol Bluecol type antifreeze at £1.50 per litre. Also large quantity of WD40 in 5 litre tins at £5 each no VAT. Devon. 01548 521278 (MU)

### BOB 81N - CHERISHED REGISTRATION NUMBER




**£49,000.** A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC V778 Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable date Aug 1974 to Jul 1975. VRM most significant letter = "N" Offers considered. We reserve the right to remove at any time. 07551 607809 (CG)

### CAR PRINTS NORWICH UNION

**£360.** Framed Set of 4. Nottingham. 0115 998 0511 (JW)

### CARCOON FOR SALE

**£250 ono.** To fit E-Type Jaguar or smaller car, with electric fans, hardly used. Cheltenham Area. 07919 120589 (MC)

### CORGI SHOP DISPLAY SIGNS

**£60.** On Large Card from 1960's. Nottingham. 0115 998 0511 (JW)

### FORECOURT SHELL SIGN



**1960, £150.** Pole 12ft tall. Somerset. 01373 812302 (RB)

### KISMET HPA MOT BAY



**£2,200.** Rolling road brake tester. Cornwall. 01579 362222 (RB)

### L7 GYC

**£1,500.** Private registration for sale on retention, ready for immediate transfer. 01225 852852

### LARGE STEEL CHEST

**£80.** Of workshop drawers, contains 144 drawers, each drawer has 6 compartments, very well made, 6ft high, 3ft wide, bargain. Suffolk. 07743 350654

### MINI COOPER




**1967, £20 free postage.** Diecast model of "S" Mk1 Monte Carlo rally winner, in 1:18 scale by Corgi Concourse Collection. Highly detailed. In original mailing box with paperwork and certificate, etc. Nottinghamshire. 01909 721464 (RB)

### MINI COOPER




**1994, £300.** Montecarlo 1994 winner replica graphics set. 87 piece high quality Japanese vinyl. Originally retail over £600. (Can ship abroad). Essex. 07854 990674 (PB)

### MINI WORLD WRIST WATCH




**£35 + p&p.** Leather strap. In original packaging. Very little use. Keeps good time. South Yorkshire. 01777 816155 (PB)

### MOBILE BENCH/TOOL CHEST



**£250.** Retractable wheels, stainless over hardwood. Ex MOD (over £1000 new). Three sliding drawers and large storage area with shelf below. Bargain. S. Yorks. 07971 223707 (JP)

### MUM 51E - CHERISHED REGISTRATION NUMBER




**£49,000.** A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable date Jan 1967 to Jul 1967. VRM most significant letter = "E" Offers considered. We reserve the right to remove at any time. 07551 607809 (CG)

### MUM 580Y - CHERISHED REGISTRATION NUMBER




**£34,495.** A brand new, quality DVLC registration number never issued on a vehicle. Not advertised by dealers. Private Sale. No VAT On DVLC Retention certificate, usual DVLA rules apply, on usage. Assignment fee paid. Applicable date Aug 1982 to Jul 1983. VRM most significant letter = "Y" Offers considered. We reserve the right to remove at any time. 07551 607809

### NUMBER PLATE FOR SALE

**£2,500 ono.** F3RN C. 07900 565023 (MU)

### PEDAL CAR BADGES-RAC/AA

**£20 each.** Nottingham. 0115 998 0511

### PRIVATE PLATES

**£POA.** NDF 80, NFK 28, NBK 91. Private sale of any of my private plates, all on retention. Sensible offers please. 01225 852852 or 07840 400569

### PRIVATE REGISTRATION

**£1,200.** D1 VXR, on retention. Suffolk. 01473 721179

### PRIVATE REGISTRATION




**£6,590 ono.** SM14RTS. Beautiful. Reads perfectly the name SMARTS. Has been reduced from £9950. Staffordshire. 07583 613521 (RB)

### PRIVATE REGISTRATION PLATE




**£Offers.** Open to sensible offers. Lincolnshire. 01205 870815 (RB)

### RAC ASSOCIATE BADGE




**£190 free post.** Date disc on back 1918, brass finish, No A3950m Lancashire Automobile Club, no damage to enamel, size 4in dia. Cornwall. 07905 135288

### RAC BADGE




**1960, £20 + p&p.** New-old stock (plastic). Never been on a car. Antrim. 07759 818732 (PB)

### ROYAL NAVY BADGE



**£75 post free.** By J. R. Gaunt, Birmingham. Queens Crown. Size: 5in x 3in. No damage. Bar fixing. Surrey. 07968 659967 (PB)

### ROYAL OBSERVER CORE BADGE



**£85 post free.** By J R Gaunt, London, mint condition, no damage Queen crown, pos 1950-1960, size 5in x 3in approx. Essex. 07964 486932

### TUY 583

**£Offers.** Private registration for sale. On retention and ready for transfer. Bristol. 01225 852852 (PB)

### "V1XAN" PRIVATE PLATE




**£15,000.** On retention for immediate transfer. 07977 983002 (JW)

### VARIOUS

**£Various.** 0-1 Morris 8, Wright, old model in case. Micrometer A58, now £30 plus p&p. 0-25mm micrometer, carbide face, £15 plus p&p. Surrey. 020 8641 4238 (RB)

### WHEEL HUBCAPS

**£35 ono + postage.** 5 chrome aluminium 12in, in fair condition. Could do with black re-painted. To fit 12in wheels. Suffolk. 01440 760966 (RB)

## WANTED

### LOOKING FOR MY OLD MINI COOPER

**Wanted.** Black with white roof. K968 XDH reg on 1/7/93 on SORN. Birmingham. 01216 084882 (PB)

### MINI COOPER

**Wanted.** Tax Exempt Mini with our without MoT. Anything considered. Cash waiting for the right car. Cheshire. 07854 406669 (TS)

### MORRIS OR AUSTIN MINI

**£Up to £10,000, Wanted.** Looking for a Mk1 Mini 59-69 in any condition. Cooper, Cooper S, 850. Basket case to good condition or any parts, trim, engines etc. will come and look at anything you have. Kent. 07858 717323 (TS)



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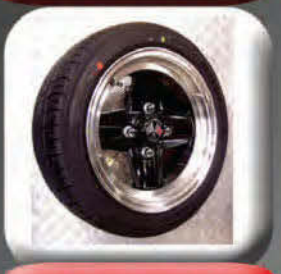
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### 7X13 ULTRALITE SATIN BLACK




### 7X13 ALLEYCAT




### 7X13 SUPERLIGHT SOFTLINE




### 8X13 REVOLUTON




### 7X13 SUPERSTAR




### 7X13 ULTRALITE




**ALL WHEELS ABOVE CAN BE FITTED WITH A CHOICE OF THE TYRES BELOW - PRICES ON APPLICATION OR VISIT OUR WEBSITE FOR ALL COMBINATIONS**







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A62 OLDHAM **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

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**Information**

UK Mainland Delivery Prices: Set of 4 Wheels Only £17.87 Wheels & Tyres £22.98
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* All prices include VAT @ 20% *
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## 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



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## D1



10”/12”/13” Colour: Black — From: £52.52

## BRM



4.5x10” Colour: Black — Price £59.95

## ...nag



/13” ...ack — From: £56.78

## Cosmic



6x10” Colour: Black — Price £68.78

## NEW - CSR



4.5x10” White & Silver — Price £59.95

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