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MAG FOR
MINI FANS

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mini
magazine



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VTEC-POWERED PICK-UP
SHOWS THE WAY

TECH:
GEARBOX
DIY REBUILD



JULY 2018 ISSUE 278

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TWIN-CAM MONSTER

TRACK DAY BUILD BOASTING 16-VALVE POWER AND MOTORSPORT CREDENTIALS

STAY LEGAL MOT CHANGES EXPLAINED



RALLY RIDE RESTORED MONTE EDITION



ON THE JOB FIRE-DAMAGED PROJECT



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The Choice is Yours!

Mini Spares offers you the choice of genuine BL/Rover parts or similar more affordable components or better value alternatives made to the best quality available.



Mini Spares Oil and Filters



Mini Spares 20/50 mineral oil GUL7005T £16.00
20/50 mineral oil & spin on filter (not MPI) S04 £17.83
Spin-on oil filter (OE supplier) MSF166 £2.30

Engines:

Visit our website for the full ENGINE PARTS LISTINGS
www.minispares.com/engines

New!

NEW! 5 port alloy heads from £1251.50
with 37x31mm offset spaced valves C-AHT347 £1251.50
with 37x31mm offset spaced valves C-AHT347RACE £1559.59
8 port head kits from £2024.74
1380cc built Up 1/2 engine by Bill Richards £1176.12
73.5 EVO pistons 9cc dish C-STR311 set £223.20
Lightweight EVO dish:d pistons 20/40/60 set £237.60
New lightweight EVO performance piston compete with NPR rings (+20/+40/+60) each £59.40

Cam Evolution001, new blanks, outright £89.10
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CNC Evolution Slot Drive Oil Pump from £112.50
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Alloy 1.5 hi-lift roller rocker set C-AHT446A £223.09
Cast duplex timing kit C-AJJ3323 £30.74
Light cast duplex timing kit C-AJJ3324 £38.40
Light steel duplex kit steel C-AJJ3325 £60.04
Light steel with EVO chain C-AJJ3325EVO £75.80
Light vernier steel duplex kit S12 £106.19
No stretch single row chain 3H2127EVO £19.44
No stretch double row 2H4905EVO £24.79
Lightweight Large Impeller Water Pump
GWP134EVO, GWP187EVO & GWP188EVO £18.90

Forged Cranks

For 1275cc blocks and made in 81.3mm and 86mm stroke (bare forging only £576.00)..... crank £1897.92

The World Famous Mini Spares Centre Ltd...
...is the foremost authority and the largest stockist of classic Mini parts in the world!
• Annual turnover in excess of £15 million
• Our huge buying power = the most competitive prices on the best quality parts!
• We offer our own unique range of exclusively designed or tooled up items.
• Knowledgeable technical assistance staff

Gaskets:

For GASKET LISTINGS go to:
www.minispares.com/gaskets

Gearbox gasket set AJM804B £9.47
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Copper std 998cc head set AJM1250MS £10.37
Copper hd/gasket set 1275cc AJM1140MS £20.34
Minispares 1275 copper hd/gasket GEG3000 £16.98
1275 with BK450 head gasket set AJM1140 £18.36
Engine block set from £11.65
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Complete range of gearbox parts for road and race including our famous EVO diffs and 5 speed gearboxes. Only RHP and top quality bearings stocked.
The BEST crosspin diff available!
C-AJJ3385 £177.00
Heavy duty helical gear kit C-STN48 £706.56
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Evo upgrade std baulk ring 22G2033EVO £13.98
Hi tech oil pick up pipe C-AHT54 £27.00
29 tooth A plus primary gears for 998 or 1275, with floating bush for longevity, state cc £153.60
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Drivetrain:

For GEARBOX go to:
www.minispares.com/drivetrain

Clutches & Flywheels

Flywheel puller for all types CE1 £22.86
Master cylinder GMC1008 £45.50
Verto 20% upgrade pressure, fits all C-AEG485 £70.20
Clutch lever arm Verto DAM5355MS from £18.28
Clutch lever arm pre Verto 22A2204MS £24.00
L/weight EN8 comp pressure plate C-AHT230 £80.83
'AP' Std. clutch plate, Turbo, light tune GGP204 £33.12
'AP' road/rally 180mm Plate C-AHT595 £62.24
'AP Racing' road/rally clutch C-AHT596 180mm £109.80
Ultralight flywheel - standard EN8 £135.35
Ultralight flywheel - race EN24 £209.08
3 piece clutch assemblies
Verto pre-inj 180mm plate GCK151MS £116.42
Verto inj 190mm plate GCK152MS £118.80
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Early small 1.125" nut type pre 1984 GCV1105 £31.80
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Correct fitting inboard type GCV1102 £29.40
QL5000 - coupling kit pair £59.40
Rubber coupling GCD101 each £26.10

We ONLY sell **DEPENDABLE** components

Suspension:

For SUSPENSION go to:
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Minispares Dampers EACH £63.00
Minispares 28 point adjustables - front or rear each £63.00
Van rear each £87.73
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Super gas damper 25%+ upgrade each £25.33
KYB/Kayaba self-adj. gas shock each £29.40
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Bilstein B4 Dampers EACH £21.59
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Rear 19-221700 £21.59
Bilstein B36 Dampers EACH £69.30
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Top of the range 8 point adjustable 743039 each £58.88

Geometry Kits EACH £85.80

Complete Kit with adjustable tie bars and adjustable lower arms. With correct performance bushes.
Order as MSSK3008 £85.80 full kit

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. ... £13.09 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. ... £57.78
HiLo front & rear kit package price ... £91.08

Suspension Cones

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

Budget Dry Suspension Cones FROM £55.60

Budget car set of adjustable ride height cones (not the same as Hilos) UK made
Less knuckles C-STR644 £58.20
With 4 knuckles C-STR644A £66.90

Steering:

For STEERING go to:
www.minispares.com/steering

Suspension & Steering

Steering racks - L/H or R/H FAM7306/7 £62.82
MPI Sportspack type GSR3386 £71.94
Quick rack L/H or R/H C-AJJ1570/1 £78.00
Genuine track rod end GSJ1106 £11.42
Non genuine GSJ734MS £5.04
Swivel pin kit genuine Unipart GSJ166 £19.18
Mini Spares swivel pin kit GSJ166MS £8.28

Wheel Bearings

Timken front genuine GHK1140 £50.60
Minispares version front GHK1140MS £13.80
Timken rear GHK1805 late modified £39.42
Minispares rear GHK1548MS £14.39

Body & Subframe:

For BODY & SUBFRAME go to:
www.minispares.com/body-subframe

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

MSSK3009 £26.50
MSSK3010 - All metal real solid mount kit for front subframe from £214.00

Rear Subframes

Genuine rear subframe FAM6292 £420.95
Genuine KHB10024 1991 on £400.91
Non genuine rear subframe MS45D £214.20
Non gen powder coated FAM6292MS £247.50
Non gen rear subframe MS45LATE '91on £219.24

Body Panels

We keep one of the largest stocks of best fitting body panels from BMH using Rover tooling and every good aftermarket supplier.

Examples
'A' panel MK3 upgraded thickness £16.56
'A' panel MK3 genuine £23.26
Genuine wing £105.24 non gen from £46.80
Gen. Front panel '76on £193.85 non genuine £60.30
Gen. Narrow sill panel £41.54 non genuine £19.62
Genuine Bonnet Mk2 £182.77 non genuine £113.40
Genuine Bootlid Mk3 £204.94 non genuine £75.60
Mk3 door hinge set 1970 on MSSK017B £72.00

Mirrors:

For MIRRORS go to:
www.minispares.com/mirrors

White backed mirror pair £36.00
Black plastic mirror pair £30.62
Fully adj. Torpedo flat glass left each £28.08
Fully adj. Torpedo flat glass right each £28.08

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



25 years ago:
Mini Spares introduced the 5 speed gearbox



The world famous 5 speed close ratio gearbox design project was engineered for Mini Spares by David Hiron. It uses over 58 extra parts with extensive machining; the 5th gear is technically a 0.882 overdrive gear on the helical kit which equates to 3.037 when using the 3.44 crown wheel and pinion.

The closer ratio is suitable for 1275-1380cc Minis (except turbo boosted). The strength of the standard helical cut A plus gears are dependent on the torque capability of the original 2nd/3rd gears plus the final drive pinion and the new 5th gear (i.e about 80-85ft lbs of torque). These 5 speeds have successfully been used with an 8 port head and 286 camshaft in Keith Dodd's car and also in his Yellow Sprint which has straight cut gears under a fuel injected 1460cc engine built by MBE Race engines with 143bhp at flywheel = 115bhp at wheels.



25 years ago:
The X pin diff was developed



The X-pin concept grew out of development work carried out by David Hiron in the mid Eighties to resolve the problem of persistent diff bevel gear and carrier failure on rear wheel drive Ford Escorts and Lotus Cortinas. The torque capacity of the diff could be increased by adding two extra bevel gears. The cross axle torque transfer was unaffected. Modern material technology was introduced to overcome lubrication problems with the pin and bevels. 25 years ago in 1993 the decision was made to resurrect the manufacture of the four star diff and apply the latest technology to the Mini. The new product was released and protected under UK and European design laws by copyright licence: Doc c1993. It is now manufactured for Mini Spares Centre under licence. Over 5000 have been sold to date with an unblemished success rate!

The World's Largest Suppliers of Spares for the Mini

Mini Spares started in Southgate London N11 in 1975, before moving to Potters Bar in 1999 and since then has developed into a world leading company with an annual turnover in excess of £15 million and over 50 staff with the best expertise and knowledge of their product in the business. Despite its size today, as ever, the company's emphasis is still on quality, prices and customer satisfaction. A most varied set of skills, but the common denominator is that all the staff are passionate about Minis, whether it be racing, driving, rebuilding or just owning them. We all love them, which is why you'll find the heart in the middle of our logo.



Safety Critical Parts - Many parts are copied - but not to Mini Spares standards!

Beware of poor quality swivel pins, track rod ends, brake hoses, wheel bearings and cv joints all being imported from the Far East as they are safety critical parts. There have been many sad reports of failure but be assured Mini Spares Ltd parts are all the best quality and price available. Mini Spares own swivel pins have been supplied and boxed by both Rover and Unipart since the demise of the original part. Brake parts including hoses are from original AP braking supplies and tried and trusted non genuine parts are also available.



Rubber Parts

Fed up with rubber parts not fitting properly or failing? Try Mini Spares products, as over 80% of their seals are made from Mini Spares tooling. Since the demise of the original tooling at St Albans Rubber for Mk 1/2 seals, Silent Channel and Standard Products for door channels/seals and Schlegel /BTR for later door seals Mini Spares has procured or has its own tooling made and produces products to the original or improved specifications. The 60 year old sponge honeycomb (air bubble) with an outer skin type of design as used by BMC for many of their models and of course Mk1 door/boot and rear side window seals can no longer be produced, but the Mini Spares' alternatives fit perfectly when properly installed. All of the Mk1/2 door sliding window channels and chrome runners are also made from Mini Spares' own tooling.



Brightwork

When it comes to being bright, Mini Spares Ltd really is, with its range of Mini brightwork and less-drag wiper blades that really clear the screen. Pianoforte Supplies in Northampton made almost every body finishing part for the Mini but by 1979 it had scrapped the tooling for many Mk1 parts, including grilles, before its total closure many years later. Mini Spares once again came to the rescue and with some original drawings and foresight. The company ended up making all the parts required to keep these cars looking correct even before Rover's closure or the retro-look trend started. Nearly all the trim, mouldings, grilles, grille surrounds, stainless steel bumpers and overriders from 1959-2000 are now made from Mini Spares' own tooling. A large range of aftermarket bumpers are also stocked, (but with the exception of any Clubman rear bumpers, which are unfortunately no longer available). The quality of Mini Spares' UK made parts was so good many of the parts for post 1990 Minis were supplied to Rover itself!



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

Since the demise of Rover and Unipart as the original suppliers many parts are still packaged as 'genuine' by the companies who obtained their rights and stock. Some parts are old stock or from original suppliers, but some are re-sourced. Many parts are not what they used to be and the words "making profit only" comes to mind when all the expertise in parts quality is scarce. Mini Spares once again comes to the rescue by examining these parts and deciding what to stock and what to reject. Mini Spares tries to be completely transparent by giving verbal or web descriptions. That is why they are the Number One supplier and website for Mini owners buying parts or seeking information from highly knowledgeable staff.



mini spares

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WE STOCK OVER 10,000 PARTS!

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BADGES

MK1 Boot scripts: Mini or Cooper / Seven / Austin	£12.05/£8.06/£10.66
'S' Script - MK1 (Large or Small)	£8.38 each
1275 or 850 Script / 1000	£15.50/£12.35
Austin Cooper / 'S' Bonnet MK1	£13.60
Morris Cooper / 'S' Bonnet MK1	£32.64
Morris Cooper / 'S' Boot MK1	£29.84
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
Cooper 'S' MK2 Boot bezel	£28.01
Cooper MK2 Bonnet insert - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£13.82 each
Mini Minor MK1 - Boot	£21.76
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£16.16 each
Morris MK1 - Bonnet badge	£35.34
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£18.67
MK3 Cooper 'S' Boot	£19.01
Mini Special boot badge	£18.18
Speedwell cast badge	£16.08
1275 GT boot - Silver or Black	£18.18 each
1275 GT boot - Red or Black	£18.18 each
1275 GT grille badge	£12.00
Downton rocker cover plate	£10.21
Mk1 Horn push - Austin	£49.62
<i>B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers, etc., all in stock - Please call/email for our extensive range!</i>	
1275 GT stripes (8 colours in stock)	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (Non Genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	£100.50/£55.24/£43.16
Clear indicator lens kit including bulbs - Early / Late	£7.66/£8.68 pair
Clear rear lens kit including bulbs	£43.39
Stainless dipstick A+	£10.20
Chrome wiper bezels (including nut & gaskets)	£6.90 pair
Stainless wiper blanks	£5.62 pair
Chrome twin washer jets (no drilling required)	£6.48 pair
Deluxe gear knob (leather or wood)	£7.14 each
Steering column dropper bracket	£3.00
Seat adjuster kit	£4.39
Carb dashpot covers 125, 15, 175	£8.95 each
Grille buttons - Quick release (Black / Chrome)	£11.28/£8.56
Rocker cover buttons / T-Bars	£8.16/£6.96
Paddy Hopkirk accelerator pedal	£8.12
Bonnet straps - Leather / Rubber	£9.54/£5.40
Internal bonnet release kit	£23.65
Bonnet pins	£9.19
Stainless headlamp peaks	£15.26 pair
Quadoptic Halogen headlamp kit - RHD/LHD	£42.50/£52.42
Wheel spacers - 3/8, 3/4, etc.	£19.19/£23.32
Rear fog lamp	£17.40 each
Alloy rocker Cover / Chrome cap	£25.54/£6.60
B.M.C. green engine paint - Brush-on / 400ml Aerosol	£12.37/£11.08
Trilock locking wheel nut set	£19.92
Competition top engine steady - 998 / 1275 / Injection	£25.54 each
Broken steady bar bolt kit	From £18.00
Budget driving lamp set	£33.17
Dummy RHD filler neck	£9.00
Motolita steering wheels in stock	From £170.98
Mountney steering wheel 13" vinyl	£39.78
Mountney steering wheel 13" black/coloured leather	£62.74
Mountney steering wheel 14" wood	£78.23
Mountney steering wheel Boss kit	£16.63
K.A.D. Quickshift - Rod / Remote change	£126.66/£68.64
Electronic ignition kit - Aldon / Lumenition	£93.96/£120.22
Central locking kit	£101.80

Door kick plate (suits MK1 & MK2)	£16.70
Headlamp rim (Genuine / Non Genuine)	£18.37/£7.30
Cooper 'S' Flat top ashtray	£12.60
Small hub caps - Chrome / Stainless	£23.77/£21.26
Original British made Aston & Monza caps	full range in stock please ask
Chrome MK3 number plate lamp	£15.32
Chrome - Window winder / Door release handle	£11.65/£15.94

CARPETS & INTERIOR TRIM

Standard carpet set - 9 piece (Black or Charcoal, L.H.D. add 10%)	£46.51
Deluxe carpet set - 9 piece top quality, bound edges, tailored to fit exhaust tunnel, heel mats and seat frame pads-now includes full cross member and parcel shelf carpet - Available in the following colours: Black, grey, green, red, brown, beige, navy, light blue	£152.34
Deluxe carpet set - Estate, including luggage floor	£45.82
Carpet mats top quality fully tailored (set of 4)	£34.90
Carpet underlay kit cut to fit floor	£20.04/£23.05
Under bonnet soundproofing set cut to fit Mini / Clubman	£14.72
Boot lid liner - ties frame of boot lid includes screws	£12.07 each
Door check straps MK1 & MK2, etc.	£19.20 pair
Dash liners either side of speedo	£14.98 each
Bulkhead soundproofing pad - Early / Late	£39.20 pair
Van/Pick-up millboard door liners - black	£16.33
Dash shelf liner (black)	£855.36
Traveller wood set guaranteed to fit top quality English ash	£40.16/£27.80/£18.52
Seat belts: Inertia / Static / Rear lap strap	(colours available: Red, blue, gold and grey)

We supply quality period interior trim, cobra and corbeau seats!

SEALS & RUBBERS

MK3 door (1970 onwards) / MK1 & MK2 door	£13.79/£16.85
Van door rubber (special profile)	£16.85
Van & Estate rear door rubbers	£29.62 pair
Clips for above	41p each
Van & Estate door window seals	£29.18 each
Windscreen rubber (One piece front/rear) / Wide type	£15.34/£13.20
Chrome screen filler strip	£6.13
1/4 light seal - 72 onwards / MK1 & MK2 / Fixed	£9.55/£10.20/£7.80
Glass to frame glazing rubber	£5.11 per/metre
Lamp to body seal - MK1 / MK2 / MK3	£3.12/£8.40/£7.15
Sliding window channel - Upper / Lower	£9.54/£21.25 each
Clubman Traveller / Estate rear channel - 8 piece (complete kit)	£45.60
Vertical draught excluders	£7.80 each
Plastic window catches	£8.06 each
Boot seal - 'Clip-on' type / Push-on type	£15.01/£14.29
Arch/Side trim - Chrome OE type / Black	£15.32/£9.90
Waist seal chrome or rubber - Outer / Inner	£14.32 each
Roof gutter trim chrome or black (top quality)	£10.21 each
Door check arm seal - Early / Late	£3.90/£5.95 each

M. MACHINE PANELS

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

Saloon front to rear floor includes inner and outer sill and jacking point to 1st flute (also available for Van, Pick-up and Traveller)	£104.58 each
as above but to exhaust tunnel	£130.50 each
MK1 outer sill (4 flute)	£19.36
MK1 saloon rear wing	£88.09
Van & Pick-up front panel (pressed integral grille)	£173.57
Cooper 'S' front panel	£159.00
Van & Estate rear valence closing plate	£5.58
Saloon boot floor panels - Side section / Rear section	£24.30/£21.06
Van lower rear corner repair (below light)	£14.04

We stock most genuine Rover and repair panels, examples below:

GENUINE RESTORATION QUALITY	NON GENUINE	
£105.24 each	Front Wing MK1 & MK3	£51.30 each
£193.85	Front panel - Pre '76 or Post '76	£76.91/£66.42
£23.26	'A' panel (internal hinges)	£11.88

SUSPENSION & STEERING

Spax/Koni gas adjustables (Std. Lowered or Estate)	£66.00/£70.98 each
Standard shocks / Gas-a-just	£15.00/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering racks outright	£72.22
Reconditioned radius arms (exchange)	£82.80
Hydrostatic pipes - Nylon / Copper	£35.75/£33.78
Knuckle joint	£4.08 each
Swivel joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£15.32/£5.40
Steering rack boot kit (pair)	£5.72
Front subframe - Front mount / Rear mount	£3.60/£5.70
Displacer dust cover	£8.70
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towing eye	£10.20
Negative camber bottom arms 1.5 degrees	£51.34 pair
Adjustable tie rods (road use)	£21.60
Adjustable rear camber brackets	£28.80 pair
Adjustable suspension units - Standard / Competition	£26.64/£30.13 pair

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twin box - Side or Centre exit	£102.48
Single box - Side or Centre exit	£75.60
Manifold stage 2 L.C.B. - Standard / Injection	£93.96/£117.60
Manifold L.C.B Standard / Big bore / Injection	£75.60/£185.64/£93.24
Manifold freeflow suits 850 / 998 / 1098	£75.60
Van/Estate - Single box / Twin box	£107.52/£131.88
Catalyst back - Single / Twin box	£95.76/£125.28

OTHER EXHAUST SYSTEMS

RC40 - Twin box / Single box	£64.80/£50.03
Works replica rally system (STR807)	£205.32
Sportex rear box single tailpipe	£60.90
Manifold gasket - Standard / Big bore	£1.14/£3.53

This advert only represents 5% of our stock, please phone 01249 721421 for more parts and prices. All prices in the advert include VAT. E&OE - Prices correct at time of going to press. Subject to change without notice.

Somerford Mini has **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 a dependable, professional service. **Why not visit our ever expanding shop and workshops?**



SCAN ME!



RESTORATION

We have over 20 years of 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!

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

OTHER SERVICES

Our workshop is fully equipped and has an in-house stock of over 10,000 new parts, enabling our skilled mechanics to perform many vital services for your Mini. These include accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.



Look at our comprehensive website
www.somerfordmini.co.uk

More than a website, **VISIT** the most useful resource tool in the business! **Over 12,500** parts fully illustrated and many new and rare parts are available to buy online.

GENUINE RESTORATION QUALITY

E182.77 each	Bonnet - MK3 & MK1	£130.31/NLS
E88.63 each	Door skin - Internal / External hinges	E43.85/E43.33
EN/A	Door frame repair (bottom) MK1/MK2 & 3	E39.16/E21.76
E41.54/E33.97	Narrow sill - Saloon / Estate	E19.62/E26.82
E56.99	Rear valence	E14.76
E442.00 each	Rear subframe - Dry / Hydro	E243.17/EN/A
EN/A	Van / Estate fuel tank	E195.00
E34.91/E53.28	Rear subframe mounting panel - End / Full	EN/A
E72.12/E37.80	'A' panel (external hinges) - Inner / Outer	E27.24/E11.04

Panel lists available please call or email us for more details.

NON GENUINE

From E46.81	Carburettor re-build kits
Reconditioned carburettors	From E150.00
HS2 & HS4 main jet	E17.59
HS4 Waxstat main jet	E37.19
HIF 44 service kit	E37.84
Water heated inlet - HS4, HIF 6/44	E31.32
S.U. Up-rated needles - Stage 1 & 2 - 988 / 1275, etc.	E12.78
Choke cable - MK1 & MK2 / MK3	E13.80/E8.22
Throttle cable - HS carbs / HIE carbs	E4.74/E5.94
Electric fuel pump - Genuine S.U. / Non Genuine	E77.28/E69.60
Van Front/Rear fuel pipe (includes tank union)	E30.13
Facet pumps - Standard / Silver top / Red top	E38.10/E63.67/E68.24
Filter king regulator - Glass or Alloy bowl	E46.43/E46.70
Glass fuel - Filter / In-line regulator	E9.00/E26.57

CARBS, FILTERS & INLETS

From E46.81	Carburettor re-build kits
Reconditioned carburettors	From E150.00
HS2 & HS4 main jet	E17.59
HS4 Waxstat main jet	E37.19
HIF 44 service kit	E37.84
Water heated inlet - HS4, HIF 6/44	E31.32
S.U. Up-rated needles - Stage 1 & 2 - 988 / 1275, etc.	E12.78
Choke cable - MK1 & MK2 / MK3	E13.80/E8.22
Throttle cable - HS carbs / HIE carbs	E4.74/E5.94
Electric fuel pump - Genuine S.U. / Non Genuine	E77.28/E69.60
Van Front/Rear fuel pipe (includes tank union)	E30.13
Facet pumps - Standard / Silver top / Red top	E38.10/E63.67/E68.24
Filter king regulator - Glass or Alloy bowl	E46.43/E46.70
Glass fuel - Filter / In-line regulator	E9.00/E26.57

GOODRIDGE PERFORMANCE LINES

E39.12	Braided brake line set (4 lines)
E11.87/E14.71	Braided clutch hose standard / Verto
E48.79	Metro 4 pot caliper conversion set
E30.80	Late Servo brake hose kit
E64.67	Braided oil filter feed pipe '92 - '96

BRAKES, DRIVESHAFTS, ETC

E35.74	Silicon brake fluid - 1L
E48.72/E19.80 each	Brake discs - 998 / Cooper S
E10.20/E61.08	8.4" Brake disc - Standard / Drilled and grooved
E10.21	'S' Stainless caliper piston
E4.95 each	'S' caliper piston seals
E8.82 each	8.4" Stainless caliper piston
E4.79 per caliper	8.4" caliper seals
E27.85/E30.48	'S' / 8.4" drive flange
E14.58/E13.19	Spaced rear drum / Standard rear drum
E1.62/E2.56	Extended wheel studs - 60mm / 80mm
E61.13/E14.04	Timken front disc bearings - Genuine / Non Genuine
E68.26/E12.42	Timken rear drum bearings - Genuine / Non Genuine
E29.76/E11.34	Timken rear bearings - Genuine / Non Genuine
E14.84/E30.64	8.4" (late) disc pads standard / Fast road
E155.20	MK3 'S' type servo kit (including brackets and pipes, etc.)
From E92.95	Brake pipe set complete car (cooper with brass unions)
E31.20/E33.13	C.V. joint (new including nut & boot) / Pot joint
E31.55/E69.62	Drive coupling rubber (each) / Nylon (pair)
E46.48/E69.38/E79.06	Single line master cylinder - Plastic / Tin / 'S'
E4.20/E5.26	C.V. boot kit - Outer / Inner
E52.13	Disc brake front hub (Genuine)

PERFORMANCE FILTERS

E46.32/E44.53	Filter element HS4 / Injection Cooper	EN/A
E93.62	HS4 cone filter	E35.47
E76.60	HS4 round filter	E46.94
E107.53	HS2 round filter	E46.94
E97.76	HIF44 cone filter	E35.47
E8.17	Stub stacks	EN/A
E11.76	Filter cleaner - 1L	EN/A
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E28.68	Ball joint splitter (scissor type/heavy duty)
E11.38	Rear hub puller
E21.77	Valve spring compressor
E41.72	Cylinder honing tool
E16.16	Piston ring compressor (ratcliff type)
E49.88	Compression tester
E10.22	One-man brake bleeder
E20.47	Oil filter remover (super heavy duty)
E4.20	Feeler gauge set (imperial 10 blade)
E5.94	Brake adjusting spanner
E9.70	Disc hub/steering wheel socket (inch & 5/16th)
E23.93	Windscreen filler tool
E11.52	Wheel cylinder circlip tool

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E66.43	Oil pressure gauge (mechanical)	E66.43
E75.50	Clock (analogue)	E76.92
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E39.64	Voltmeter	E42.60
E39.64	Fuel gauge	E42.60
E110.54	Dual oil pressure/temperature gauge	E111.72
E140.71	80mm settable tach (10,000 rpm)	E146.02
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WELCOME

Harry Orridge's 16-valve saloon!



Production might have stopped almost 18 years ago, but thanks to innovative owners such as Paul Young, we're still seeing project cars taking the Classic Mini formula to new extremes. So what has Paul done to make his Pick-up stand out? On top of replacing the A-Series engine with Honda VTEC power, Paul has extended the cab for more space and even moved the petrol tank to behind the seats. The result will certainly split opinion, but it's a beast of a Mini that you certainly won't miss. Especially with those wide arches, one-off wheels and the bespoke interior. See what you think with our full feature.

From one extreme Mini to another, with Harry Orridge's Tweed Grey, 16-Valve future track star. A winner at Mini In The Park 2017, the quality of parts and finish is astounding. The final touch being the screamer of an engine, with a 1380cc A-Series lump that's been treated to BMW 16-valve bike head thanks to the Specialist Components conversion. Hard to believe that this is Harry's first car and started out as a rotten Rover Cooper.

Mini Magazine isn't just about modern modified Minis though, as father and son Pete and Jon Woods' pair of 60s cars prove. Pete's owned his ultra-rare 1963



997 Cooper since new, and it now boasts a Shorrock supercharger amongst other mods. While John's restored 1962 Seven features unique wheels, a side-exit exhaust and tuned 850cc power.

The final feature car is one of my favourite more modern limited editions – the Monte Carlo – built to celebrate the Mini Cooper's return to the Monte Carlo Rally in 1994. And we've surely got one of the best, with a full feature on Yvette McIntyre's beautifully restored car.

Elsewhere, we've got a show report of Mkl Action Day, the latest on the Mini Sport Cup and Mini Seven racing and the final instalment on our gearbox rebuild.

I hope you enjoy the issue.

Martyn Collins
Editor, Mini Magazine



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FEATURES

- 14 A TRUE LEGEND**
We learn a bit about Mini history as Yvette McIntyre reveals her rare and beautiful Monte Carlo Limited Edition.
- 38 ON THE JOB**
A fire-damaged barn find would scare most people away. Not Mark DeVoy - his Mk1 project is one to watch.
- 42 A TALE OF TWO MINIS**
Father and son duo, Peter and Jon Wood, show off their 1960s icons - an Austin Seven and a Morris Cooper.
- 50 TALKING JAPANESE**
Paul Young reveals his unbelievable custom Pick-up, complete with Honda VTEC power.
- 60 ON THE RIGHT TRACK**
Harry Orridge's barn-find Mini saloon now boasts 16-valve power and is just about ready to go track side!
- 69 NO NEED TO MOT?**
We provide a lowdown of what the new MoT testing process and exemption rules will mean for you.

MINI SCENE

- 22 NEWS**
The latest announcements from the world of Minis.
- 26 MOTORSPORT**
We review the Dixies Historic Challenge second round and latest results from the Miglia and Se7en series.
- 28 MKI ACTION DAY**
A sunny day at Blyton Park - what could be better for a Mini show?
- 34 EVENTS**
Plan where to take your Mini year with our events calendar.
- 36 YOUR MINIS**
Our pick of your cars.



FREE ADS

Find your perfect partner in our classified section. **PAGE 107**



36

Readers' rides



38

On the Job



42

'62 Austin Seven



69

MoTs explained



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MINI TECH

- 75 HOW TO**
In the final part of our rebuilding a gearbox feature we assemble and reinstall the diff.
- 85 ASK THE EXPERT**
Our tech experts answer all your Mini technical queries.
- 88 PRODUCTS**
The latest selection of parts and goodies to lavish upon you and your Mini.
- 91 WORKSHOP**
In the second instalment of our handling series, we look at adjusting your car's camber.
- 96 OUR MINIS**
All the latest from our Mini fleet, this time featuring Tim, Joe and Stephen.



75



Rebuilding your gearbox finale.



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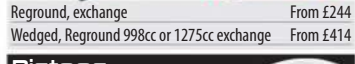
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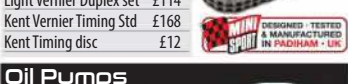
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LCB Twin Box System center exit	From £103
CAT Twin Box System side exit	£138
CAT Twin Box System center exit	£139
CAT Twin Box Twin DTM System center exit	£190

Carburettors

WEBER All jets & service kits available!

40-45 DCOE Carburettor	£422
40-45 DCOE Kit	£670
7 Port Linkage	£114

Single SU Carbs
 HS2, HS4, HIF44 From £248

Twin SU Carbs Kits
 Carbs, inlet, linkages, filters
 1 1/4" HS2 £772
 1 1/2" HS4 £772

Inlet Manifolds
 Alloy water heated £44
 Weber 40/45 DCOE Fr. £128
 Twin HS2 or HS4 Fr. £106

Throttle Body

MPI Mini, quick & low cost upgrade	Mpi 52mm £184
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FACET Electric Fuel Pumps

Fast Road Solid state pump kit	£49
Comp. Solid state pump kit	£51
Silver top comp. Interrupter kit	£91
Red top comp. Interrupter kit	£97
Fuel Filter King	From £53
Petrol King pressure regulator	£52

Air Filters

Airfilter	Mini Sport	PiperX	K&N
1 1/4" HS2	-	£36	£103
1 1/2" HS4 cone	£35	£36	£84
HIF 44 cone	£37	£36	£94
SPI Induction kit	-	£77	£102
MPI Induction kit	-	£77	£124

Cooling

Alloy 2 core radiator	From £115
2 core super cool radiator	From £123
4 core radiator	£155
Cooper S/GT radiator	£71
Mini SPI radiator	£130
Mini MPI radiator	£94
Expansion tank & cap - MPI	£80
Thermostats	From £3
Radiator caps (7-15lbs)	From £4
Rubber hoses full range	From £4

Fans/Belts
 11 Blade plastic fan £17
 6 Blade steel fan, yellow £42
 Fan belts From £3

Water Pumps
 High capacity £16
 MPI water pump £17

Heater Valves
 Cylinder head mounted valve £17
 Inline valve (1990-96) £30
 Inline valve MPI (1997on) £30

Heater Matrix
 Mk 1 & 2 1959-1969 £77
 Mk 3 1970-1984 £59
 Mk 4 1984-1990 £41
 Mk 5 1991-2001 £65

Alternators & Starters

16/17ACR pre '80 NEW	£56
45 Amp '80-'85 exchange	£76
55 Amp '85-'96 exchange	£58
70 Amp '85-'96 inc SPI NEW	£69
MPI '97-'01 exchange	£107
Dynamo - NEW	£73

Starter Motors
 Pre engaged type - NEW £83
 Inertia type - NEW £60

Powerlite Electrical

Lightweight alternator	£256
Hi Torque starter 1Kw	From £166
Slimline inertia starter 1.6Kw	£240

Wiring Looms

Mk1/2 Mini, Cooper & S	From £172
Van/Traveller/Pick-up	From £209
Mk3 Mini, Cooper & S	From £209
Mk4 2 or 3 dock	From £271

Steering

Steering rack, RHD/LHD	£67
Quickrack, 2.2 turns, RH/LH	£119
Cooper S steering arm (Each)	£19
Track Rod End - Standard	£9
Track Rod End - Longer (for Neg Camber arms)	£16

Suspension Arms & Parts

Rubber cone, genuine	£39
Top arm - LH or RH	£53
Top arm REPAIR KIT	£14
Top arm SHAFT	£8
Bottom arm BUSH	Each £1.56
Tie rod with bushes	Each £14
Tie rod bush, standard	64p
Radius arm, exchange	Each £127
Radius arm REPAIR KIT	£10
Top shocker mount RH or LH	£14
Ball joint kit (1 side)	£9
Knuckle joint	£5
Bump stops	From £4
Rebound buffer, front	£3

The ONLY genuine rubber cone - Dr Alex Moulton by **Dr Alex Moulton by**

CV Joints & Drive Shaft

From Only £38

Outer CV joint - Drum	£38
Outer CV joint - Disc	£41
Inner pot joint	£41

Competition Drive Shafts
 Steel pot joint type Pair £174
 Hardy Spicer type Pair £195

Swivel Hubs

Ultimate lightweight alloy swivel hubs only from Mini Sport.

Standard hub only (L/H or R/H)	£54
Front alloy hub kit c/w hubs, steering arms, ball joints & fittings.	£544
Alloy rear hub ('84 on)	Pair £168
Fully built standard hubs c/w hubs, ball joints & bearings	Each £108

Wheel Bearings

Front, drum type	£12
Front, taper roller disc type	£13
Rear, taper roller type	£14
TIMKEN bearings	From £32

Drive Flanges

We manufacture the only top quality Drive Flanges available Worldwide.

7.5" S/GT type - EN8 standard	Each £17
7.5" S/GT type - EN24 hardened	Each £27
7.5" S/GT type - Alloy lightweight	Each £83
8.4" Disc type - EN8 standard	Each £28
8.4" Disc type - EN24 hardened	Each £38
8.4" Disc type - Alloy lightweight	Each £83

Ignition System

Lucas sport coil	£25
Standard ballast coil	£62
MPI coil pack	£56

Plug lead set From £11
 NGK spark plugs From £3

From Only £39

23D4 Cooper S, 1275GT	From £49
25D4 - all Minis to 74	From £45
45D4 - all Mini '74-'80	From £39
59D4 - all Mini '80on	From £39
65D4M4 electronic type '84on	£99

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Ignition switch Mk4 on with 2 keys	£49
Ignition switch MPI with 2 keys	£70

Suspension

ADJUSTA RIDE

Front set	£46
Rear set	£64
Full Mini kit	£94

Quick & easy suspension height adjustment. Direct replacement of original trumpet & knuckle joint, without modification.

SPORTS RIDE Premium Suspension tuning Bring your Mini alive!

Adjusta Rides, sports shockers, negative camber bottom arms & rear brackets, adjustable tie rods & poly bushes.

Sports Ride - Bilstein B4 shockers	Kit £257
Sports Ride - Gmax shockers	Kit £267
Sports Ride - GAZ shockers	Kit £366
Sports Ride - KYB gas shockers	Kit £292

Bottom Arms

DESIGNED - TESTED & MANUFACTURED IN PADIHAM - UK

From Only £38

Bottom arm - LH or RH	Each £38
Bottom arm SHAFT	Each £15
1.5" negative arms	Pair £43
2.0" negative arms	Pair £59
Adjustable, heavy duty	Pair £64
Adjustable rose jointed	Pair £81
Adj. heavy duty rose jointed	Pair £123
Up-rated bush set, nylon	£16

Negative Camber Rear Brackets

Perfectly tune the rear wheel alignment, for perfect handling & to suit your driving style!

Rear bracket kit £54

Tie Rods

Standard tie Rod	Each £14
Adjustable heavy duty	Pair £33
Group 'A' adjustable	Pair £59
Group 'A' rose jointed	Pair £144
Tie rod bush set, uprated	£4

Negative Camber & Tracking Kit

1.5" negative camber bottom arms, Group A adjustable tie rods & rear brackets

From £119

Polyurethane Bushes

We manufacture the full range of Mini bushes, standard to full competition.

Shock Absorbers

Spax Red front/rear std or lowered	Each £79
Spax Yellow front/rear std or lowered	Each £74
Paddy Hopkirk Edition Spax	Set 4 £277
Spax full coilover KIT, standard or lowered	Kit £639
GAZ front/rear standard or lowered	Each £46
KONI front/rear standard or lowered	From £73
Bilstein B6 sport gas - front/rear	Each £71
Bilstein B4 gas - front/rear	Each £22
KYB front/rear oil	Each £18
KYB front/rear super gas	From £35
KYB front/rear Gas-a-Just	From £38
GMAX front/rear	Each £26
Boge front/rear	Each £14





Quality Mini Parts for Over 50 Years!

Design | Development | Testing | Competition Success Proves our Pedigree



Mini Sport Ultimate Brakes

Mini Sport 4 Pot Alloy Calipers, the best brakes for your Mini. Ultimate stopping power everytime.



7.5" Alloy Calipers, Brakes & Kits

7.5" 4 pot alloy calipers	£277
7.5" Brake discs - cross drilled	Pair £74
7.5" 4 pot alloy caliper brake kits	£356
7.5" Paddy Hopkirk performance brake system	£512
7.5" Brake disc assembly - drilled discs	£880
7.5" Paddy Hopkirk brake disc assembly - grooved	£917



7.9" Vented Alloy Calipers, Brakes & Kits

7.9" 4 pot alloy calipers	£277
7.9" Brake discs - grooved	Pair £81
7.9" 4 pot alloy caliper brake kit	£365
7.9" Vented Cooper performance brake kit	£560
7.9" Brake disc assembly - grooved discs	£908

8.4" Alloy Calipers, Brakes & Kits

8.4" 4 Pot alloy calipers	£307
8.4" Paddy Hopkirk alloy caliper	£385
8.4" Brake discs (Mini '84 on)	Pair £45
8.4" 4 Pot alloy caliper brake kit	£350
8.4" Cooper performance brake kit	£480
8.4" Brake disc assembly	£893
8.4" Paddy Hopkirk brake disc assembly	£921

8.4" Vented Alloy Calipers, Brakes & Kits

8.4" 4 pot alloy calipers	£307
8.4" Brake discs - grooved	Pair £81
8.4" 4 pot alloy caliper brake kit	£393
8.4" Vented Paddy Hopkirk performance brake kit	£537
8.4" Brake disc assembly - grooved disc	£942
8.4" Paddy Hopkirk brake disc assembly	£961

Std. Disc Brake Assemblies

7.5" Cooper S disc brake assembly	£661
8.4" 1984on disc brake assembly	£654
12" to 10" Disc brake conversion kit	£271

Pads & Shoes

Mintex road 7.5" Cooper S	£21
EBC Green stuff pads 7.5" Cooper S	£38
Mintex M1144 pads 7.5" Cooper S	£47
Mintex road 8.4" discs	£12
EBC Green stuff 8.4" discs	£32
Mintex M1144 8.4" discs	£36
Mintex road 4 pot calipers	£14
EBC Green pads 4 pot calipers	£45
Mintex M1144 4 pot calipers	£62
Mintex rear shoes	£14
Mintex front shoes	£15

Drum Brake Assemblies

Standard assembly front	£110
Standard assembly rear	£117
Mintex assembly rear	£126

Sure Stop Kits

Cooper 'S' (10" wheels, X/drilled discs)	£106
Mini '84 on (12" wheels, X/drilled & grooved discs)	£72

Alloy Superfins

25% extra fins for better cooling! British made lightweight Alloy brake drum with 1" built in spacer, born from our strong competition pedigree.

Alloy superfins Pair £112

Brake Parts

Calipers - each (RH/LH)

Caliper Cooper 'S' - 7.5"	£93
Caliper Mini '84on - 8.4"	£90
Caliper piston - Cooper 'S'	£8
Caliper piston - Mini '84 on	£11
Caliper seal kit - Cooper 'S'	£6
Caliper seal kit - Mini '84 on	£5

Master Cylinders

Cooper 'S'/GT - Plastic reservoir	£47
Cooper 'S'/GT - Tin reservoir	£83
Yellow tag Mini '85on	£78
Green tag Mini '89on servo	£110
Wheel cylinder front or rear	From £9
Brake hoses, front or rear	From £5
Handbrake cable, front or rear	From £5
Handbrake quadrant	Each £18

Brake Disc & Drum

Disc Cooper S - 7.5"	Each £29
Disc Mini '84 on - 8.4"	Each £14
Disc 8.4" vented	Each £18
Disc Cooper 997/998 - 7"	Each £54
Drum standard, front or rear	Each £13
Drum spacer type	Each £15

Steel Body Panels

Top quality steel body panels from **British Motor Heritage & Magnum Classic Mini panels**, at the best prices!

Replacement Panels	Non Gen	Genuine
A panel Mk3 - RH/LH	£15	£22
A post hinge panel - RH/LH	£10	£27
Bonnet Mk2 on	£131	£178
Boot floor & battery box	-	£234
Boot floor rear repair	£25	-
Battery box	£26	£56
Door skin Mk3 on - RH/LH	£38	£87
Door step, shaped - RH/LH	£13	£85
Floor panel front to rear inc sill RH/LH	£77	£107
Front floor well - RH/LH	£26	-
Front panel '76 on	£63	£189
Front panel to '76	£73	£189
Clubman front panel	-	£235



Replacement Panels

Replacement Panels	Non Gen	Genuine
Front wing - early	£54	£102
Front wing - late	£54	£102
Clubman front wing	-	£115
Pocket closing plate	-	£15
Pocket filler	£7	£14
Rear floor well - RH/LH	£34	-
Rear valance all models	£17	£56
Rear valance closing assembly	£27	£39
Rear wheel arch	£52	£92
Screen corner repair	£16	-
Scuttle screen lower complete	£49	£135
Seam cover front	£11	£17
Seam cover rear	£11	£19
Sill inner repair - RH/LH	£14	-
Sill outer 4.5" Mk3 on - RH/LH	£18	£41
Sill outer 9" Mk3 on - RH/LH	£24	-

Body Shells

Largest stocks of Heritage Mini bodysells in the world.	
Mk1, Mk4, SPi, MPI Sportspack & Clubman available.	
Heritage Mini bodysells	From £7661

Subframes

Front - dry suspension type	£459
Front fully built with brakes & suspension to '97	£1839
Front subframe mountings	From £4
Rear dry suspension type	From £228
Rear dry suspension type - POWDER COATED	From £258
Rear Mini Sportspack '97on	£431
Rear fully built with brakes & suspension to '97	£1829
Rear subframe fitting kit - less trunnions	From £35
Rear subframe trunion, rectangular or stepped type	£25

Windscreens

Front Screens	Rear Screens
Clear	£39
Clear heated	£254
Tinted	£50
Tinted heated	£223
Top tinted	£48
Top tinted heated	£232
Rubber seal front	From £9
Locking strip chrome	£7
Clear	£121
Mk1 clear	£155
Clear heated	£209
Mk1 clear heated	£248
Rubber seal rear	£10
Locking strip TOOL	£11

Body Seals & Finisher Strips

Rear 1/4 glass seal - Open type	£9
Rear 1/4 glass seal - Fixed type	£11
Mk3 door seal	£16
Mk3 door inner chrome strip	£14
Door outer chrome strip	£17
Mk4 boot lid seal	£11
Mk4 bonnet drip rail	£8
Sill trim late - black	£9
Sill trim chrome deluxe	From £12
Roof gutter trim black	£12

Hinges & Fittings

Door hinge set - External	£140
Door hinge set - Internal	£77
Door check strap	From £14
Door check arm assembly	£178
Bonnet hinges	Pair £36
Boot hinges	Pair £17

Roll Cages

Front	£196
Rear rally	£213
Rear race inc. diagonal	£273
Rear detachable diagonal	£325
Multi point weld in cage	£707
Multi point bolt in cage	£960
Door bars - Pair	£123
Roll cage padding, 80cm	£11

RHD & LHD available

Wheel Arches

Special arches, Black	£20
Chrome covers inc side strips	£96
Monte Carlo style	£67
Sports pack - Genuine inc all fittings	£410
Sports pack - Non Genuine inc all fittings	£48
Group 2 glassfibre arches	£61
Group 2 race glassfibre arches	£65
Group 5 race	£74

Mud Flaps

Genuine Rear - Pair	
Mini Logo	£34
Cooper Logo	£35

Lighting Systems

Quadtac Headlamps
Quadtac H4
Halogen Conversion
From £42



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

Pre '97 Mini MPI headlamp Mini - with motor	From £49
Headlamp leveling motor - '97 on	£61
Valeo/cibie halogen unit	Each £61
Halogen crystal headlamp - Standard	£36
Halogen crystal headlamp - Angel eye	£45

Rover Cooper Lamp Kit
Kit includes 4 lamps, 4 brackets



Full kit: 2 drive lamps & 2 fog lamps	£376
Full kit: 4 drive lamps	£409
Genuine lamps, fog or drive	Each From £58

Works Lamp Bar Kit

Stainless Lamp Bar, wiring loom, 2 Drive and 2 Fog lamps	
Works lamp bar Kit	£166
Works lamp bar	£61
Rally giant spot lamp kit	£46
Road runner H3 spot lamp kit	£24

Side Repeaters

Clear type	£3.11
Amber type	£2.71

Indicators

Early - push fit amber plastic lamp unit	£7
Early - push fit clear plastic lamp unit	£7
Mk3/4 - amber lamp unit (screw type)	£7
Mk3/4 - clear lamp unit (screw type)	£8
Mk5 - clear lamp '97-01	£12

Rear Lights & Lenses

Mk1 rear lamp RH or LH	Each £39
Mk2/3 rear lamp RH or LH	Each £51
Mk4 rear lamp RH or LH	Each £45
Rear lenses available for Mk1/2/3/4	From £7

Steering Wheels



Moto-Lita Boss Kits to suit Mk1, to '76 or '76 on	
Black with cap or horn control	£61
Polished with cap or horn control	£92
Moto-Lita Steering Wheels - Flat or dished spokes	
13" Woodrim - Polished spoke	From £155
12" Leather - Polished or black spoke	£164
13" Leather - Polished or black Spoke	£160

Other Steering Wheels -

12", 13" Black Vinyl 3 spoke	From £41
12", 13" Black Leather 3 spoke	From £61
13.5" Woodrim 3 spoke	From £75
13" Black Vinyl, Red stitching	From £38
Boss Fitting Kit	From £18

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CCMC Weekend 2018



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Dashboards

Classic style only £146



Available only in Burr Walnut or Charcoal finish £146

Burr or Charcoal Interior Accessories

Door pulls	Pair From	£52
Window winders	Pair	£54
Door openers	Pair From	£56
Door cappings	Set of 4	£130
Handbrake handle		£22
Gearknob		£22

Custom Consoles

Coloured Vinyl, Burr Walnut, Carbon Fibre look or Alloy. Radio slot Optional. Available in all colours.

Consoles	From	£68
Armrest	From	£68
Boot liner set	£79	LHD or RHD

Door Handles

Interior Handle Sets

10pc Alloy Handle Set	£34
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Exterior Handle Sets

Mk1 set	£113
Mk2 set	£149
Mk3 set, early	£104
Mk3 set, late	£60

Seatbelts

Inertia Reel type	
Front - Black	£32
Front - Coloured	From £45
Rear - Black	£33
Rear - Coloured	From £45
Full range of Harnesses available.	

Seats

Classic Ranges available in Houndstooth, Basketweave and Vinyl finishes.

Classic Vinyl	From	£154
Classic RS	From	£266
Classic GT	From	£266
Classic RSR	From	£324
Classic RS 40	From	£343
Le Mans	From	£489
Stuttgart	From	£451
Suzuka Pro	From	£539
Sebring Pro	From	£668

Gauges

Extensive range of Gauges by Smiths and Cooper Car Company. Available with Magnolia or Black faces, and Chrome or Black surrounds

Smiths 52mm Oil pressure	From	£52
Smiths 52mm water temp	From	£52
Smiths 52mm voltmeter electric	From	£52
Smiths 52mm 12hr clock electric	From	£60
Smiths 80mm rev counter	From	£169
Smiths Mini electronic centre speedo	£468	
Smiths 52mm Oil/water dual gauge	From	£141
Smiths centre speedo's	From	£277

Carpet Sets

Deluxe Black, Red or Brown	£43
Newton Commercial	From £215
Standard Black, Red or Grey	£28
Sound insulation kit	£43

Full range of classic interiors & trims available for all models. minisport.com for full range or call our experts today.

Carpet Mat Sets

All season Mini Sport tailored mat set	£24
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External Body Brightwork

Grilles

Internal or External Bonnet Release type			
Cooper 8 blade type	£48	Mk1 Austin wavy	£94
Cooper with lamp holes	£105	Mk1 Austin Cooper	£95
Mk5 wavy classic type	£88	Mk1 Morris Cooper	£81
11 blade chrome type	£71	Mustache grille surround	£94
Grille side surrounds	Each £12	Mustache ends	Each £11
Grille top surround	£19	Clips Mustache ends	Each £1

Internal Bonnet Release

Complete kit	£36	
Convert your Mini or service the original	Chrome or Black set	£9



Grille Buttons



Bumpers

O.E. spec Stainless	£64	Chrome bullet	Each From £14
Chrome	£37	Downton style	Each £22
Chrome budget	£34	Cooper - White	Pair £46
Stainless	£51	Cooper - Chrome	Each £32
Black	£43	Clip on classic	Each £31

Overider & Corner Bars

Mk1 kit	£144
Mk1 kit & bumpers	£256
Mk2 overider kit	From £58

Brightwork

S/S Headlamp peaks	£10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
S/S seam mouldings	Pair £25
Boot Hinges - Chrome	£16
Plain door handle scoops	£7
Alloy dip stick: Blue, red, silver	£9
Aston style fuel cap	£18
Union Jack badge	£5
Cooper boot badge '96 on	£13
GB Boot badge	£5
Cooper S Mk3 bonnet badge	£20
Mk3 boot handle	£25

Wheels & Tyres



Ultralite	Wheel only	Package (set4)
6x10 Silver, Anthracite or Gold	£58	Falken £385
5x12 Silver, Polished rim	£59	Falken £414
5x12 Black, Red stripe	£59	Falken £414
5.5x12 Silver	£62	Falken £433
5.5x12 Black	£62	Falken £433
6x13 Silver	£71	Yokohama £520
7x13 Silver	£75	Yokohama £525
7x13 Black, Red stripe	£75	Yokohama £525
7x13 ENKI wheel Silver/Anthracite/Gold	£65	Yokohama £491
Revolution		
6x10 Black 4 spoke	£66	Falken £454
6x12 Black 4 spoke	£78	Falken £501
7x13 Deep Dish with rivets	£129	Yokohama £784
GB alloys		
6x10 Silver	£69	Falken £415
5x10 Silver	£64	Falken £398
Mamba		
5x10 Black Hi-Lite	£54	Falken £377
7x13 Black Hi-Lite	£82	Yokohama £536

Tyres

145/10 - Falken SN807	£41
165/70/10 - Falken FK07E	£52
165/60/12 - Falken ZE914	£53
145/70/12 - Falken SN828	£41
165/70/10 - Yokohama A032	£59
165/70/10 - Yokohama A008	£55
165/60/12 - Yokohama A539	£64
165/55/12 - Yokohama A048	£88
175/50/13 - Yokohama A539	£75
175/50/13 - Yokohama A048	£107

NEW PRODUCTS at Mini Cooper Day Beaulieu Sunday 10th June



GENUINE COOPER CLASSIC MINI PARTS

Cooper Moto-Lita steering wheels	From	£459
Cooper luxury carpet mat sets	From	£42
Cooper S Works alloy dashboard	£550	
Cooper 52mm voltmeter	£88	
Cooper 52mm water temp	£93	
Cooper 52mm Oil Temp	£93	
Cooper 52mm 12 hour clock	£129	
Cooper alloy gear knob	£39	
Cooper alloy billet door kit	From	£284
Cooper alloy brake kits	From	£480
Cooper S rear quarter decals	Pair	£20
Cooper Leather fob keyring (2 sizes)	£12	
Cooper 'Smoky' Rhodes china mug	£14	
John Cooper signature keyring	£15	
Cooper alloy water bottle	£15	
Cooper lapel pin badge	£5	
Cooper McQueen T-Shirt	£18	
Cooper chrome fuel cap	£39	
Cooper iPad case	£30	
Cooper rocker cover	From	£45
Cooper indoor Mini cover	£250	
Cooper vented umbrella	£36	
Cooper car polish set	£56	



Cooper S Works airbox extension kit	£170
1275 Twin Carb 80 bhp S Plus pack 90 - 92	£2,681
1275 Injection 82 bhp S Kit 92 - 97	£1,776
1275 Injection 90 bhp S Works conversion 97 on	£1,996
998 Twin carb 64 bhp conversion	£2,583

Choose your Mini Cooper conversion Kit only or get it expertly fitted at Mini Sport.

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SPECIALIST MINI PARTS • STYLING • COOPER TUNING

COOPER CAR COMPANY in association with Mini Sport Ltd.

NEW PRODUCTS at Mini Cooper Day Beaulieu Sunday 10th June



THE PADDY HOPKIRK COLLECTION

Paddy Hopkirk 4 pot calipers	From	£385
Paddy Hopkirk brake assemblies	From	£917
Paddy Hopkirk alloy gear knob	£28	
Paddy Hopkirk quickshift gear lever	£58	
Paddy Hopkirk rocker cover	From	£31
Paddy Hopkirk rocker T-Bar set	£27	
Paddy Hopkirk dipstick (Black or Red)	£34	
Paddy Hopkirk 8 peice door handle set	£220	
Paddy Hopkirk leather steering wheel	From	£382
Paddy Hopkirk steel jerry can (Red, Silver or Green)	£29	
Paddy Hopkirk T-Shirt (Various colours) kids £11 Adult £18		
Paddy Hopkirk mug (Various designs)	From	£9
Paddy Hopkirk signed print	From	£30
Paddy Hopkirk Limited Edition toolbox	From	£495
Paddy Hopkirk Mini floor mat set	From	£24
Paddy Hopkirk keyring	£23	
Paddy Hopkirk celebration pen	£2	



LIMITED EDITION TOOLBOX FROM ONLY **£495** LAST FEW

Tool options also available.

SPECIALIST MINI PARTS • T-SHIRTS • CUSTOM PARTS • MERCHANDISE

The Paddy Hopkirk Collection in association with Mini Sport Ltd.

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MONTE CARLO LIMITED EDITION

A TRUE LEG



END

Steeped in both mechanical and motorsport history, the Monte Carlo Limited Edition is one of the finest rare Minis and deserves to be shown off, as Yvette McIntyre has demonstrated.

Words and Photography Willy Carson

Nostalgia is a thing of the past. At least that's how it appeared to many during the 1980s. As the '70s drifted away, off went *Starsky and Hutch* and *The Bionic Man* and whatever did happen to the *Likely Lads*? Glam Rock was wrapped up in Spandex and thrown in the bin and you couldn't buy a decent pair of flares anywhere. As the new

decade took shape no one in stone-washed jeans sporting a mullet would be seen dead in an Austin Maxi or an Allegro, never mind a Morris Minor. The modern young driver wanted something sharper. Offerings from the major manufacturers - including the new front-wheel drive Ford Escort, the Golf MkII and Peugeot 205 - certainly came with up-to-date styling and with fuel



MONTE CARLO LIMITED EDITION



Stunning interior features flecked cream fabric, red leather trim, walnut dash and ivory-faced instrument dials.



Leather-trimmed three-spoke steering wheel.



12-inch Minilites finished in Gunmetal Grey.

"This new gen merged the spirit of the original with modern components"

injection, they were sharp off the line. Nostalgia was in big trouble and it looked like the Mini's days were numbered. The '80s car-buying public had little interest in the Mini's ground-breaking design or its motorsport achievements, for most it was just another under-powered, noisy,

impractical out-of-date car with its roots in the 1950s. The UK sales figures for the period reflect the public attitude towards our favourite piece of motoring history. In 1979 almost 83,000 new Minis took their places on the roads around the nation but by 1990 the annual total had



Bonnet stripes are a nod to John Cooper's heritage.



John Cooper's signature adorns the LE.



Luxurious carpet trim even fills the boot.

Looking every inch the rally legend...



fallen dramatically to barely over 10,000. Surely the Mini could not resist the march of progress much longer, and with the Metro firmly established in the sales charts, senior management at Longbridge could be forgiven for sharpening the axe.

CREATING A LEGEND

In 1971 the last MkIII 1275 Cooper S was produced, bringing an end to a historic period of cooperation between BMC and John Cooper, two of the greatest names in the world of motoring, but the legend remained. By the late '80s Rover was in

the hands of the British Aerospace Group where some had a soft spot for the ageing classic and they had an idea that was to change everything. They had the foresight to build the Mini's future on its past. To test the water they approved the conversion of ordinary 998cc Minis by John Cooper Garages who, in their Sussex premises, fitted twin carburettors and tuned the engine to produce 64bhp. A white roof, alloy rims, new steering wheel and Cooper decals added style to the improved performance. The interest in these conversions convinced Rover to

start building Coopers at Longbridge as they had done over 20 years previously. This new generation of range-topping Minis merged the spirit of the original with modern components to create a reminiscence masterpiece. Based on the eye-catching Mini 30, out went the 998cc lump and in went a 1275cc A-plus engine fitted with a single carb and oil cooler. The brakes featured servo assisted 8.4-inch discs inside modern 12-inch alloy rims which echoed the iconic '60s versions. The bonnet wore distinctive stripes featuring John Cooper's

MONTE CARLO LIMITED EDITION

White door mirrors are another special touch.



signature and driving lights were fitted. The interior featured instruments in front of the driver, part leather seats and a leather trimmed steering wheel. The legend was reborn.

Further danger to the survival of the Mini was on the horizon as legislation to clean up exhaust emissions came into force. Considering that the A-Series engine had first appeared under the bonnet of an Austin A30 in 1952 it is a miracle that it was still in production 40 years later. For it to pass the new regulations in the '90s is absolutely astounding but in 1992, with the use of Lucas single-point fuel injection, engine management and a three-way catalytic converter neatly tucked under the floor pan, it did just that.

Over the years many milestones in the Mini's history had passed but in 1994 one of the big ones was celebrated in style. Thirty years previously Belfast man Paddy Hopkirk brought the new-born Cooper S to the world's attention when he, with Henry Liddon, won the Monte Carlo Rally in '33 EJB', and began a four-year winning streak for the Mini. What better way to celebrate that victory than by competing in the event once more. With ex-work co-driver Ron Crellin navigating, Paddy was entered in 'L33 EJB', wearing the same number '37' that became synonymous with his famous 1964 achievement. This was not just a cruise around the Alps in a historic

"All this Mini history tied up in one rally was just asking for a very special LE"

touring category but a serious entry in the main event, so their fourth place in class in a car similar to his original winning Cooper 1071 S is even more remarkable.

BIRTH OF AN ICON

All this Mini history tied up in one rally was just asking for a very special Limited Edition and so the Monte Carlo was born. Based on the Mini Cooper 1.3i the engine puts out 63bhp and 70lb ft at 3,900rpm, not quite up to the unfettered levels of performance achieved in the '60s but still impressive considering the industry constraints. Externally, the model

proudly displays its sporting heritage with rally plate decals on the bonnet, boot lid and rear quarter panels. The wing-top decals, bearing John Cooper's signature, exhibit the unmissable connection to the man whose genius made the Works Minis world-famous. Who said nostalgia's not what it used to be? Other hints toward the successes of the entire Abingdon-based Works team are apparent in the array of four driving lamps and the 12-inch Minilites, this time finished in Gunmetal Grey. Inside the cabin is where this car really catches the eye. The modern seats are simply beautiful. With the centres

The coach lines lead to that signature.





The Monte Carlo limited edition is powered by a standard 1275 SPI engine.



Celebrating the car's sporting heritage...

covered in luxurious flecked cream fabric that harks back to the original '60s interior and deep bolsters clad in sumptuous red leather there is no other word to describe them. The matching leather covered steering wheel, gear knob and gaiter, along with the cream door cards and headlining complete these special surroundings. The walnut dash and ivory instrument dials only add to the overall impact. Not even the boot escapes the stylists' attentions with all around carpet-clad trim which even extends to the fuel tank. How could you not fall for a Mini like that?

A LUCKY FIND

That is exactly what happened to Yvette McIntyre from Co. Antrim, Northern Ireland, in 2008 when she and her husband Stewart went looking for their



The four driving lamps are unique to this special car.

first Mini. Having restored a 1978 850cc model for their son Aaron, they decided to experience the world of Mini-ownership for themselves and started to look in the local press and online for a suitable leisure Mini. "We were completely new to the scene when we started looking for a Mini," Yvette explains. "We weren't particularly looking for a Monte but we knew we didn't want a car with a lot of rust." The pair had viewed five or six Minis without finding any which met their criteria when a post appeared on Gumtree advertising a Monte Carlo for sale in Derry. It had to be

worth a look, especially as there was also a Sidewalk for sale nearby. Stewart viewed the Monte Carlo first and thinking that the asking price was a bit steep, went to see the Sidewalk. He takes up the story: "The Sidewalk was supposed to be a very clean car but when I saw the scratch marks made on both wings by the owner's dog I knew it wasn't for us. I went back to see the Monte and did a deal. We were new to Minis and I didn't realise how few Monte Carols were made and why they are a bit more expensive." Yvette was definitely off to a good start in her new Mini, but it all came to a sudden stop →

MONTE CARLO LIMITED EDITION

TECH SPEC

BODY (1 of 200) Mark VI shell with new sills, scuttle and A-panels. Flame Red with white roof. Limited Edition decals: Monte Carlo style rally plates on bonnet, boot lid and rear quarter panels, bonnet stripes, John Cooper signature on wing top, coach lines. White door mirrors, four driving lamps

ENGINE Repainted 1275cc engine. 70.64mmx81.33mm single-point fuel injection. 10:1 compression ratio. Power 63bhp at 5,700rpm. Torque 70lb ft at 3,900rpm three-way catalytic converter. Dressed with Smiffy's Bits.

TRANSMISSION Standard four-speed all synchromesh gearbox. Ratios: 1st; 3.647:1, 2nd; 2.185:1, 3rd; 1.425:1, 4th; 1.000:1, reverse; 3.667:1. Borg and Beck 7.125-inch clutch. Final drive ratio 3.11:1.

SUSPENSION Independent, rubber cone springs, double wishbones, telescopic dampers (front). Independent, rubber cone springs, trailing radius arms, telescopic dampers (rear).

BRAKES Lockhead discs and callipers 8.4-inch (front), Lockhead drums 7x1.25-inch (rear).

WHEELS AND TYRES 4.5Jx12-inch cast alloy Minilites in Gunmetal Grey with 165/60x12-inch Falkens.

INTERIOR Limited Edition trim comprising late model tilt seats with red leather bolsters and head restraints and flecked cream fabric centre panels. Flecked cream doorcards, red seat belts, black door handles, red leather trimmed three-spoke steering wheel c/w limited edition centre boss cover badge, red leather covered gear knob, full width burr walnut dash with ivory faced instrument dials, red carpets.

two days later. "We were on our way to our first Mini club meeting when a driveshaft nut came off and the shaft slid out of the hub. Fortunately it happened only 100 yards from a club member's house so we had somewhere to leave it overnight," she explains.

After attending as many shows as possible for a couple of years Yvette decided that 'Monte' was losing his shine and a respray was needed. After a tidy up Monte was off on his travels again, this time across the water to Scotland for the 2011 Thistle Run to Fort William. What could possibly go wrong? Just 10 miles from their destination poor Monte suffered the indignity of a rear-end shunt. Yvette was "sickened, absolutely sickened". After another visit to the workshop for repairs to the boot lid and valance and then more paint it was time to try again. And at the Portrush Show, in August that year, Monte picked up his first trophy.

Resplendent in Flame Red with white roof and all its special decals.




"We were completely new to the scene when we started looking for a Mini"

IN THE SCENE

Over the next two years Yvette and Monte went on Mourne Mini Club runs and attended the summer shows, filling the trophy shelf as they went. In 2014 they made the long trip to Kent for their first IMM but before their most recent IMM, closer to home in Westport last summer, Monte was starting to show the early signs of a mild case of tin worm. The treatment included a trip to Paul Marshall's body repair shop for a new scuttle, sills and A-panels and yet more red paint. While Monte was away Stewart instructed Paul to repaint the engine block to liven up the under bonnet space adding some bling from Smiffy's list of shiny Bits. Fully recovered from his

ailments Monte went on to accumulate more silverware for the shelf.

It's obvious that Yvette is delighted with her fabulous introduction to the Mini scene. Through the active club scene she has experienced exactly what it means to be a part of our motoring heritage, and Monte has been there alongside her through thick and thin. Perhaps nostalgia has a future after all... 

THANKS TO:

Clifton House Heritage Centre, Belfast for photography location. This building is only a few hundred metres from Paddy Hopkirk's Motor Accessory shop on York St.

Yvette and her pride and joy, Monte.





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www.mini7.co.uk





Launched in '93, the luxurious Cabriolet featured 12-inch Revolution wheels.

25 YEARS OF THE MINI CONVERTIBLE

Anniversary Edition launched in celebration.

It is summertime, where drop-top motoring becomes more popular. Perfect time then, to be celebrating the 25th anniversary of the original Rover-built factory Convertible. This Mini Convertible wasn't quite the first though, as the limited-edition, German-built Lamm Cabriolet came two years earlier in 1991. It was offered to test the market before the official Rover car, Lamm Autohaus, removed the roof prior to sale in the UK, and it was an instant hit with all 75 vehicles selling immediately – making it one of the rarest Minis ever produced.

At launch, the Mini Cabriolet cost almost double that of the 1993 Classic Mini and was available in just two colours - Caribbean Blue with a Grey hood or Nightfire Red with matching hood, and featured new 12-inch diameter Revolution wheels as well as chrome sill kick strips. The car also featured a specially-strengthened body shell to accommodate the new hood. Mechanically identical to the Cooper 1.3i of the time, the interior was luxuriously finished with a burr walnut dashboard, a black leather steering wheel and colour-coded seat belts.

Since then, the Convertible has become a mainstay of the modern MINI range. To celebrate this Mini milestone, MINI UK is launching a special 25th Anniversary Edition of the MINI Convertible.

Complete with anniversary tread plates and plaque, along with an exclusive combination of Lounge leather upholstery in Satellite Grey with a Starlight Blue metallic exterior, this highly exclusive model looks great with the roof up or down. Just 300 of these special drop-tops will be available from MINI dealers, with OTR prices starting at £32,995.

Caribbean Blue original Mini Cabriolet.



MINI UK's 25th Anniversary Edition.



NEWS SHORTS
WOODWARD'S SHOW BACK FOR 2018

Mark Woodward's Classic Car show is back this June, taking place at Raby Castle. This year, it boasts increased capacity and a new, dramatic castle terrace setting. So grab a second chance to come and appreciate the classics as the wheels start turning in preparation for high summer's return of Classics In The Park, at the stunning venue. The programme will once again be packed with displays of classic cars. Check out www.markwoodwardclassicevents.com for more details.



TURNER TALK RAISES £700 FOR CHARITY

Motorsport legend holds the room.

■ The Herts and North London region of the Mini Cooper Register is proud to announce that the talk by motorsport legend, Stuart Turner, raised an impressive £700 for the charity Race Against Dementia. The audience at the United Reformed Church in Potters Bar was entranced and entertained by Turner's tales from a life of co-driving, journalism and team management of the factory BMC and Ford rally teams. The evening,

which provided a unique insight into over 60-years of motorsport, included a special message from Sir Jackie Stewart who set up Race Against Dementia. Tales from his past were abundant and included Steve McQueen and Ringo Starr along with Fangio, Clark, Moss, Cooper, Issigonis, Hopkirk, Aaltonen and Timo Makinen to name but a few. If you



Turner regaled the crowd with his tales.

get the opportunity, we strongly recommend that you attend one of Turner's talks.


WHEELER DEALERS BACK

Fans of Brit car-fixing team Mike Brewer and Ant Anstead, will be pleased to know that another series of the California-based show was back on the Discovery Channel in May. This series, the team begin work on the usual array of second-hand motors in need of a second chance — including a rare, limited-edition MINI Cooper S MC40.

MOKES CELEBRATE DRIVE IT DAY

Double celebration as the Mini Moke Club turns 35.

■ Mokes were out and about in the English Midlands to participate in the UK Classic Car Drive It Day, which this year coincided with the 35th anniversary of the founding of the Mini Moke Club, in April 1983. Many original members and Mokes were present as the convoy progressed from pub to pub (so nothing has changed in 35 years!). Much reminiscing was done, with lots of old stories told, and most members wondering where all that time has gone! Still, on this occasion it was agreed that when you're in a Moke, time is the least important thing on your mind! We hope there are many more years of Moking to come!



Mokes as far as you can see!



Are late Cooper Sports Minis worth over £40,000?



COOPER SPORT 500 WORTH £44,950?

Classic values definitely on the rise.

There's no doubt that Classic Mini values are on the rise, but are we really at the £40,000+ price point for the latest, unregistered, delivery mileage Sportpack cars? Well, yes it would appear that we are. As former Editor Ruggles saw one of the last 500 cars, unregistered with just 15 miles on the clock and finished in

Solar Red, sell for an amazing £44,950! Described as being 'stored correctly', this surely isn't a Mini you could use, but more of a static display vehicle. On sale at specialist car dealer Tom Hartley JNR, this car appeared to have sold as we went to press and no one at the dealership was available for comment.


Late Classic Mini range



PADDY HOPKIRK AT NEW SHOW

Monte legend to appear at Classic & Supercar Show.

It has been announced that Mini Monte Carlo legend, Paddy Hopkirk, who is one of the greatest rally drivers of all time, will attend a new car show, along with his Mini in July. The Classic & Supercars Show, taking place on 15 July, will be

held at Sherbourne Castle in Dorset. And excitingly, the show will play host to Paddy and his Cooper S, after he received an invite from his close friend, ex-team mate and patron of the Classic & Supercar Show, Brian Culcheth. 



The great man himself.



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www.mini-mania.tv
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- Sanwa Trading
www.sanwa-trading.co.jp
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Words Cara Jackson Photography Racing Ahead Media

RACE RESULTS

MINI SPORT CUP 1ST ROUND

OVERALL RESULTS::

- 1st - Ray Cunningham/Jared Gill
- 2nd - Ian Clare/Anthony Elkes
- 3rd - Andy Walkingshaw/Lewis Griffiths

MINI SPORT CUP 1ST ROUND

CLASS RESULTS:

MC1

- 1st - Ken Pryce/Don James
- 2nd - Jack Hartley/Gary Dawes

MC2

- 1st - Ray Cunningham/Jared Gill
- 2nd - Andy Walkingshaw/Lewis Griffiths
- 3rd - Jim Brindle/Sam Bould

MC3

- 1st - Eric Davis/Russell Joseph

MC4

- 1st - Ian Clare/Anthony Elkes
- 2nd - Stephen Brown/Paul
- 3rd - Nigel Hart/Shawn Lovegrove

TEAM AWARD

- Andy Walkingshaw/Lewis Griffiths and Ken Pryce/Don James



Fab second round for the Dixies.

HRCR MINI SPORT CUP: DIXIES HISTORIC CHALLENGE 2ND ROUND REVIEW

Organised by Forresters Car Club, the round took place on 29 April.

Twenty-five Minis were registered to compete and these gruelling military roads certainly took a few victims with Peter Ellerby/Ben Anderson, losing 1st and 2nd gear half way round Stage 2! Clive King/Anton Bird and Colin McDowell/Brynmor Pierce had more bad luck, having to retire early, whilst Paul Price/Tom Bishop retired after Stage 5 having blown their head gasket. Shane Gamble/Bob Ward unluckily had a drive shaft go on Stage 3, resulting in Shane and Bob having to limp their Mini out of the stage. And the bad luck didn't stop there, as Stephen Robinson/Daniel Nieroda were on their way to placing 3rd in MC4 on their first time out on Epynt, before this was taken away by gearbox trouble.

Craig King/Clare Bird (son and daughter of Clive and Anton), teamed up for the first time and won Cat 3, placing them 13th overall.

Team Mini Sport newcomers to Epynt, John Cressey/Martin Cressey set consistent quick times all day. John commented: "We played around with the settings and got the

car more to my liking, culminating in us being the fastest Mini on the last stage, which bodes well for the future."

Junior Mini Sport Cup competitor Jack Hartley/Gary Dawes had a successful second round finishing 2nd MC1 and 1st Junior. While fellow Mini Sport-sponsored crew Louise Thomas/Heidi Woodcock, AKA the Mini Girls Rally Team also had a great event.

Congratulations must also go to Ray Cunningham/Jared Gill who had another flawless run, dominating the Mini crews to

place 1st MC2 and 1st overall!! They played their Joker card, which luckily payed off, meaning the Irish crew receive 1.5x points for Dixies, claiming the lead on the points table for the Championship!

Ian Clare/Anthony Elkes had another great performance with their car running faultlessly, finishing 1st MC4 and 2nd overall!

Despite not spending any time in the Mini before, Stephen Brown/Paul Stringer also had a great first event and played their Joker card for 1.5x points. And a fantastic result for Andy Walkingshaw/Lewis Griffiths who took 2nd in MC2 and 3rd overall.

Eric Davis/Russell Joseph battled it out despite a split oil cooler on Stage 2 and set strong stage times in their Clubman placing 1st MC3 and 4th overall.

The 2018 Mini Sport Cup has also seen the launch of the Team Award, with crews teaming up in to pairs to raise funds for Marie Curie UK. This victory was taken by Andy Walkingshaw/Lewis Griffiths and Ken Pryce/Don James.

An engaged Ryan Taylor - congratulations!



Words Richard Williamson Photography Stephen Colbran



Battling side to side; just how we like it!

RACE RESULTS

MIGLIA/LIBRE: RACE 1

- 1st - Aaron Smith
- 2nd - Colin Peacock
- 3rd - Rupert Deeth
- 11th - Peter Hills (Libre)

MIGLIA/LIBRE: RACE 2

- 1st - Aaron Smith
- 2nd - Alfie Brown
- 3rd - Dave Drew
- 12th - Peter Hills (Libre)

SE7EN/S-CLASS: RACE 1

- 1st - Darren Thomas
- 2nd - Max Hunter
- 3rd - Tom Sanderson
- 5th - Nick Croydon-Fowler (S-Class)

SE7EN/S-CLASS: RACE 2

- 1st - Max Hunter
- 2nd - Joe Thompson
- 3rd - Daniel Budd
- 5th - Nick Croydon-Fowler (S-Class)

2018 DUNLOP NATIONAL MINI CHALLENGE SUPPORTED BY MINI SPARES

Aaron Smith and Max Hunter take early series leads in Miglia and Se7en.

Once again the Mini Seven Racing Club put on the best races of the weekend on the new Clubmans circuit layout at Pembrey, South Wales.

The Miglias/Libres went first, and after 17 laps, pole-sitter Aaron Smith completed a superb display of defensive driving to hold on from a rejuvenated Colin Peacock in his fully rebuilt car, and reigning champion Rupert Deeth in third, with Rob Howard, Dave Drew, Dave Edgecombe, returning after a six-year gap, and Alfie Brown scrapping over the remaining top six positions right on the leaders' tails. In Libres, newcomer Alex Osborne looked set for the class win before pulling off with mechanical issues, allowing Peter Hills to come through after a close duel with 2017 overall winner Peter Crewes, the latter then dropping to third behind Phil Harvey.

The Se7ens/S-Class saw a ding-dong battle for top spot with Darren Thomas securing the win. Completing the S-Class podium were Thorburn Astin, son of former Se7en/Invitation racer Damon, and Scott Kendall, a multi-champion in Mighty Minis.

Sunday morning was wet and even two

warm-up laps failed to prevent a first-corner pile-up. Deeth the 'pocket ball' on a game of Mini billiards into Hatchets hairpin, which also saw Astin severely delayed and Edgecombe out of the running. Smith sailed off into the distance, with only Brown able to keep within sight. The youngster had picked up a jump-start penalty but, mirroring his superb Oulton performance of last season, he gradually clawed back the deficit to pass Smith near the end. The winning margin was just 0.574s in Smith's favour. Drew and Howard were left in their spray to fight over third, the latter dropping back near the end and only just making it over the finish line for fourth ahead of Peacock and reigning Se7en champion, Charlie Budd, in only his second Miglia start. Once again, Hills took Libre spoils.

A brightening sky for the Se7ens race after lunch saw a couple of drivers gamble on dries. Despite Wanstall making a lightning start, within a lap Hunter found a way round both him and Thomas to lead, thereafter finding all the remaining damp patches to nurse his wets as the track dried quicker than expected. Behind, young

Thompson again belied his relative inexperience to work his way past the sparring Wanstall and Croydon-Fowler to take second, with Daniel Budd's dry tyres helping him to scythe up the order into third as others began to struggle on wet rubber. As the previous day, Kendall and Astin junior completed the S-Class top three.

New fastest laps for the revised 1.49-mile Clubmans layout went to Rupert Deeth in 1:12.209 (74.28 mph) for Miglias and Darren Thomas in 1:19.147 (67.77 mph) for Se7ens.

Next stop, Snetterton in Norfolk, over the weekend of 12-13 May. 

Aaron Smith took Pole in both races.



MKI ACTION DAY

The fifth Mki Performance/Maximum Mini Action Day at Blyton Park was the sunniest by far, making it perhaps also the best.

Words and Photography Jeroen Booij



It's amazingly been five years since Mark Forster and Pete Flanagan of the Mki Performance Conversions website decided to team up for an event. And their fifth Action Day took place on Sunday 6 May at Blyton Park's circuit.

After the previous four windy and chilly Action Days, this one made you almost melt to the Lincolnshire tarmac, freshly laid by the new owners of the circuit, Ginetta Cars.

The show started on the preceding evening with a lovely talk by Broadspeed Mini racer extraordinaire John Fitzpatrick. 'Fitz' told the audience how he got hold of his first Mini in 1960 and started tinkering straight away. But when he arrived at a Birmingham forecourt to fill it up, the garage's patron came out and told him with no mercy that all of the mods he'd made were rubbish! That was his first meeting with Ralph

Broad, who insisted he leave the Mini there. "When I picked it up a few days later it went like the wind, and he refused to charge me," Fitz explained.

As always at Blyton Park, there was a lot of Mini royalty walking around, including 'Mini virtuoso' Christabel Carlisle and 'Jumping' Jeff Williams, who lives not far from the race track and has been supportive of the event since day one. Barrie 'Whizzo' Williams is another consistent

attendee of this event, but unfortunately had to cancel this year due to his health. A quality selection of vendor's sold parts that didn't disappoint either. We heard Min-e-bitz chief, Nick Rogers, grumbling that he had no idea how to fill his stock for the upcoming IMM in Portugal as he'd sold so much at Blyton!

Apart from the people, it's the cars that make this event, and once again there was a fantastic selection of cars.



Routine maintenance for Garry Wade's white car.



Stephen Jarmin's Mki basking in Blyton sun!



Frank Hubbard's Clubman-based Oyler Contessa.



Focusing on early Minis, you could bump into anything from a '59 Mini Moke prototype to a genuine Works Clubman racer, but there were also some excellent later cars. One highlight was Scotsman Frank Hubbard's Mini Contessa; coach-built by Oyler of Halifax in the late 1970s, this rare car was beautifully restored by Hubbard over an 18-month period. It deservedly won the Car of the Day trophy. Other

winner were Malcolm Milne's beautiful 1970 Mini Clubman (Best Mini) and Nick Wardley's Mk1 racer (Best Track Car). The Maximum Mini display also showed a great selection of Mini derivatives from a rare pair of Biotas – one of which came out of a long barn hibernation just days prior to the event – to several GTMs. There's no doubt that Blyton has become one of the Mini calendar's best events. **MINI**

Sleek-looking Unipower GT was a great sight.



Surf Blue Mk1 getting the attention it deserves.





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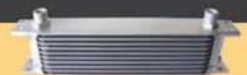
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Events

mini magazine

GET LISTED

Email mm.ed@kelsey.co.uk to let us know about any upcoming events.

BOOK YOUR MINI ACTIVITIES WITH OUR COMPREHENSIVE MINI SHOW LISTINGS!

■ **June 2-3 2018**

Mini Barn Bash

Weekend at the Stonham Barns retail and leisure complex in Suffolk with the Ipswich and Suffolk Mini Owners Club. Highlights include a 'Classics on the Quay' treasure hunt for on the Saturday, plus a barn party with entertainment and DJ. Sunday is Suffolk Mini Day, with traders, club displays and club games and more. www.ismoc.co.uk



Mini & Bus event is a fab day.

■ **June 3 2018**

National Metro & Mini Show

A one day Show at the British Motor Museum, Warwickshire dedicated to the Mini and Metro. £7 entry includes access to the museum for the driver and passenger. www.britishmotormuseum.co.uk

Santa Pod. Highlights of the day include drag racing, a show 'n' shine and club displays. www.retrosow.co.uk

■ **June 23-24 2018**

Mini & VW Bus Meet

Relaxed dual-marque event for Minis and VW Buses. Includes camping, entertainment and a glow show on Saturday, plus traders and a show 'n' shine as part of Sunday's main event. www.britishminiclub.co.uk

■ **June 10**

Mini Cooper Register National Day

The 35th anniversary of the Mini Cooper Register's annual event held at the National Motor Museum, Beaulieu. Expect displays, including ex-Works and competition cars, trade, club stands and concours. www.minicooper.org

■ **July 6-8 2018**

Le Mans Classic

Multi-marque classic car racing at the famous French circuit. www.lemansclassic.com

■ **June 17 2018**

Bromley Pageant of Motoring

Great selections of cars and clubs on display at this iconic show at Norman Park, Bromley, Kent. Other highlights include traders and autojumble. www.bromleypageant.co.uk

■ **July 8 2018**

Minis on the Rec'

Show for Minis and classic cars held at the Adur Recreation Ground, Shoreham-by-Sea, West Sussex. www.brightonminiclub.co.uk

■ **June 17 2018**

Retro Show

Show for all things pre-1995, held at

■ **August 3-5 2018**

Cambridge International Mini Chill

Relaxed Mini-themed camping weekend, held at Marley Eternit Social Club, Meldreth, Herts. Highlights include an autojumble, local bands and a Mini-themed



Coopers of all shapes and sizes at Beaulieu.



All types of Mini at Mini In The Park '18.

raffle, all in aid of local charities. www.cambsminichill.co.uk

■ **August 12 2018**

Mini In The Park

MITP will return to Santa Pod, featuring Run What Ya Brung sessions on the quarter-mile, the Win-A-Mini competition, a trade village, camping, Saturday night entertainment, and much more. www.minishow.co.uk



All Minis welcome...

■ **August 8-12 2019**

IMM 2019 Bristol

To mark the Mini's 60th birthday, the International Mini Meeting is heading to the West Country. It will be held at the 100-acre Washingpool Farm site in Easter Compton, near Bristol. Further details haven't been released yet, but it's definitely one not to miss! www.imm2019.co.uk

REGULAR MINI EVENTS

Ace Cafe Mod 'n' Mini Night

Visit the iconic Ace Cafe on London's North Circular on the first Thursday of each month throughout the year. www.ace-cafe-london.com

H Cafe Mini Meets

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



2017 IMM went to Ireland.

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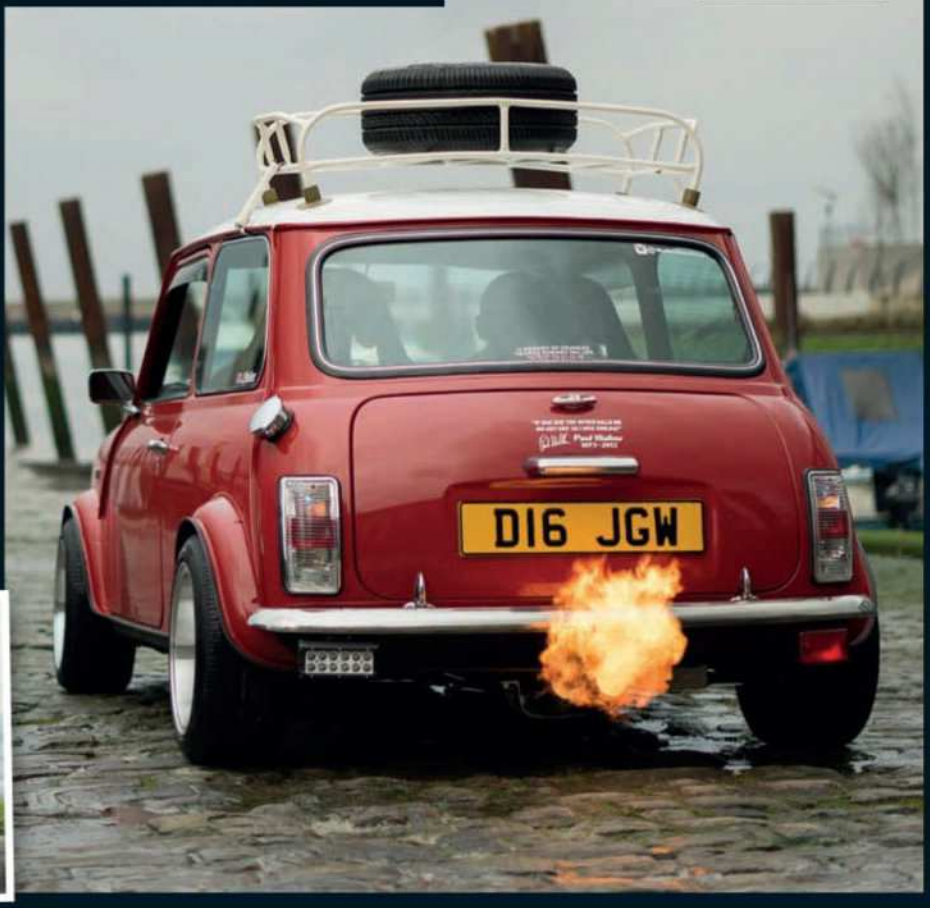
Name: Jack Waller

Car: 1000 Mayfair

Location: Maidstone, Kent

■ Jack's Mini started life as a 998cc Mayfair auto when he bought it aged just 16! A lot has changed since then, as he converted the engine to a 1275 manual with twin carburettors and a custom airbrushed rocker cover. On top of the engine, Jack's also fitted four-pot brake callipers, Hi-Lo adjustable suspension, adjustable camber, braided brake lines, a three-inch bore exhaust, bucket seats, interior lighting, engine bay lighting and loads of other upgrades — but he's going to let the pictures do the talking. Jack admits that none of this would have been possible without the help of his dad.

Three-inch bore exhaust is fierce.



Looking sharp!



MKI BARN FIND

Name: John Plant

Cars: 1967 Mki Cooper

Location: Halesowen, West Midlands

■ Amazingly, John found this Mki Cooper in a local back garden. Turns out that despite being in excellent condition, having been restored 20-years ago, this sought-after Mini hadn't moved at all since 1991. Anyway, John is certainly making up for this lost time, as soon after these pictures were taken, it was stripped bare, ready for a respray, with John telling us that many new parts have been purchased. He hopes to have his Cooper finished and back on the road this summer.

The car has now been stripped bare, ready for a respray.



RARE COOPER

Name: Luke Martin
Car: 1997 Cooper S Works
Location: Horley, Surrey

■ Luke is the proud owner of this 48,000-mile 1997 Rover Mini Cooper S Works - one of the 90bhp conversion cars. This kit includes a Stage 3 head, high lift rockers, an S Works air intake, bigger manifold and bigger 52mm throttle body. On top of these mods, Luke's Cooper has a straight-through exhaust with carbon rear can and no cat. Other changes include the 10-inch wheel conversion, the lowered Spax adjustable suspension, the roof which has been resprayed in black, and the Mk1 grille and moustache. Inside, as well as full black Cooper leather, there's a Moto-Lita walnut steering wheel to match that lovely dashboard.

Full black Cooper leather interior.



The Mini's been treated to a 10-inch wheel conversion.



Mk1 grille and moustache look fab.



LE STRIPEY

Name: Rhos Jenkins
Car: 1976 1000 Stripey
Limited Edition
Location: South Wales

■ Last summer Rhos was told about a Mini for sale locally. So Rhos went and viewed it the next evening, but being in a small garage covered over with a dust sheet, it was hard to see what he was looking at, although he could see it was in good condition considering it had been off the road for 28-years! Unbeknown to both Rhos and the previous owner it turned out to be a very rare Mini – the first limited edition with distinctive stripey trim. So, Rhos set about getting it back on the road in time for spring 2018. Rhos describes it as “not perfect, but original”. We look forward to catching up with the car during the 2018 show season!

A stunning example of a rare Stripey!





ON THE JOB

Words Martyn Collins Photography Matt Richardson

Taking up the challenge

Mark DeVoy has his son Harry to blame for his interest in Minis, with an eBay exhaust win leading him to buy this fire-damaged MkII project.

Mark's "Mini involvement", as he calls it, started about eight-years ago, when his son Harry was just 13 and had a keen interest in old cars. Mark kindly offered to buy him a Mini if he did well at school. He did, and an Inca Yellow 1978 1000, which Harry still has to this day, soon followed.

Harry went on to restore that Mini himself, keeping the colour but converting it to MkI look, with the lights and grille, he also converted the doors to look and operate like MkI doors complete with external hinges, handles and the sliding windows.

Anyway, Mark got involved in sourcing parts via the internet, mainly eBay, and this, along with attending shows, was the

start of both their Mini passions.

This MkII wasn't even on Mark's radar as he already owns a 1965 MkI Morris Super Deluxe, but after winning a centre exit exhaust on eBay and picking it up, he got chatting to the seller who already owned a few classic cars. He spotted this MkII, which had been badly damaged in a fire in the seller's garage. And the rest, as they say, is history... →

PROJECT PROFILE

THE OWNER

NAME: Mark DeVoy
AGE: 47
OCCUPATION: Online business owner
LOCATION: Leavesden, Hertfordshire

THE CAR:

CAR: 1968 Morris Mini 1000
START CONDITION: As in the photos, I've only been sourcing parts, no work has started yet.
CONDITION NOW: As above!
TIME TAKEN SO FAR: Not started yet.
ESTIMATED TIME OF COMPLETION: Approximately one-year



Steering wheel has seen better days.



Fire-damaged roof is a sorry sight.



Mark will be stripping out the damage and rot before soda-blasting the body.

Can you tell me the history of your Mini?

No, I have no history of this MkII Mini before my ownership.

What first attracted you to this particular car?

The seller explained that his garage had been on fire and the roof had collapsed on to the MkII, badly damaging its roof and bodywork, but he had spent a little time beforehand restoring it and fitting a few upgrades, including Hi-Los and Cooper S brakes. But since the fire, he had lost interest and it had been left outside to the elements for at least a year. I was immediately interested in it, but he explained that it was listed on eBay, so I went home and looked it up. A couple of days later I was lucky enough to be the winning bidder, the owner even delivered it to me!

What was the main push to get started on the rebuild?

It has been waiting in my garage since it got delivered, as I'm in the middle of restoring my MkI. I still have a few bits and bobs to do – the interior light, one overrider on the rear bumper, a USB port on the switch panel and then top coat the roof. I completely restored this MkI with the intention of using it as a

daily, so showroom quality finish was not my intention, along with this MkII.

Is there any particular style that you're aiming for with this MkII?

This one is extra special to me, as it will be for my wife Joanne, who wants it in the original Tartan Red paint, but with a black roof. The interior will be completely standard and will retain the lovely red seats and carpet. It will be Jo's daily car, as she loves horse-riding and visits her stable, which is five-miles away, twice a day.

Have you got any ideas of what period parts you'll be fitting to this Mini?

Jo wants black 10-inch wheels, Group 2 wheel arch extensions, a black centre exit exhaust and a mildly-tuned 1275 engine. Inside, the only addition is going to be a period rev counter.

What are your plans for the restoration of this MkII?

I will be stripping the Mini completely, cutting out any rot and/or damage. Then I'll be replacing panels and parts where necessary. The body will then be soda-blasted and professionally repainted in its original colour – Tartan Red. The subframes and suspension components will be powdercoated, then I'll sort out the fire-damaged interior with a new two-piece headlining, new carpet and some new Newton Commercial seat covers.

How long do you think this restoration will take?

Probably a year to completion. I want it to be perfect for Jo and something she will be proud of and enjoy driving. Joanne is 45 I am 47, we run our own online business selling bi-folding exterior doors, so I have some good quality free time to restore this Mini.



One of many ready-to-fit parts.



A 1275 or 1380cc A-Series engine will go here.



The interior was also caught in the fire.



Roof lining along with the roof panel will be replaced.



Red seats trim and carpets will be renewed with Newton Commercial replacements.

Have you any idea what wheels you'll be going for?

We are unsure as yet, but they will be 10-inch. I saw some lovely Compromotive alloys on eBay a few weeks ago – but missed out. They would have been lovely once restored, so I'm keeping my eyes open to see what comes up.

Considering the fire damage, are you anticipating any problems with this rebuild?

Not particularly, it looks bad in the pictures but I don't think the fire damage heat-wise has been too extensive. The wiring in the bulkhead seems okay, some interior parts have melted, including the rear offside seat

and patches of carpet, but I think it will work out. I have a Heritage roof panel ready to fit, which was another eBay find. That's the great part about not rushing a rebuild, you can collect parts from shows and websites while you are waiting to restore your Mini!

You're planning on fitting a bigger 1275cc engine, have you any idea of the final spec?

I may well put my current Mk1 engine in the MkII, as it is a very good engine. Otherwise, I have a Richard Longman 1380 short engine that was rebuilt but unused by the previous owner. I have a remote gearbox to go with it and will source a good big valve head as well.

I'm trying to find a Richard Longman head to match, that would be nice. I saw the vmaxcart supercharger kit at Brooklands this year, I got chatting to Stuart there and would love to supercharge this Mini next year, all being well. 

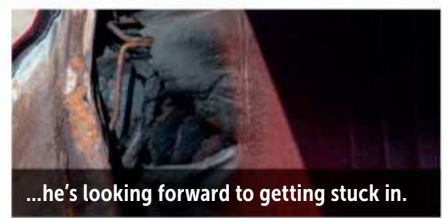
FINISHED SPEC

- BODY:** Fully restored 1968 MkII 1000. Paint: Will be resprayed in original Tartan Red with a black roof.
- ENGINE:** Rebuilt 1275cc A-Series, final spec to be decided, but it maybe supercharged.
- TRANSMISSION:** Standard four-speed manual
- SUSPENSION:** Hi-Lo adjustable suspension.
- BRAKES:** Cooper S callipers and discs at the front.
- WHEELS:** 10-inch wheels, but the style has yet to be decided.

Eventually the Mini will be resplendent in a new coat of its original Tartan Red.



Mark wasn't put off by the fire damage...



...he's looking forward to getting stuck in.

1960S AUSTIN SEVEN & MORRIS COOPER

A TALE OF TWO MINIS

Words Pete Flanagan Photography Patricia Kasehagen Webb





Like father, like son, Peter and Jon Wood are bound by a mutual love of Minis. And they have gone on to create these stunning examples.

For some the love of Minis is very much a family affair, as we found out when we ventured up to Morecambe in Lancashire to meet father and son team Peter and Jon Wood. The dedicated duo certainly know their way around Minis, with Peter buying his first example in 1962 and going on to own several more including his beloved supercharged 997 Mini Cooper – a car that he bought

brand-new in 1963 and still owns to this very day.

Peter's passion for engineering was first fostered in the early '50s, when he gained his first work experience at Pye Motors, the local Rootes car dealership in Lancaster. After a stint of national service and a brief return to the dealership, he then gained employment at the Scotch Filling Station in his home town of Bolton-le-Sands, which his father in →



Sitting proudly in its original Smoke Grey hue.

Central reversing light is a nice touch.



Unique side-exit exhaust.



Chrome-work is all original.

law had just taken over the tenancy of. It's a garage that Peter has maintained close links with for the last 63 years!

It was there that a young Peter learned his trade as a mechanic, with regular servicing and MoT tests a part of his daily routine working for the family business. At the age of 21 Peter bought his first Mini, 120 STF, a Clipper Blue Morris, which in turn was soon replaced in November 1963 with the aforementioned brand-new 997 Mini Cooper that he's had ever since. "I also had an MG TF at the time that I couldn't really afford to keep going, so I decided to sell the car and buy a new Mini Cooper from W.H Williams at Lytham," he recalls.

ATF 669A cost the princely sum of £605 on the day of purchase, inclusive of almost £100 purchase tax, the delivery charge, Bluemels number plates, £15 road tax for the year, extra underseal and antifreeze. The car still displays those original number plates from 1963 and is

testament to Peter's careful ownership.

Over its lifetime Peter's little Mini Cooper has served his family for an incredible 200,000 miles, but is still very much the car he bought in 1963 with the majority of its components remaining as original. However, the engine did give some trouble not long after delivery. "The short motor was replaced under warranty within the first year due to a fault with the crankshaft," Peter explains, "but once fixed it was used virtually every day, used by staff at the garage, driven on the school runs and often on holidays with my wife at the wheel."

"I fitted my own dash panel, which I made from an old wardrobe door"

PERSONAL TOUCHES

Minis have long been a blank canvas for modification, and with the boom in aftermarket accessories, it wasn't long before Peter's Cooper was treated to a few personal touches. "I fitted a pair of Restall reclining seats as the originals were not the most comfortable and then fitted my own dash panel, which I made myself from an old wardrobe door believe it or not, held in by a single bolt so I didn't have to drill holes," he says. Other additions included A35 side lights fitted to the front wings, BMC mudflaps, a Speedwell rear anti-roll bar, wind

1960S AUSTIN SEVEN & MORRIS COOPER



Interior has been kept period with that striking Tartan Red trim and Karobes seat cover.

TECH SPEC

1962 850 AUSTIN SEVEN

BODY 1962 Austin Seven 850, Smoke Grey / Old English White roof, all original chrome.

ENGINE OAP built: 850 thick flange pocketed block bored +60, modified waterways, centre strap, Karl Schmid pistons, Teflon buttons, OAP Mini 7-spec con rods, ARP bolts, OAP Mini 7-spec (850) cranshaft, Piper billet x-drilled 457 cam, 12G940 36x29 cylinder head, Cooper S rockers, steel flywheel and backplate.

TRANSMISSION Four-synco magic wand gearbox, centre oil pick up, windage tray, 3.7 CWP.

SUSPENSION Hi-Los front and rear, 1.5 negative front arms, Kayab shocks.

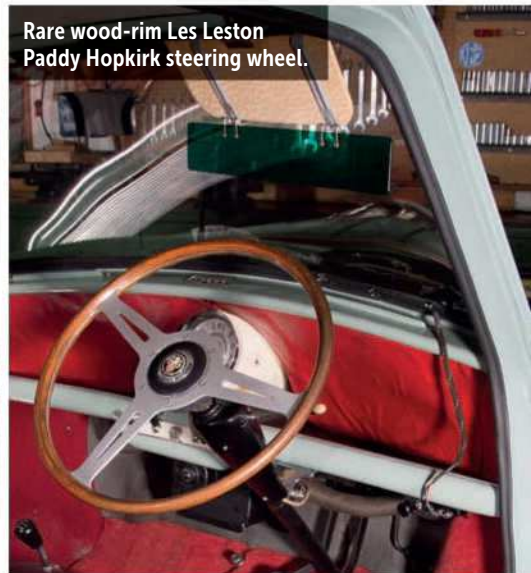
BRAKES Cooper S discs and drums, no servo.

WHEELS AND TYRES Standard Mini with alloy drive flanges fitted, 100% works type centre locks, new Michelin 145X10 XZX tyres.

INTERIOR Wood-rim Les Leston Paddy Hopkirk steering wheel, Tartan Red trim kit from scrap red '63 850, Karobes seat cover on drivers seat, original rubber bulk head mat from an early van, std lap and diagonal belts, period dunlop mats from a BMC 1100 cut to fit, screen demister.



Oz at OAP Race Engines worked his magic on this 850 engine.



Rare wood-rim Les Leston Paddy Hopkirk steering wheel.

deflectors to the doors, a Stirling Moss steering wheel from Les Leston, and a specially-adapted badge bar from the MG TF – all of which are still fitted to this amazing Cooper!

By 1966 the motorsport bug had bitten and Peter decided to build a rally car by upgrading an 850 Mini (3987 DK) with the parts from a crashed Cooper S. Peter gave this car to his son, Jon, on his 17th birthday to take his driving test in. It was finished in Tartan Red with a white roof. Jon and Peter completely restored it some years ago and it's still owned by Jon today.

Peter did his first 12-car rally in 'DK'

with pal Dave Culley, and the pair reunited with the car two years ago to commemorate the 50th anniversary of the Morecambe Illuminations Rally, an event that often used Peter's Scotch Garage as a fuel stop!

By 1987, Peter's 997 Mini Cooper had been on the road for a quarter of a century and was finally beginning to look its age, so the decision was made to take the car off the road with the intention of a full restoration as and when time allowed. After a hibernation that lasted rather longer than intended – some 20 years in fact – the car was taken off to a local body

shop for all the usual panel replacement expected on a Mini of this age.

ATTENTION TO DETAIL

The rebuild was completed by Peter and Jon in 2017, and the detail and finish that they have achieved is fantastic. They've kept so many of the Cooper's original features but also those now so rare '60s accessories Peter added to the car all those years ago, all restored with great sympathy and attention to detail.

The trim is largely original and



Bought for £605, Peter has owned his Cooper since new.



Period features make this car special.



Peter made the dash from a wardrobe door!



Original Bluemels number plates.

carries the addictive aroma of '60s brocade vinyl, unique to the Coopers and Supers of the era, beautifully preserved and leaving you in no doubt that this is a true classic car! Peter's rally-inspired home-made dash houses a Smiths tacho, ammeter and switches for the auxiliary lamps and electric screen washer pump, while a Helphos potty lamp and the two Restall Type 1 reclining seats hark back to Peter's rallying career.

Under the bonnet, the car now also sports a very modified 997 engine that

utilises some of the developments Jon had been working on with his engine guru and pal Ian Osborne of OAP Race Engines, Oz to his mates, who Jon had originally met through their mutual love of Vespas. Oz has managed to squeeze impressive power and torque from the original 997 engine with the aid of a very neatly installed Shorrock supercharger, forged Omega pistons, a 255 cam and a nicely worked 12G206 head.

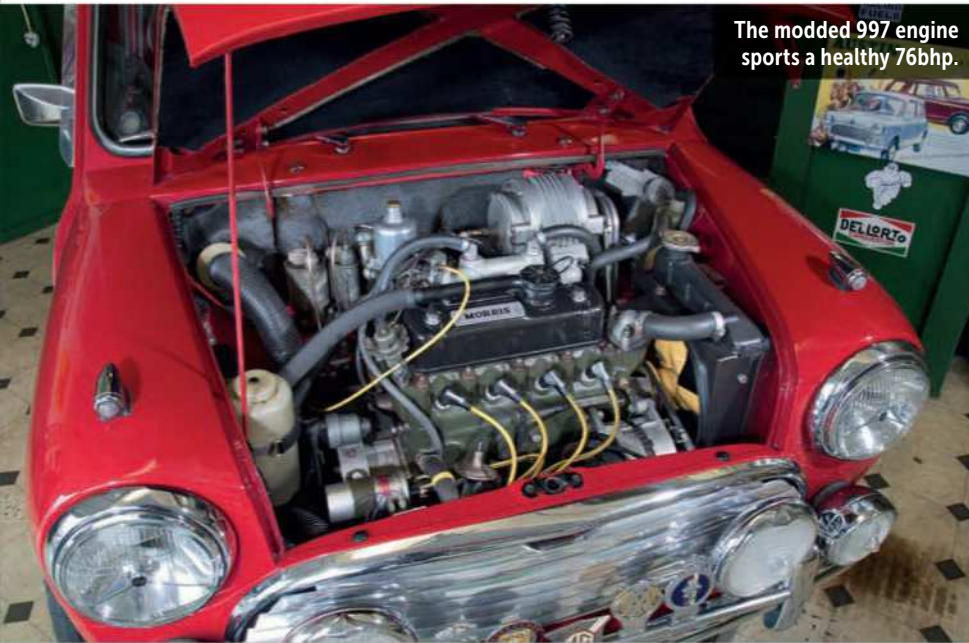
KEEPING IT COMPACT

The supercharger is a very compact installation, and features Jon's own pulley design which enables the blower to maintain a maximum of 6,000 revs while the engine revs to 6,500. This involved a very neat and nicely hidden alteration to the bulkhead to facilitate the large pulley and belts, with a Morris 1000 inlet manifold modified to fit and an

adjustable tie-bar made to set the engine in position and stop excessive movement. There is also now a direct oil feed to the blower, made possible via a metering pin made by a pal of Jon's at British Aerospace. All clever stuff, but it didn't stop there. Engine breathing was affected by two rear tappet chest vents and a very neat adaption to the rocker cover, with a raised filler neck to allow for an extra breather. A LHD brake master cylinder is utilised as space is at a premium.

The power is transmitted through the standard three-synchro gearbox, though the original 3.4:1 final drive was changed for a 3.2 in an effort to keep the blower revs below maximum 6,000. The result is a very tractable 76bhp at 6,000 revs and 73.4 lb ft of torque at 4,000 revs – performance that rivals many a Cooper S!

1960S AUSTIN SEVEN & MORRIS COOPER



The modded 997 engine sports a healthy 76bhp.

TECH SPEC

1963 997 MORRIS COOPER

BODY 1963 Morris Mini Cooper, original shell, Tartan Red / Black roof, all original chrome.

ENGINE OAP built: 997 block bored 2,263-inch, Omega forged +20 pistons, 998 rods, Piper x-drilled billet 255 cam, duplex timing gears, 12G206 cylinder head 31cc, 33 inlet and 29 exhaust valves, Might Mini Valve springs, std rockers, lightened flywheel, blue clutch cover, Schorrock supercharger.

TRANSMISSION Std three-synco with 3.2 CWP.

SUSPENSION Standard with 1.5 negative camber front arms, Speedwell anti-roll bar and standard dampers.

BRAKES Cooper S discs and drums, no servo.

WHEELS AND TYRES 4.5-inch Cooper S rims and Dunlop R7 tyres.

INTERIOR Original red/grey/gold brocade trim, Restall Type 1 front seats, Springall wheel, Helphos potty lamp, home made dash panel with Smiths 8000 tachometer, ammeter, switches for washer pump, auxiliary lamps, lap and diagonal belts, Dunlop rubber mats.

"Oz squeezed impressive power and torque from the original 997 engine"

With two of the family's Minis now restored Jon decided to take a break from his busy rallying commitments to fit in yet another project. Jon had been rallying his own Tartan Red and black 998 Mini Cooper for some years, again using Oz's OAP engines and winning six championships between 2006 and 2013, cutting many a Goliath down to size in the process.

Jon's new project took the shape of a Smoke Grey 1962 Austin Mini that had

belonged to a customer of the garage for many years. Like Peter's 997, the Mini had been with the owner from new, and though a restoration had been started, plans had fallen apart. "I'd known about the car for many years," explains Jon. "I couldn't really turn down the chance to own it as I knew how well it had been looked after and how original it still was, so I decided to rebuild this car using not only some of Oz's engine modifications but also some of my own ideas that I'd



Smiths 8000 tachometer takes centre place.



Harking back to Peter's rallying days...



Restall Type 1 reclining seats for added comfort.

been wanting to try out for a while on a road car."

The well maintained car came with lots of history and still wore some of the scars it had picked up along the way. Jon recalls: "There was still damage visible on the roof - it's from when my dad towed it back to the garage from a car park in Morecambe some years ago. The barrier had come down and hit the roof! Luckily it wasn't a difficult repair to carry out though".

1960S AUSTIN SEVEN & MORRIS COOPER



Original, albeit refurbed, chrome!



1960s interior completes the period look.



These quirky parts are what makes it unique.



Historical documents.

The rest of the car had survived its 50 years of ownership relatively unscathed, and remarkably Jon only had to replace the sills and one front wing. The original grey fleck interior hadn't fared so well though, and as replacement trim was required anyway, Jon decided to liven up the interior completely with an original set of '60s Tartan Red vinyl.

ENGINE REBUILD

Once the car was repainted in its original Smoke Grey, Jon decided to add an Old English White roof and commissioned



Looking stunning in Tartan Red with that black roof.

"The car's quite simple really; easy to work on and is very driveable"

Oz to build the engine to their own combined spec which Jon fitted at home and then returned the car to Oz for a complete dyno session at Classic and Racing in Surrey and suspension set up back at OAP. The engine spec itself was to be the real talking point of this build and was long in the planning.

Jon definitely wanted to stick with the original 850 theme, but Oz recommended using a later thick-flange block with cam bearings so a new old stock item was sourced. Carl Schmidt plus-0.060-inch pistons were sourced from Sweden and fitted to lightened and polished Mini Se7en-spec 998 rods with floating gudgeon pins and Teflon buttons, taking the capacity out to 908cc. A balanced and polished Mini Se7en-spec 850 crank and centre main strap completed the bottom end, while a 12G940 head with 36/29

valves required the block to be pocketed (the waterways were also modified to improve flow). Cooper S rockers completed the package, along with a cross-drilled Piper 457 billet cam, steel flywheel and back plate.

The engine is fuelled by a standard pair of HS2 SU carbs with Jon's own home-made ram pipes on a 601 inlet, and is driven through a four-synchro gearbox adapted for a magic wand gear change with a centre oil pick up and 3.7 final drive. This carefully tuned little power unit surprises many with its turn of speed – even more so when housed in such a modest-looking little sleeper.

"Despite the modifications, the car's quite simple really; easy to work on and is very driveable," says Jon. "I wanted simplicity in the interior and stuck to the original engine capacity. A bigger engine



Peter and mate David Culley rallying....

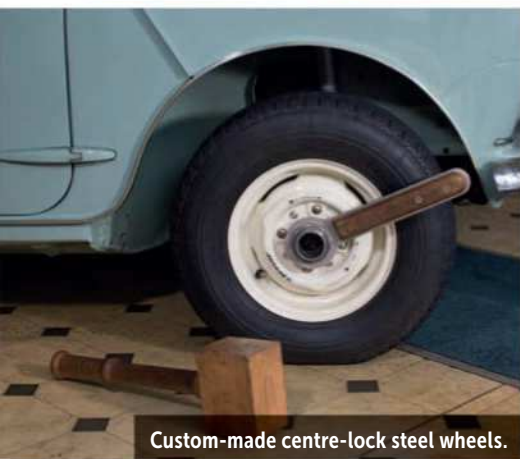


...back in the '60s in his beloved 'DK'.

1960S AUSTIN SEVEN & MORRIS COOPER



Jon's immaculate and period-correct Austin.



Custom-made centre-lock steel wheels.



Jon and Peter in their garage.



Jon rallying his triumphant 998 Cooper.

would have been the easy option but this was far more interesting to build.”


With the extra power on tap Jon also opted for Cooper S brakes and lowered the car with Hi-Los with KYB dampers. The interior is uncluttered and spacious, with a rare Stirling Moss wood-rimmed steering wheel, an ‘Airflow’ front screen demister and a Karobes driver’s seat cover being the few additions Jon’s made to a very minimal interior.

CLEVER ADDITIONS

Elsewhere, Jon has certainly left his mark

with a side-exit exhaust subtly tucked away ahead of the rear offside wheel, and one of Jon’s proudest additions to this build are the centre-lock steel wheels that he designed and had made, again at British Aerospace, also making his own spanner and hammer to match. Another neat idea of Jon’s was to wire the Lucas reversing lamp through a hole drilled in one of the boot lid hinge bolts, an imaginative alternative to drilling yet more holes!

Peter’s own unique approach to giving his cars a personal touch has certainly

rubbed off on his son, and Jon continues to produce some fantastic Minis just like his dad did back in the day. Peter still owns Scotch Garage, which is a short walk from his home in Bolton-le-Sands, though nowadays is happy just to lend a hand down at the old garage now and again. He prefers to spend his days tinkering in his workshop, working on all sorts of motoring-based projects as well as his antique lawn mowers, but he’s always happy to tell the tales of the local motor trade, car clubs and of course his beloved Minis. 

1982 PICK-UP

TALKING JA

What can't you do to a Classic Mini? Despite edging its 60s, owners such as Paul Young keep on striving to make something different and keep our favourite small car current.

As you'd expect, this heavily modded Pick-up isn't Paul's first Mini. Oh no, as Paul's very first car was a 1967 Mini which he bought back when he was 17, over 40 years ago, he tells me with a smile! "I left school, went to work with my dad at a local garage and trained to become a panel beater and sprayer. Amongst many other vehicles which I would modify →

Just when you thought you'd seen everything Classic Mini, Paul Young takes our breath away with his custom, Honda VTEC-powered Pick-up.

Words Martyn Collins Photography Matt Richardson



1982 PICK-UP

PANESE



1982 PICK-UP

THE BUILD

On top of the Watsons VTEC engine conversion, Paul lengthened the cabin for more space, which needed custom fabrication and moving the fuel tank to behind the seats! Then he busied himself with the interior.



Bespoke interior features one-off dashboard and seats.



Dashboard fabricated from steel and trimmed.



with my friends, I always owned a Mini.” Paul worked for this garage for a few years, before going out on his own and setting up Panel Craft when he was in his early 20’s, repairing a lot of Minis, as they were the cars that he was most comfortable with.

Paul’s continued interest in Minis saw him start to build a ‘drag’ Mini Van in his 30s, but one thing led to another and sadly it was never finished. Even now he bitterly regrets having to sell it, alongside an original 1960’s Cooper. “I often think about both those vehicles and regret having sold them.”

Perhaps influenced by that unfinished ‘drag’ Mini Van, Paul’s always wanted to do something different with another Mini, so more recently he converted a very nice little red Mini saloon, which he



Honda Civic instruments carried over.



Carpets are from leftovers from Paul’s hall!

had dry-stored for over 20 years, turning it into a ‘shorty’. However, whilst he was doing that project, he saw this Pick-up advertised on eBay in September 2015. “I called and spoke to the seller and decided to take a look. I paid over £3,000 for it.” It was basically a very rotten and neglected Pick-up shell that someone had tried to ‘restore’ and had made a right mess — it even came with the wrong engine! In fact, it was in such a poor condition, he wondered if he should repair the shell at all! “I decided there and then to not rebuild it as standard.”

HONDA VTEC TIME

Paul always knew he wanted to put something quick and reliable under the bonnet of his Pick-up, or PUP as he likes to call it. The fact that it was fitted with the wrong A-Series engine pushed him to



Unique stance is the result of different offsets of wheels front and rear.



Stalks and switchgear come from the Honda.



Central switch panel now houses indicator lights.



Neat alloy ball gear knob.

“Honda engines have a good reputation for their reliability and durability”

make a decision. “Honda engines have a very good reputation for their reliability and durability, and I knew from the start of this project what engine I wanted and how it needed to sit in the engine bay. I have seen a few Vauxhall engine conversions, but I have never been a fan of the way they look.”

So, he got on to the original VTEC engine conversion specialist, Watsons Rally. The cost for the Watsons kit, which comprises the front subframe, shock absorbers, suspension, driveshafts, hubs and steering rack, was just over £2,000! “The kit was well designed and more or

less ready to go before dropping the engine in. I found the Watsons subframe was easy to fit,” he says.

At the same time Watsons was custom-making Paul a subframe to take the engine. He sourced the Honda Civic donor car and had it delivered to his yard. “This was so I could hear the engine run and take all the time I needed to remove it.” Having read up about Honda engine conversions for Minis, Paul decided that the engine he needed for PUP was the 169bhp, 1.8-litre B18 C4 VTEC. This has the gearbox on the driver’s side of the engine, thus making it perfect for a Mini

conversion. “On top of the engine, I also removed all the associated items, including the dash and wiring loom from the Civic.”

Paul admits he had a few problems fitting the Honda engine into the bay, as it was a very tight fit, so he modified the bulkhead and moved the servo back, which gives better access all around the engine. “Moving the brake servo and peddle box away allowed the Mini servo braking system to adequately clear the distributor on the side of the engine.” This gave more access around the engine and according to Paul looks neater, →

1982 PICK-UP

THE BUILD CONTINUED...



With the pressed grille, it still looks like a Pick-up from the front.



“I had to cut up some old Mk1 Mini doors to rescue the inner door pockets”

but it apparently took around a week of work, as it was quite involved and required some real head scratching moments to accomplish.”

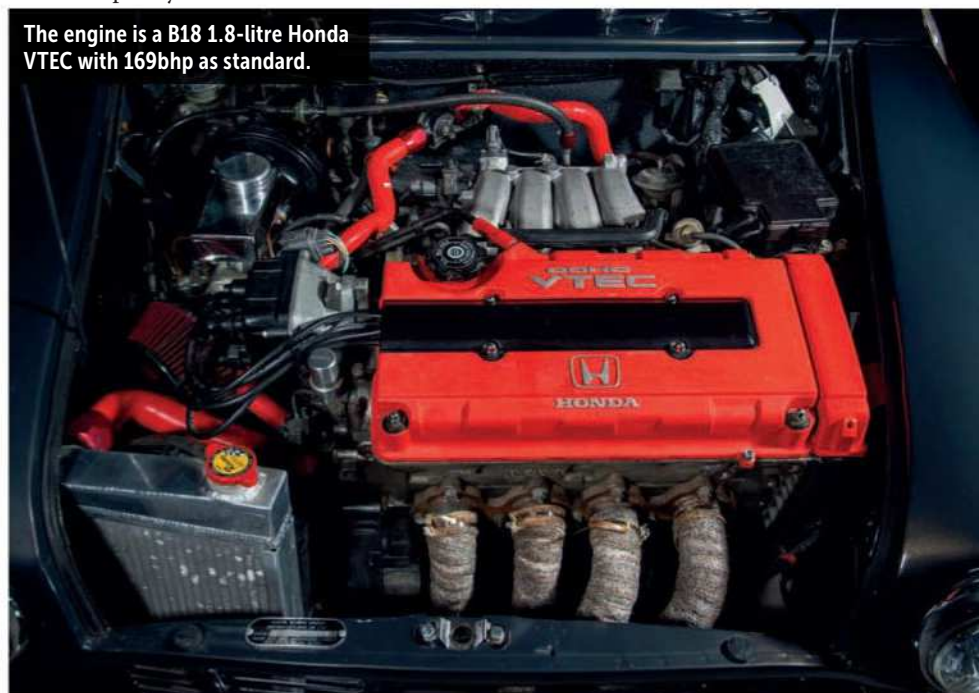
On top of the Honda engine, other modifications include the suspension at the front, which is now from an MGF sports car — comprising the steering rack, lower arms, hubs, vented discs and four-pot callipers. In fact, PUP’s suspension is fully adjustable and fitted with coil springs, adjustable Hi-Los and adjustable Gaz shocks on the front.

It wasn’t just the mechanicals that took some head-scratching though, Paul has made plenty of custom

modifications to the exterior and interior, too. Firstly, have you spotted the wind-up rather than sliding windows? Paul wanted wind-up windows, so firstly the shell had to be modified. “I had to cut up some old Mk1 Mini doors to rescue the inner door pockets, which allowed my later doors to flow with the earlier look — the donor doors were very rotten, so I didn’t feel too bad about cutting them up,” he says.

Paul’s also moved the modified petrol tank, which is fitted with the Honda fuel pump, from the back to behind the front seats, so it looks better from behind with the twin exhausts.

The engine is a B18 1.8-litre Honda VTEC with 169bhp as standard.



Front wings have been lengthened to fit the Honda engine.



REMOVABLE FRONT

Elsewhere, Paul's had to lengthen the front wings and bonnet to fit over the Honda engine. The whole front end is removable too, to allow easy access to the engine, in the event of Paul having to work on it.

The roof and rear panels are all custom-modified to allow for the lengthened cab and wider looking rear pillars — this gives more interior legroom that Paul was after. "There was a lot of work involved in this, as keeping the roof curvature required special attention."

Not seen a set of wheel arch extensions

like the ones fitted to PUP? Well you won't have, as they are all hand-made and have been widened by cutting up several sets of arches. "It took quite a few days and plenty of fibreglass to attain the desired look, as I could not buy the arches I wanted as they just don't exist."

Then there are the wheels, which were custom-made to order by Carl Austin at Force Racing Wheels Ltd. "The look I wanted was wide and fat, but in a subtle and tasteful way and not using the spacers provided with the Watsons kit." At the back, Paul's fitted nine-inch wide wheels and seven-inch wheels for the



Unique Force Racing wheels.

front that sat with just the right offset he desired. So, the front and back wheels are two different widths and stud patterns. "I had seen the wheel design I liked at the London to Brighton stall, so I knew what I wanted, and after talking to Force Racing, they were very happy to help with designing and creating these custom one-off wheels."

Like the exterior, the interior is all custom-made and crafted by hand. The dashboard might look a similar design to the Civic, but Paul has in fact made it out of steel, complemented with the Honda instruments and switchgear.

SEAT NOT SEATS

Then there's that bench seat. Never fitted at Longbridge, it's actually made from →

Metal front is fully removable.



Modern LED rear light replaces original.



1982 PICK-UP

TECH SPEC

BODY 1982 Mini Pick-up lengthened wings and bonnet, removable front end, lengthened roof and rear panels and custom-made wheel arches, all-new panel and chrome parts, resprayed Vauxhall Phantom Grey metallic.

ENGINE Standard B18 C4 1.8 VTEC Honda Civic engine, 169bhp as standard.

TRANSMISSION Standard Honda five-speed.

SUSPENSION Hybrid MGF / Mini front suspension, with an MGF steering rack, lower arms, hubs, fully adjustable suspension, coil springs, adjustable Hi-Los, adjustable Gaz shocks on the front, standard Mini rear subframe with Hi-Los.

BRAKES MGF vented discs and four-pot callipers at the front, rear Minifin drums.

WHEELS AND TYRES Custom one-off Force Racing to spec, 7-inch at the front and 9-inch at the back, Tyres: Yokohama A539 175/50/R13 at front, Formula 215/50/R13s rear.

INTERIOR Custom dashboard with the Honda instruments and switchgear, custom bench seat made by Eric Giddings at Trimmania.



With Honda power, don't mess with this Pick-up.

"It's now on the road and very much feels like a new car"

Subtle VTEC badging is neat.



P700 headlights are a nod to the past.



Paul stands proudly by his PUP.



two standard front Mini seats that have been welded together! "All the interior and all the trim was done beautifully by my best mate of over 40 years, Eric Giddings, at Trimmania." As a finishing touch, that carpet was constructed from leftover hall carpet, as Paul wanted something not boring, but different.

Finally, there's that coat of Vauxhall Phantom Grey metallic on the outside. "I have done all the work myself and when it came to spraying the bodywork and prep, it is also my own." Paul's really pleased with the outcome, the Pick-up is now on the road and very much feels like a new car. Obviously it's fast, but he's a little reluctant to see exactly how fast for the time being — until he gets used to it.

Paul's modified the wiring out of the Honda and even fitted electric power steering from a Vauxhall Corsa! And he's recently purchased an MGF quick steering rack. Paul reckons this Mini is really easy and comfortable to drive.



Pick-up bed is still practical.

So now it's finished, how long did Paul take to turn his dream Mini into reality? "I moved the Mini into my workshop at the beginning of 2016 and on days when I was not busy, or had spare time, I started to pick at the work required. Once I got going on this project, I soon found myself spending long days and nights working on PUP and whilst working on it, I wanted everything new. So the project ended up taking approximately one and a half to two-years to complete."

In fact, its first outing after being finished was this year's Brooklands Mini Day, where *Mini Magazine* first spotted it. So what are Paul's plans for his PUP now it's finished? "I intend to use it throughout the summer and enjoy finally putting my name to something that I am exceptionally proud of." This unique Mini is certainly a fine mobile advertisement for Paul's business, Panel Craft, and is sure to be a crowd pleaser at any shows it is taken to this summer. The level of work and detail is truly exceptional and unique. This is one impressive Pick-up. 

THANKS TO:

Paul would like to thank his wife and family for their support during the build, and of course his friends.

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CORBEAU

CORBEAU

Harry Otridge

ON THE RIG

Once a tired scrapyards find, Harry Orridge's Mini saloon has evolved into a stunning twin-cam powerhouse that's ready to hit the track.

Words Jeff Ruggles Photography Matt Woods

With such a decorated motorsport pedigree, it's little wonder that the pseudo-track car look continues to be such a popular style amongst budding Mini customisers. But while some will be happy to draw the line at some stickers and a noisy exhaust, Harry Orridge's creation has the bark to more than back up its visual bite.

Indeed, the 25-year-old from Nottingham has ensured there's a whole lot more to this one than mere appearances. Working almost entirely at



16-VALVE SALOON

HT TRACK



16-VALVE SALOON

THE BUILD

Rotten and tired when bought but now transformed into a twin-cam show-stopper. The shell was painstakingly rebuilt, inspired by Miglia racers, and given a period hue, before attention turned to that special 16V block.



Stripped out interior with Miglia-style ABS Motorsport carbon-fibre dash, among other goodies.

“When we first saw the car it was on the side of the A46 on top of a van!”

home with his dad, Harry has masterminded the transformation of a once-tired Rover Cooper into a twin-cam monster with genuine motorsport credentials. Oh, and did we mention it's a show winner, too?

TOTALLY FORKED

Remarkably, this is actually Harry's very first car, albeit now a very different animal from the scrapyards find he purchased in 2009 at the tender age of 15. “When we first saw the car it was on the side of the A46 on top of a van – it had been lifted up there on a forklift,” he recalls. “We ended up doing a bit of a deal with a retro trails bike I had, so we paid £750 for the car. It started life as an SPi Cooper, but was absolutely rotten when we got it.”

But why a Mini? Well as it turned out, an interest in Minis and motorsport was already well-established. “From probably the age of eight or nine, I used to go to Curborough and watch the Minis sprinting there,” Harry explains. “So I was determined from ever so young that a Mini would be my first car. I just kept the interest ever since.”

With a host of panels replaced including the boot floor, complete floorpan, flich panels, doorskins, door bottoms and scuttle panel, the Cooper

shell was painstakingly made solid again. “It's had literally everything from the windows down bar the rear quarters – which we repaired – the rear seat panel and the back panel,” says Harry. “Dad's done all the bodywork, and he's a fabricator by trade so could do all the little brackets and stuff that are on the car now. It saved us a lot of money.”

At first the specification was kept fairly restrained. “We put it together as cheaply as we could because we didn't have a very big budget at the time, with a pretty standard engine, and just some Hi-Los with Gaz dampers,” Harry continues. “It was always going to be track-day themed, so we put a cage and bucket seats in it too. We just did it as a fast-road toy to begin with.”

But as time progressed, things revved up a few notches. “I had it on the road for a year, then it came up for an MoT,” says Harry. “We took it off the road just to do a few little things, as you do, and it all escalated from there. We rebuilt it all again, and it's taken forever to finish!”

RACE BRED

Influences have come from a wide range of sources, but chiefly motorsport. Harry's initial thoughts were to rebuild the car for sprinting, perhaps in the road-going class or even modified production,

Looking period in Tweed Grey with black roof.



Corbeau Revolution carbon Kevlar seat.

Race Technology digital dash/data logger.



Steering column bracket is by RetroSport.

Owens Motorsport gear selector.



but over time the focus has been shifted more towards going circuit racing.

Despite having motorsport aspirations though, Harry wasn't about to neglect those all-important styling cues. At first, the aim was for it to look just like Dougie McCole's Vauxhall-powered Mini – a real hero car in the scene a few years back, with its wide Miglia arches and carbon-fibre just about everywhere. Harry duly followed suit by replacing his roof skin with a carbon-fibre item, and plenty of ideas were borrowed from the Miglia racers themselves. "The suspension and

everything is based on a Miglia, and we tried to get it as light as possible," says Harry. "If it was good enough for a Miglia, then it was good enough for my car."

With this in mind, the metalworking tools came out again. "We also tubbed and turreted the rear arches ourselves, and there's no rear bins in it," Harry explains. "To be honest there's not much of the metalwork left inside – everything that could be cut out has been cut out, bar the rear seat because regs for sprinting meant the fuel tank could not be in the cabin with you." →

16-VALVE SALOON



Harry's achieved the retro race look with the Mk1 grille and Group 2 arches

Slowly though, the full-fat Miglia look would be toned down as the build progressed. "We just changed our minds over time as the Mk1 style became more fashionable, so we ended up putting the Mk1 grille on, with the Group 2 arches and the MkII rear lights," says Harry. "All of a sudden it looked really retro. I'd always liked Simon Hepburn's Mk1 turbo, and I knew if I could get anywhere near as good as that, I'd be happy."

One influence from Dougie's Vauxhall-propelled monster has remained though, and that's the carbon-fibre – lots and lots of it. As well the roof, the two-piece front end with its separate bonnet is made from lightweight weave, as are the bumpers, the boot lid and the mirrors. More recently, the A-panels have also been replaced by carbon-fibre items, while a set of doorcards and a Miglia-style dash keep the trend going inside. Heck, even the Play Mini exhaust is a rare Carbontec version. "Most of the bits of carbon-fibre I've got at good prices from Arc Angels at shows, and the dash was from ABS Motorsport," says Harry.

Helping the retro look along is a suitably classic paint shade – namely Tweed Grey. "It was painted by one of my dad's friends, Carl Smith, who did a really

"The KAD dog 'box is awesome – I'd say it's the best modification I've done"

good job considering he didn't have much to do with the prep," Harry tells us. "The day it was delivered it was going to be Lotus Chrome Orange, but then when I got there, he refused to paint it that colour as he thought it wouldn't look right, and asked me to choose another! He got the colour charts out and I thought it would look great in the grey. Pastel colours always suit Minis."

POWER TRIP

Of course, the stock SPi motor was never going to satisfy Harry's ambitions, so an alternative was sought. "Originally it was going to have a VTEC in," he says. "I got it cheap from the 16-valve Mini forum, and we had it running, all built up in an Allspeed subframe. But then something came over me, and I felt it just looked bodged. So then I started to build a 1330 five-port turbo engine. I got all the bits to put it together, but I drove Matt Warren's car (a former *Mini Magazine* cover star in 2011), who I'm quite good friends with. It had a 16-valve KAD engine, and that was

a big influence. I knew then I had to have a high-revving 16-valve A-Series, but I couldn't afford the KAD head at the time so I went ahead with a K1200 conversion. One came up for sale for £50, and it just went from there."

Harry started out by doing his homework in preparation for the new engine build. "I did a lot of research on the forums, and at the time I worked for a company called IN Racing, which specialised in historic Grand Prix cars," he continues. "I was speaking to the engine builders there, and they talked me into doing it all myself. So I had the block machining done at Mansfield Engine Builders, and built it from scratch. My dad did the ally welding on the head for me, and we also capped off the extra studs and waterways in the block ourselves. The only thing we had done was the machining – literally everything else was done in the shed."

The spec is certainly impressive. The block features an MED EN40B steel crank, steel H-beam con rods, Omega



An engine full of goodies, Harry is confident that it will reach 150bhp on the dyno.



BMW K1200 motorcycle head sits on top the 1380 A-Series.



Custom billet bonnet raisers a nice touch.



16-valve head fitted with Specialist Components kit.



Windows by ACW Motorsport Plastics.



Alloy Racing Fabrications fuel tank sits in the boot.

16-valve forged pistons, a Cometic head gasket and a MED Ultralite flywheel with an Alcon sintered clutch plate. On top sits the BMW K1200 head fitted using a Specialist Components kit, complete with K1200 RS throttle bodies. Specialist Components was also responsible for the ram pipes, exhaust manifold and Typhoon 2 engine management kit. Elsewhere there's also a bespoke catch tank, a second Concept Racing catch tank and a custom front-mount radiator, piped up with silicone hoses. And to cater for the new fuel system, a custom swirl pot and an Alloy Racing Fabrications fuel tank sit in the boot. The braided fuel lines use neat fittings purchased from Torques UK via eBay, which Harry describes as amazing quality for a quarter of the price of anyone else.

In more recent times, Harry has invested in a proper KAD four-speed dog 'box, complete with straight-cut drop

gears, a 3.9:1 straight-cut final drive and an MED NXG limited-slip diff. "I built it to highest standard I could afford," says Harry. "The KAD dog 'box is absolutely awesome – I'd say it's the best modification I've done to the car."

Much as with the engine, the suspension setup comprises all the right bits. Up front is a lightened and strengthened subframe with extra mounting points, which fits directly to the crossmember so it sits higher in the car. Yellow spot rubber springs are joined by machined-down Ripspeed Hi-Los and

mega-trick and very expensive Quantum dampers once fitted to Tristan Knight's Miglia racer, and there are MondoSport steering arms and damper brackets too. A set of new adjustable MED lower arms join KAD on-car adjustable tie-rods in sorting the geometry, while braking comes courtesy of KAD 7.9-inch vented discs and callipers with Mini Spares carbon-metallic pads, operated via a KAD pedal box. The wheels,

TECH SPEC

BODY Rover Mini Cooper body shell restored with new boot floor, complete floorpan, flich panels and scuttle, lightened steel doors with new skins and bottoms, repaired rear quarter panels, tubbed and turreted rear arches, rear companion bins removed, Arc Angels carbon-fibre roof, mirrors, bootlid, bumpers, A-panels and two-piece front end with billet push-button pins, Group 2 wide arches, ACW Motorsport Plastics windows, custom billet bonnet raisers, Mk1 Morris Cooper-style grille, MkII/III rear lights. Paint: Tweed Grey with a black roof.

ENGINE 1380cc A-Series with MED EN40B steel crank, Specialist Components steel H-beam con-rods, Omega 16-valve forged pistons, Cometic steel head gasket, BMW K1200 motorcycle head with K1200 RS throttle bodies fitted with Specialist Components 'Twin Kam' conversion kit, MED ultralight flywheel, Alcon sintered five puck clutch plate, grey diaphragm, MED heavy duty clutch arm, Specialist components Typhoon 2 engine management kit, Specialist Components K1200RS ram pipes, DSN RetroSport brackets throughout, custom catch tank, Concept Racing second catch tank and water swirl pot, custom front-mount radiator, silicone hoses, Specialist Components exhaust manifold, Play Mini Carbontec exhaust, AN-6 fuel lines and fittings throughout, custom swirl pot, Alloy Racing Fabrications fuel tank, bespoke heat-shrunk wiring loom. Estimated power: 150bhp.

TRANSMISSION KAD four-speed dog-engagement gearbox, KAD straight-cut 1:1 ration roller bearing drop gears, straight-cut 3.9:1 ratio final drive, KAD pinion support housing, MED NXG race LSD.

SUSPENSION Lightened and strengthened subframe fitted directly to crossmember, with KAD Miglia mounts, yellow spot rubber springs, machined-down Ripspeed Hi-Los, Quantum dampers, MondoSport steering arms and damper brackets, adjustable MED lower arms, KAD on-car adjustable tie-rods (front), KAD aluminium rear beam, rebuilt standard radius arms, GAZ coilovers (rear).

BRAKES 7.9-inch vented disc brake assemblies with KAD four-pot callipers and Mini Spares carbon metallic pads (front), machined-down finned aluminium drums (rear), KAD bias pedal box, HEL braided lines throughout.

WHEELS AND TYRES 6x10-inch Force Racing three-piece modular split-rims, Yokohama 165/70x10 A032R tyres.

INTERIOR Stripped out with modified Safety Devices 10-point roll-cage with harness bar, twin door bars, cross diagonal and floor tunnel brace, welded-in CDS seat rails, Corbeau Revolution carbon Kevlar seat, Scroth six-point harness, ABS Motorsport carbon-fibre dash, Race Technology Dash2Pro digital dash/data logger, Savage billet switches, Arc Angels carbon-fibre doorcards, plumbed-in fire extinguisher, Owens Motorsport gear selector, RetroSport door furniture, steering column bracket, pedal covers and throttle pedal.



Play Mini exhaust is a rare Carbontec version.



10-inch Force Racing three-piece split-rims.



10-point Safety Devices roll-cage.

meanwhile, are Force Racing three-piece split-rims, formerly of Matt Warren's KAD 16-valve car.

At the rear, a KAD rear beam with adjustable camber and tracking settings is currently joined by Gaz coilovers and stock radius arms, but not for long. "The back is the next thing to address, as I found out on a recent track day," says Harry. "The plan is to go with ally rear arms, a KAD rear disc conversion, Quantum coilovers to match the front, and a boot-mounted anti-roll bar, just like a Miglia."

ADDING STRENGTH

Inside, things were raised up several layers too – not least the roll-cage. Out went the old Geronimo Cages item, and in went a Safety Devices item. "We modified it quite a lot, with cross diagonals in the back, braces from the rear legs to the rear hoop, a harness bar, twin door bars, a dash bar and bulkhead braces," says Harry. "We've stitched it in to as many points as we can but still made

it a bolt-in, with the theory that I could remove it if I ever wanted to change the shell or something."

Complementing the new cage is a proper Corbeau Revolution Kevlar driver's race seat, which came from the British Car Trophy racer that Gordon Scott and Jonathan Cole campaigned in Germany – another former *Mini Magazine* cover star! All the track car provisions are in place that you'd expect, such as internal brake and fuel lines, but there are plenty of niceties like the DSN RetroSport door handles. "I don't like seeing racing cars with bits of old string for the door pulls – I wanted it to look properly finished so I went with every DSN Classic bit I could find. The alternator bracket, the engine mount bracket, the steering column bracket – they're all DSN. I've also used M5 dome-head bolts everywhere, with Rivnuts in every panel to make it easier when you're taking things apart."

Other trick features inside the car include a custom internal gear linkage

Replacement carbon-fibre body panels, courtesy of Arc Angels, look great.



KAD four-point callipers to help it stop.



with Owens Motorsport selector, plus neat billet Savage push-button switches, a Race Technology Dash2 Pro digital dash/data logger unit and a custom wiring loom to hook it up. "That is the job we hated the most!" laughs Harry. "We'd never done a loom before, but I read all the books and did a lot of research online, and we made it from scratch. It's a proper motorsport-spec loom under the dash."

The car was finally completed in time for last August's Mini In The Park event at Santa Pod, where Harry took the late decision to enter it in the Pride of Ownership. Not a bad move, as it turned




Harry and his dad Mark.

"It was amazing to win best in show in the modified category"

out. "It was amazing to get it out after seven or eight years in the garage, and win best in show in the modified category," says Harry proudly. "It really made the year."

Not that he's about to leave it there – oh no. While Harry's bound to take it to a few more shows, that's not really what this car was built for. "Eventually the plan is to get it on the Mini Miglia grid and race it in Libre," Harry says. "This year we're going to take it on track days and get some miles on it. That way I can learn the car properly and get it all set up."

Though he's yet to get it on the dyno, Harry estimates the car is good for

around 150bhp with the current milder LT camshafts fitted. However, he wants more. "Over the winter it's going to have a big valve head with RS cams, billet throttle bodies and a new exhaust manifold, so I'd be hoping for around 175bhp. It's always evolving – we're literally going to do everything to within an inch of its life!" 

THANKS TO:

A huge thank you to Arnold Duncan at KAD for becoming my go-to contact, and to my dad Mark for all his help with building the car.

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NO NEED TO MOT?

One of the biggest shake-ups in MoT history has happened, we tell you which Minis qualify and what modifications are allowed to be MoT exempt.

Words Martyn Collins Photography Various

Rules are rules, and up till now to qualify for free tax your Mini had to be manufactured before 1974. With MoT exemption only applying for cars built before 1960, but that's no longer the case. Already a complicated process, it seems that many early Minis qualified to go tax free, but we've not heard of many, if any, that are MoT exempt.

Don't get too excited at the thought of no longer experiencing the anxiety of watching an MoT tester prodding and poking your pride and joy though. The

first thing to mention is that if your Mini is heavily modified you're going to struggle to get MoT exemption. Although some modifications are allowed. Anyway, I've tried to cut through the confusion to give you this guide.

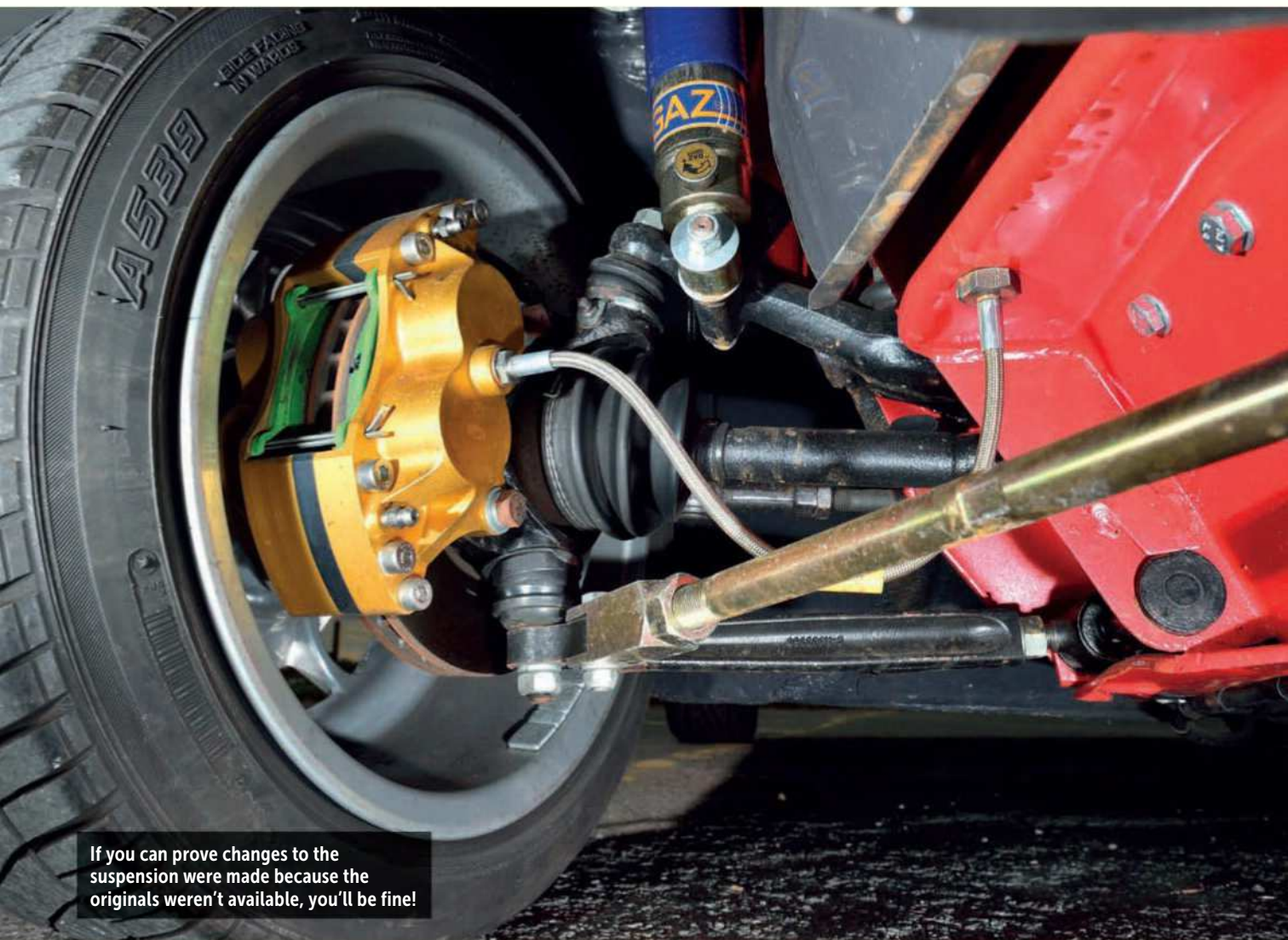
WHY ARE THESE CHANGES TO THE MOT SYSTEM HAPPENING?

Well, the Department for Transport ultimately believes that historic cars are well-maintained and used for short trips, making the MoT irrelevant! Yet after consulting with over 2,000 owners, clubs,

trade bodies and businesses, they disagreed with the government over these changes to the MoT system.

SO WILL MY CLASSIC MINI NEED A MOT?

Previously only the earliest Minis, registered before 1960 were eligible for MoT exemption — but not anymore! Moving forward, potentially any Mini registered over 40 years ago is eligible for MoT exemption. Plus this is a rolling date, so if your car is 39 years old this year, it will be eligible next!



If you can prove changes to the suspension were made because the originals weren't available, you'll be fine!

HOW DO I GO ABOUT GETTING THE EXEMPTION?

You'll need to get your Mini reclassified as a Vehicle of Historic Interest, or VHI. To do this, you'll have to get yourself down to the Post Office and grab yourself a V112 declaration form. But before you do, there are lots of exemptions to these MoT changes, which could still mean your Mini will still need a MoT.

WHAT ARE THE EXCEPTIONS TO THIS EXEMPTION?

Confusingly, the official line is that 'if the vehicle has been substantially changed in the past 30 years', then you'll have to carry on having MoTs. But, what does that mean? Well, the government has clarified this rule, but as expected it is still very wordy, long and drawn out. So to put it into simple terms, 'substantially changed' focuses on the main components of your Mini. These are,

'Substantially changed' focuses on the main components of your Mini'

changes to the Chassis and Monocoque bodyshell, Axle and running gear and finally engine changes.

As far as the Chassis and Monocoque are concerned, as long as any replacements you've made are just as the factory would have done, you should be fine. However, if for example you have replaced your Mini rear subframe with a beam, you could be in trouble.

Like the Chassis and Monocoque, as long as you don't move away from the original with the axles and running gear, you should be okay. So a coil spring conversion, or Adjusta-rides and Hi-Los are out.

Finally, slotting in a 1275cc A-Series instead of the original 998cc might mean

your Mini is still eligible for the MoT exemption. However, those Honda VTEC and Vauxhall red-top engine conversions will not.

Still with me? Well, just to confuse more, on top of the 'substantial changes', there are sub-clauses that could make the difference between whether a Mini is eligible for MoT exemption or not!

So, if you can prove that any modifications to the Chassis and Monocoque were made because the original parts weren't available, your Mini could still be MoT exempt.

Or, that any changes made were also fitted to other production Minis, or that were in general use within 10 years of the end of production.

Slotting in a replacement 1275cc engine might be fine, but not an engine from another car or bike.



Finally, if you can prove that the changes you've made to the suspension of your Mini were to improve the efficiency, safety or environmental performance, then you might still be okay.

Another more obvious exception is if your Mini has a Q-plate, or is a Mini-based kit car that was assembled from different makes and models and finally any 'reconstructed classics', basically an old car reconstructed with new parts.

MY MINI QUALIFIES FOR THE EXEMPTION, BUT CAN I STILL GET IT TESTED?

Yes, in fact the general consensus on these changes, is that even with this MoT exemption in place, you should get your Mini voluntarily tested to check it's still roadworthy — unless you're a MoT tester yourself and have the knowledge, or have a friend who is one! The rules clearly state that MoT or not, it is your

responsibility to keep your Mini in a roadworthy condition.

MOT TEST CHANGES

So just because your Mini can't be MoT exempt, don't think you'll get away without any changes! Why? Well, the Department for Transport has also announced a raft of changes to the MoT test too. Key to them are five-key changes, which I'll go into detail about below. →

If you can prove modifications can improve efficiency and performance you should be fine.



Just remember though, if you drive a car without an MoT, you could be liable for a £1,000 fine — ouch!

DEFECTS

Instead of just advisories on the MoT certificate, defects which show up in the MoT test will now be characterised in the following ways: pass, advisory, minor, major and dangerous.

'Pass' is just what it says, a pass — meaning your car meets minimum standards. An 'advisory' is something to be aware of in the future, as this problem could get worse. With 'minor defects', your Mini could still pass, as these are considered to have no effect on the safety or environmental impact. However, you would still be advised to have these defects repaired promptly. More serious action is needed if 'major defects' or

"It is your responsibility to keep your Mini in a roadworthy condition"


'serious defects' are found during the test. For starters, if any of these are found, your Mini will fail its MoT test immediately. A major defect is described as something which is affecting the vehicle's safety, putting other road users at risk and/or having an effect on the environment. While, if your Mini has a serious defect, the advice is not to drive it, as it could be a direct and immediate risk to road safety or has a serious impact on the environment.

MORE ITEMS TO BE CHECKED

On top of the items already checked for during the MoT, under-inflated tyres,

contaminated brake fluid and fluid leaks will now also be checked as part of the new test. There will also be some changes as to how current items are checked, but the test station should be able to fill you in on these changes.

NEW CERTIFICATE

So the new way of listing defects can be added, there's also a new MoT certificate to go with these changes. The certificate will list any defects under the new categories we talked about above, so in theory the new certificate should be easier to understand than before. 



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Mini TECH

The essentials for keeping your Mini on the road.

85 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

88 PRODUCTS

The latest selection of parts and goodies to lavish upon your Mini.

91 WORKSHOP

In the second instalment of our handling series, we look at adjusting your car's camber.

96 OUR MINIS

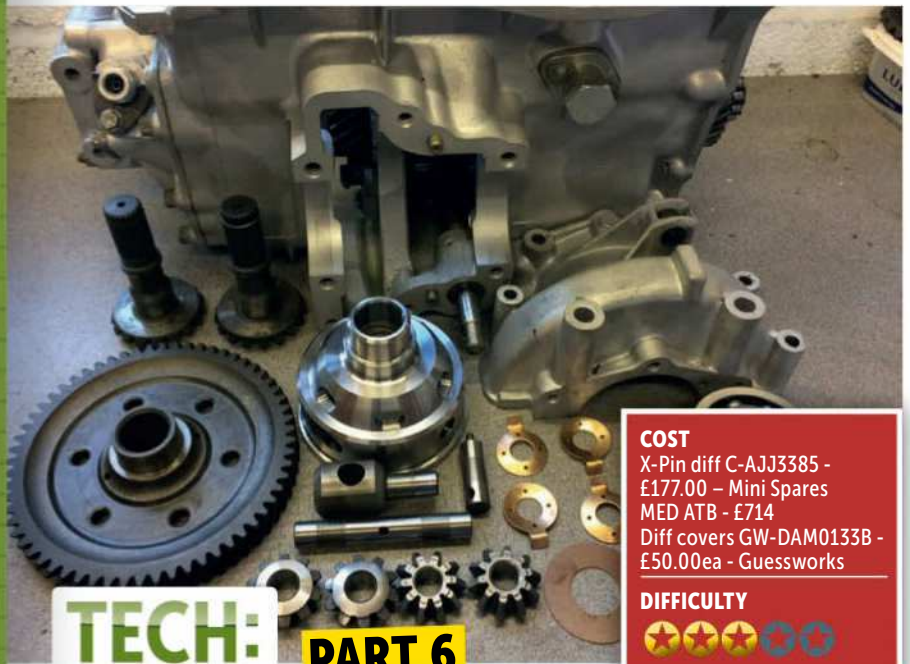
Project updates from our fleet, this time Tim, Joe and Stephen.

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.



TECH: PART 6

REBUILDING A GEARBOX

We've reached the sixth and final part of our gearbox rebuild series, where the differential is assembled and reinstalled.

The various types of differential have been covered in previous technical features so we won't go into huge detail again here. Basically, a standard diff is fine for a standard car and a crosspin diff is a sensible upgrade for anything modified or upgraded as they are much stronger and essentially bulletproof. Rebuilding a standard single-pin diff is as simple as changing the pin (and planet gears if they're worn) whereas a crosspin diff is more fiddly. The Mini Spares X-pin diff we're using has the extra pin crossing in an X instead of + shape as this allows a stronger alignment of the extra holes and avoids having crack propagating weak spots - try lining a hexagon (crownwheel bolt holes) with a square (the diff pins) and you'll see it's nigh-on impossible to avoid a clash while maintaining cage integrity.

As with the gearset used for this build, the plan for the diff changed halfway though. It was decided that that would be time-sapping during competition so an upgrade to an ATB would be sensible. We've decided to install the latest helical-gear LSD from MED. It's less aggressive than a plate-type LSD and provides a smooth and constant distribution of power to the wheels. Whereas the X-pin differential is all about strength, this new

MED diff also improves grip. It's aimed at road and track day Minis, but recent testing on 130bhp historic race cars has proved it to be an excellent all-rounder. We're building the diff up using pot-joint outputs, but the process is the same if your car used rubber couplings or Hardy-Spicer outputs.

Another upgrade are the modified diff output covers. Instead of the standard bronze bush – which is more than adequate for the job, and has been for 60 years – John has managed to source and install needle roller bearings to a standard cover in place of the bush to reduce parasitic drivetrain losses and increase performance.

Shimming the diff correctly requires the same tools as shimming the centre main bearing, a micrometer or Vernier caliper, a set of calibrated feeler gauges and a selection of shims. It's important to measure the gap between the end cover and the casing all the way around as the covers are not always flat. Ensure the retaining bolts are only just snugged up enough to hold the cover in place while you measure, and they are done up evenly, or it can pop over and skew your measurements.

With the final oil seal in place and the project gearbox ready for installation, we hope this series of articles will help visualise the process of rebuilding a gearbox. →

COST

X-Pin diff C-AJJ3385 -
£177.00 - Mini Spares
MED ATB - £714
Diff covers GW-DAM0133B -
£50.00ea - Guessworks

DIFFICULTY



Words and Photography Alex Kinsman



1

Undo and remove the locking bolt from the differential cage using the allen key supplied.



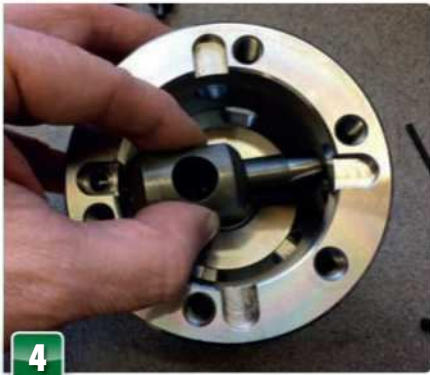
2

Using a thin rod (long parallel punch or an allen key) inserted through the hole in the opposite side to push out the pin you've just unlocked.



3

Push out and then withdraw the long cross pin. Note which way round it came out as the hole in the middle is chamfered more on one side.



4

Slide back and lift out the thrust block pin.



5

The diff is shipped with a light coating of oil to protect it in the packaging, so clean off all the planet gears, pins, and thrust washers.



6

There are two types of pot-joint diff outputs - one type is for diffs with a thrust block, the other for those without. The X-Pin diff requires the thrust block type, on the left of the picture, which has an extra lump in the middle.



7

Lubricate one of the supplied fibre thrust washers and fit it to the output shaft.



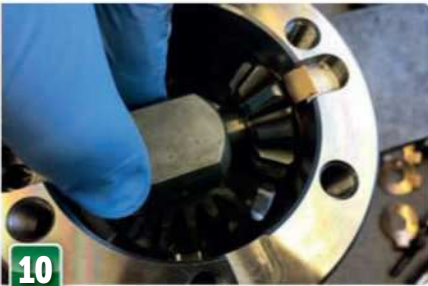
8

Place the output shaft into the cleaned and lubricated diff cage.



9

Slide a planet gear and copper thrust washer on to the thrust block pin and offer it into the cage.



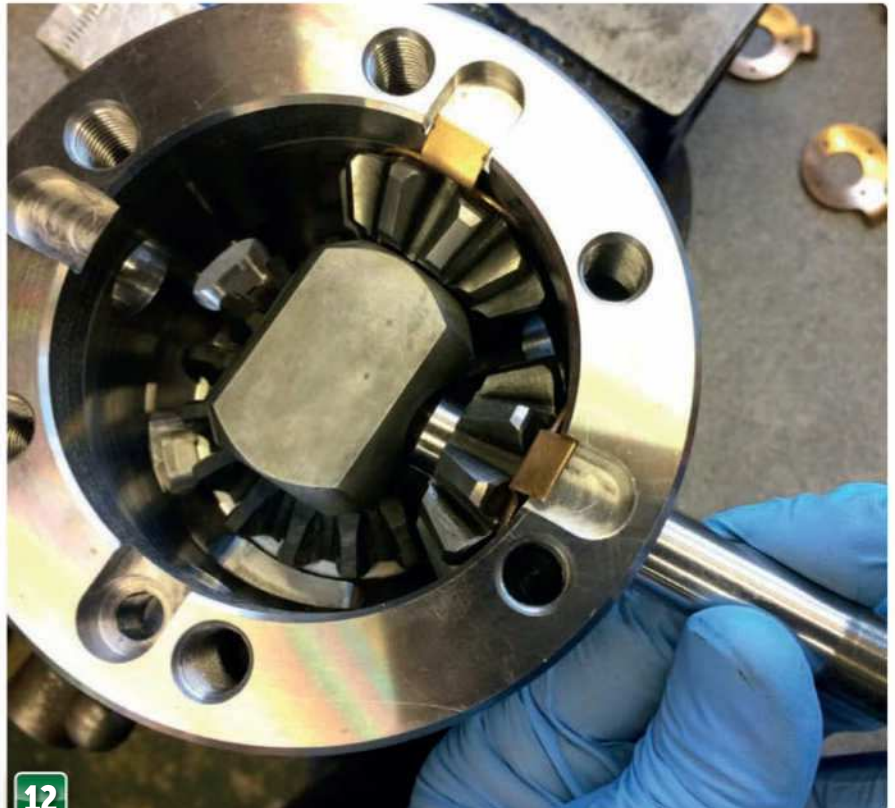
10

Locate the planet gear into the teeth on the output shaft gear and slide the pin into the cage. This can be fiddly as the tolerances are tight and there isn't much room to spare.



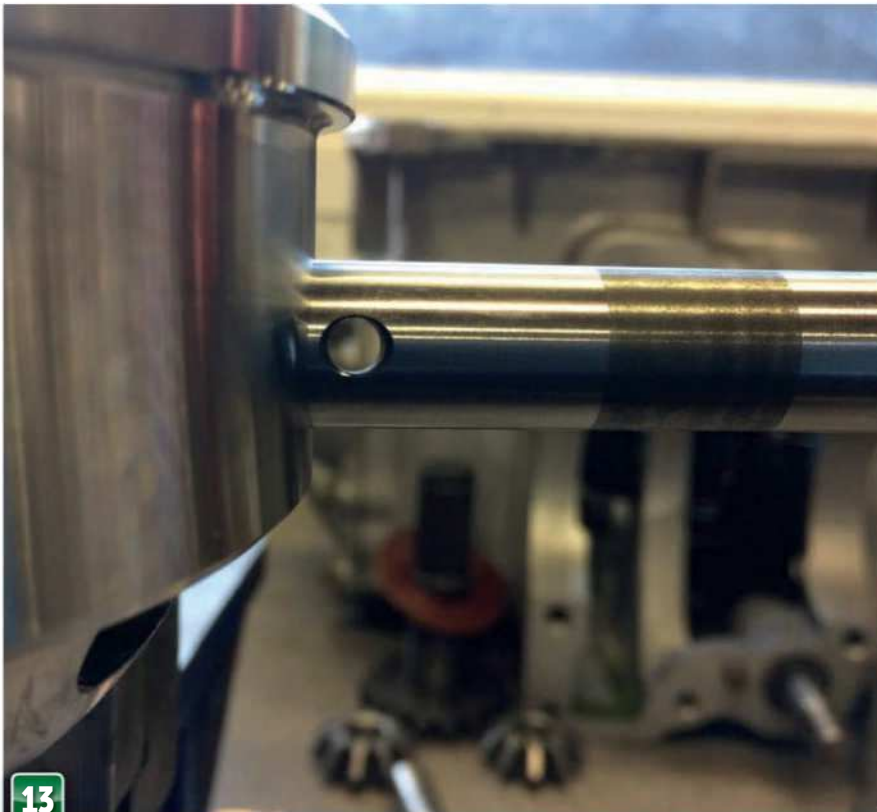
11

Place another planet gear and thrust washer into the cage, engage the gears and line it up with the hole in the side.



12

Slide the long pin through the cage, thrust washer and gear and into the central thrust block. Again, this can take a bit of lining up to achieve as it locks the first pin into place. →



13

Before pushing the pin home, check that the hole that the pip on the end of the third pin goes into is roughly level with the chamfered side facing the right way.



14

Put the third planet gear and thrust washer in position and slide the pin all the way through to locate it.



15

Look through the side of the cage and the thrust block at the hole in the centre of the pin, all of the holes should line up and be concentric.



16

Insert the final gear and washer and slide the pipped pin into place. This seldom goes in first time, but don't resort to beating it into place – you will damage things!



17

Replace the locking bolt through the final pin and do it up. No need to tighten it up too tight as all the parts are interlocked and held in place by the crownwheel.



18

Place the second diff output shaft and fibre washer onto the assembled diff.





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- Moss Europe
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- Sanwa Trading
www.sanwa-trading.co.jp
- The Little Car Company
www.tlcc.nl



19 Slide the crownwheel over the shaft and line up the bolt holes with the threads on the cage.



20 Refit the bolts and locktabs, torque in a cross sequence to 60 lb ft and bend the lock tabs over.



21 At this point we're going to back up a few steps and look at the ATB. Supplied completely assembled with the pot-joint output shafts in position, it can be treated the same as the normal diff with regard to fitting the crownwheel.



22 Although there are extra bolts visible and the innards are covered, the face of the ATB is the same dimensions as a normal diff so unlike a limited-slip diff, a standard crownwheel will fit.



23 While not completely necessary, we're upgrading to ARP bolts which are supplied with their own thread lube.



24 Liberally smear the threads and the underside of the bolt head with the molybdenum-based lubricant.



25 Torque the ARP bolts in a cross sequence to 50 lb ft. Once the crownwheel is attached the ATB is installed the same way as a normal diff, so the subsequent steps are applicable to both types.



26 The diff bearings are sanded, and should be installed with the writing facing outwards.



27 Line up the new bearing with the diff cage and press it into position. If you don't have access to a press it can be carefully drifted on with a brass drift.



28

Turn the diff over and press the second bearing onto the crownwheel, ensuring that the writing is facing outwards.



29

The standard diff output has a bronze bush that the pot-joint runs in. They should be checked for wear and clearance and rebushed if necessary.



30

Guessworks can supply upgraded output covers with roller bearings in place of the bush as well as refurbished standard covers.



31

Seen side-by-side, the two types of cover are for all intents and purposes the same, and are installed in an identical manner.



32

Place the gearbox face down and lubricate the bearing housings where the diff sits.



33

Place the diff assembly into position in the gearbox casing, and bias it to the right.



34

With the right-hand diff cover held in position, you can clearly see a decent gap between the inside of the cover and the case. This gap will disappear as the cover is tightened up and ensures that the diff is snugged up against the cover for shimming.



35

Apply a thin smear of sealant to the diff housing, and fit gaskets if your gearbox requires them.



36

Refit the diff cover to the 'box and make sure it is fully seated on the locating dowels. →



37

Refit the seven bolts and two locktabs that hold the diff cover on, but don't do them up more than a loose finger tight.



38

Refit the gear selector detent sleeve. If this doesn't go in fully and sticks out proud check the alignment of the spool piece.



39

Fit the detent O-ring into the groove. If you forget this O-ring your gearbox WILL leak oil.



40

Insert the ball bearing...



41

...and detent spring.



42

Apply sealant to a new gasket and fit it to one of the end covers.



43

Offer up the cover to the side of the diff housing and push it home – the diff should be free enough to move sideways, so if it doesn't loosen the diff housing bolts a bit.



44

There are two lengths of bolt to hold the side covers on, with the three longer ones used to hold the exhaust bracket in place.



45

Fit the bolts and torque them to 18 lb ft. Check that the diff does move sideways as you do the bolts up and that the cover isn't bending.



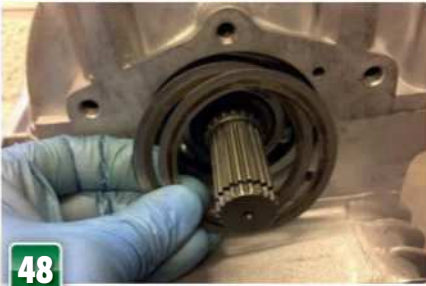
46

Torque the four larger diff cover bolts up to 25 lb ft.



47

Torque the three smaller bolts to 18 lb ft.



48

Place the diff shims removed during stripdown into the diff housing against the bearing face – you’ve got to start somewhere and using the same shims isn’t a bad idea.



49

Place the second cover in position WITHOUT a gasket and do the bolts up no more than finger tight so that the inner step is firmly touching the shims.



50

Measure the gap between the diff cover and the side of the diff housing all the way round. The pre-load on the bearings needs to be 0.002-0.003-inch.



51

Measure the thickness of the shims and the gasket and select the correct thicknesses to achieve the pre-load. e.g. 0.015” of shims, a measured gap of 0.013” and a gasket thickness of 0.007” would require 0.003” less shim (0.012” total) to achieve a gap of 0.010” and therefore 0.003” of preload.



52

Reassemble as before and check the gap again. Keep doing this until you’re happy that it is correct.



53

Once you’re happy with your shimming, apply sealant to a gasket and bolt it in position.



54

Torque the bolts to 18 lb ft.



55

Bend over the locktabs on the diff housing.



56

Finally, insert the gearchange oil seal. 

A-SERIES ENGINE SPECIALIST SINCE 1981

New products



MED centre main strap kit - £40

MED polo shirt - £20

MED road camshaft kit - From £185

MED adjustable race suspension kit - £270

MED 1460 steel crankshaft kit - £3400

New Camshaft Kits

MED camshaft kits have been re-launched, with reduced prices and four new packages on offer. **Stage 1** includes cam followers, a race-spec oil pump and MED cam timing disc. **Stage 2** adds a duplex alloy/steel vernier and double valve springs. **Stage 3** features our 1.5:1 roller-tip rockers for the ultimate road camshaft package. **Stage 4** includes a Piper race camshaft and MED LDX 1.5:1 roller-tip rockers - the very best!

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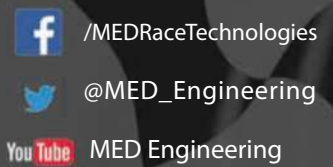
Prices

Road camshaft - HT (High torque), RS (Road sport), XT (Track day)	£160
Race camshaft - wide range of profiles to suit application	£220
Stage 1 camshaft kit (HT, RS) - cam, followers, pump, timing disc	£185
Stage 2 camshaft kit (HT, RS, XT) - as Stage 1, plus duplex vernier & springs	£330
Stage 3 camshaft kit (HT, RS, XT) - as Stage 2, plus 1.5 roller rockers	£500
Stage 4 camshaft kit - race cam, race springs, followers and LDX rockers	£775
Steel/alloy duplex vernier kit - adjustable cam timing made easy	£125
All-alloy duplex vernier kit - weighs just 900g	£135
Lightweight simplex kit - for when every gram counts, race use only	£145
Camshaft gear drive kit - direct drive cam timing, no chain	£235
Camshaft follower set - high quality chilled iron	£20
Race-spec cam follower set - lightweight drilled option	£40
1.3:1 or 1.5:1 roller-tip rockers - the best on the market	£235
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OIL LEAK

Q I have a very large oil leak coming from my Mini City, which looks to be coming out of the end plate on the differential housing. Can I fix this with the engine in situ, as I've heard there may be problems with getting the right pre-load on the diff. Also, should I use any sealer on the new gasket? I'm worried that if the gasket is too thick, I may run into problems with the diff.

Dan Escritt

A The diff side plate seals and gaskets can be renewed with the engine and gearbox assembly still in the car. You will need to safely sit the car on axle stands, remove the wheel/tyre from the side that requires repair, and break the top ball joint to allow the hub assembly to be swung outwards and downwards to give sufficient room to extricate the inboard CV (pot) joint from the stub axle/diff side plate. Removing the pot joint from the stub axle and side plate will need, preferably, the special 'boot remover'-shaped tool available from Mini specialists. If not on hand you can use a large pry bar to jerk the pot joint



Diff side plates and sells can be replaced with the engine and gearbox still in the Mini.

"The best option here would be to buy one of each of the gasket types to have on hand when you do the job"

outwards, but be very careful not to break or damage the side plate in any way. Once removed, the side plate can be unbolted from the diff and the seal and gasket replaced. If doing the offside, do check that the O-ring that goes on the detent plunger located behind the side plate is present, as it may be damaged,

or missing altogether. Some O-rings we've seen are not as 'bulbous' as they should be either, so if in doubt apply a small blob of silicone sealant where there is a witness mark in the cover.

You can then bolt the cover back on again and re-assemble the other parts in a reverse

sequence to removal. The only side that is shimmed to provide the correct pre-load to the diff bearings is the left-hand (passenger) side. Whilst your concerns regarding pre-load are correct, the fact that you are not undoing all the other fasteners holding the diff casing to the gearbox means there is little →



Quality halogens fit!

LOOSE LAMPS

Q I've bought a 1986 Mini as an unfinished project, and am slowly rebuilding it with the parts from a 1994 Cooper. I want to fit halogen H4 headlamps, but despite using the bowls and everything from the 1994 car, the securing rim doesn't hold the headlamp in place tightly. You can push the headlamp all over the place! Yet when I placed an old

Wipac headlamp in there (I only have one) it holds fine. What am I doing wrong?

Simon Ballard

A You've largely answered your own question there. If the Wipac unit is retained okay, then it must be that the other headlamps you're trying to fit are too loose a fit in the retaining ring. We've seen this before with

some cheaply-made halogen kits from years gone by, or the headlamps maybe the right diameter, but simply not suitable for the Mini. Get a decent pair of halogen headlamps such as the Wipac Quadroptic from a reputable Mini supplier – they are available singly if you already have one. This may cost you a little more, but at least your headlamps will be secure.

NOISY GEARBOX

Q I've noticed a grinding-type noise in fourth gear when I'm driving at lower speeds. As soon as I get up to 50-60mph the noise is drowned out by the engine. I find it strange that it only does this in fourth gear and not in any of the other gears, though. Do you have any idea what the problem might be? The car is a 1982 Mini 1000 HL Estate with the standard 998 engine in place.

Rick Grimmer

A Noises of this type tend to be caused by gearbox bearings or shafts becoming very worn or failing. The fact that it is happening only in fourth suggests it may be either the large single roller bearing that carries the first motion shaft, or the needle roller and/or layshaft at the first motion shaft/input end on the laygear. It could also mean that the laygear internal bore has deteriorated too. The reason it is less noticeable in other gears is because there is less load on the fourth gear

end as you drive up through the gears. It could also mean that the large double roller bearing that supports the mainshaft in the gearbox centre web is failing. Though generally this is pretty noisy in all gears, in fourth gear the gearbox is being driven straight through the mainshaft, not via the laygear. Typically, this happens when the cage holding the ball bearings in the inner and outer tracks disintegrates – very common

Noises mean worn bearings and shafts.



on the 1980-1988 gearboxes when the double roller bearings were changed from a full-width track bearing to a three-quarter track bearing, supposedly to reduce friction, and therefore increase mpg. Sadly this didn't have the desired effect.

you can do about this anyway. Typically the gaskets are of a similar thickness. The best option here would be to buy one of each of the gasket types (genuine and non-genuine) to have on hand when you do the job. Checking the type of gasket fitted, you can then fit the new one that is closest to it. In theory, you should not need sealant as the mating surfaces are machined flat. Having said that, the genuine gasket has a bead of sealant already on it. Similarly, using of a bead sealer on non-genuine gasket should not do any harm, but don't go mad as this will cause more problems than it solves.

FUEL STENCH

Q My Mini Red Hot absolutely stinks of petrol when I'm driving it. There are no leaks that I can see. My friend says my manifold gasket could be at fault, but to me it smells unburnt. Do you have any ideas? I'm having to use my other car, otherwise I end up smelling of petrol! It's a standard 998 engine with a Stage 1 kit.

Roland

A The first thing to check is the fuel tank, and see if the breather pipe is still connected to the small outlet at the top of the tank. This enables vapour to

pass through the pipe and out underneath the car, so if it's not connected, you'll get a stench of petrol.

If it is connected, and you cannot detect any leaks with the car stationary, then it must be fuel leaking out when under way. The two most likely sources of this are the carburettor float bowl and the carb itself. In the case of the float bowl, this is typically a sign that the fuel flow needle valve and seat are on their way out. The needle and seat fit into the float bowl lid and sit on the float. This controls the fuel entering the float bowl. The needle has a cone-shaped tip that sits up against a hole in the seat where the fuel flows in through. When the float bowl is full that taper cone seals off the hole. After some while, that tapered cone wears so it no longer seals the fuel flow off properly. Too much fuel is allowed into the float bowl, with the excess exiting via the float bowl breather. The solution is to fit a new needle and seat – an easy job to do as there are just three screws holding the float lid on, presuming you have the stock HS4 carb fitted. The float is held in place by a brass pin that is easy to extract. The needle just

falls out and the seat is screwed into the float lid. A special socket is needed to remove this – either a deep standard slimline socket, or the special box-type socket sold by the specialist Mini parts vendors. They're not expensive, and they're useful for a Mini owner. Make sure you buy a float lid gasket, just in case.

It may also be that your Stage 1 kit is not properly fitted, or even developed in the first place. Some vendors selling these kits are doing so without having actually tested what they are selling. Air filters in particular have caused trouble, especially where cone or pancake type filters are included. These cause the fuelling to be dramatically incorrect, and one of the side effects of this is the engine

stuttering at certain road speeds. It can literally cough raw fuel back out the carb mouth and be smelt from inside the car. The solution to this is to get the car set up properly on a rolling road.

BAD EMISSIONS

Q I have a 1996 Mini Equinox. It's in good condition and has only covered 31,000 miles. However, it has failed the MoT on emissions, and sometimes stalls at junctions as well. This is only a recent thing as it ran fine until a few weeks ago, but now I get the odd backfire and black smoke from the exhaust. It's a totally standard car apart from a cat-back RC40 exhaust, which has been fitted since I bought the car. Have you any idea what to check on first?

Mark

A Failing the MoT test on emissions and black smoke suggests there is an over-fuelling issue. The most common cause of this is the coolant temperature sensor going faulty. This is the one that screws into the base plate of the intake plenum, only accessible by either removing the inlet manifold assembly, or from underneath. The second most

“Failing the emissions test on emissions and black smoke suggests there is an overfilling issue”



Carburettor at fault?

BLEEDING BRAKES

Q I've had my Mini for about four years now, and in that time I don't ever recall the brake fluid being replaced. Can you tell me how often it should be done? I'm think of buying a self-bleeding kit so that I can do it myself.

Harrie

A The Eezi-bleed one-person bleeding kit is well worth the £20-odd investment. Aside from the obvious advantage of being able to bleed the brakes on

your own, they make a much better job of it. Forcing the fluids through with a constant pressure is better than the sporadic and inconsistent 'pedal pumping' method.

As for frequency of change, for cars used as daily drivers we would advise replacing the fluid every two years. For cars driven a little more enthusiastically on the road we would say every year. Cars used on track days we would say bleed the fluid out of the callipers at least after each track day. It is the fluid in the front brake callipers that

suffers the most in these conditions, caused by severely increased temperature. Frequency of change could also be determined by the quality and type of brake fluid used. The aforementioned frequency of change is for general DOT4 mineral-based type brake fluids. Where silicone-based type brake fluids are used these periods could be extended as this type of fluid is not hygroscopic, meaning it does not absorb water. Non-silicone brake fluids absorb water from the atmosphere. Water in brake



fluid can vaporise when hot, reducing brake effectiveness, and increasing pedal travel to the point of going to the floor in extreme instances. Always thoroughly read the application and use labels on brake fluid bottles to make sure you are using a suitable type for your requirements.

"Be sure to get the 1.5-inch HIF38 rather than the 1.75-inch HIF44 version as the latter will be too big"

common cause is the coolant passage through the inlet manifold becoming blocked with muck in the cooling system from a corroding block and aluminium parts. With this coolant passage blocked off, no coolant will flow through for the temperature sensor to register. Consequently it will always 'see' the engine as not up to correct running temperature so will engage the 'cold running' map, effectively causing the system to run with the choke on permanently.

As for the stalling at idle, this can be a number of things but is most commonly caused by the vacuum system not working. This can be anything from perished or damaged flexible elbow joints that link the pipe to

the intake plenum, the oil separator on the bulkhead or where it links to the ECU, perished or fractured plastic link pipes, the oil separator being full, or in some cases the diaphragm within the ECU that the vacuum pipe attaches to deteriorating and splitting. Inspect all these parts very carefully and replace the parts if deemed necessary.

HIF CARB

Q I'd like to remove the faulty HS4 carburettor fitted to my Mini 1000, and replace it with a more modern HIF type. Would this fit my car? What else would I need to change? And is there any benefit to swapping carbs like this? I'm hoping for better fuel economy

and for smoother running.
Mick Rodwell

A The HIF was fitted as standard to the 998cc Metro, so there is no issue fitting one to a 998 Mini. Be sure to get the 1.5-inch HIF38 rather than the 1.75-inch HIF44 version though, as the latter will be too big for most 998 applications. The snag is that the HIF carb uses a four stud fitment pattern, whereas the car's existing HS carb only bolts on with two studs. This is something you'll need to consider if you're using the original cast manifold.

There is no question that the HIF series of SU carbs are a more precise instrument when it comes to fuel metering than the HS. The main improvements in the HIF series are finer control of fuel metering at cold start (choke) and once the engine/engine bay temperature rises. The HS series was given a device for altering the fuel mixture according to temperature on the UK Minis in around 1976. Known as the 'Waxstat', it was a pretty crude device mounted externally, forming part of the jet assembly sited directly above the exhaust manifold, and often



failed very quickly. The HIF has a bi-metal strip that regulates the jet height inside the carb, built in to the float bowl. Consequently, it regulates more precisely as it is reading the fuel temperature rather than the hot air in the engine bay. Where the HS series relies on a combination of jet height and throttle angle change for cold start, the HIF uses a fuel bleed orifice in combination with a rotating valve. However, the HIF is not so much better than an HS variant that we would recommend making the swap for if you are going to have to spend a reasonable amount of money changing manifolds, etc. An HS4 in good condition is still a very good basic instrument for feeding fuel to the engine.



Products

The latest Mini products



MAGNETIC PICK-UP TOOL

£10.37

This super-flexible magnetic pick-up tool from Laser Tools is 300mm long with a 4mm shaft diameter, making it ideal for retrieving those metal bits from inaccessible areas under a Mini's bonnet. The soft grip handle provides comfort while the flexible shaft can be formed into any shape to assist in locating the dropped item and will hold this shape as you work. Part number 7026.

● 01926 815000 ● www.lasertools.co.uk

A-SERIES CROSSFLOW ALUMINIUM CYLINDER HEAD

£995 (bare head and guides)

£1,095 (assembled head)

Webcon's A-Series crossflow aluminium cylinder heads are back in stock following a previous foundry problem which saw production moved to a state-of-the-art facility. The A-Series aluminium crossflow head means you can fit a pair of Weber 40DCOE carburettors or DCOE-style throttle bodies (also available from Webcon) and has to be one of the ultimate upgrades for all versions of the legendary A-Series engine. Part number 9900384900 (bare head and guides), or 9900384900AS (assembled head).

● 01932 787100 ● www.webcon.co.uk



BRAKE PRESSURE REGULATOR VALVES

£73.20 (non-adjustable) £88.80 (adjustable)

Mini Spares is now stocking non-adjustable and adjustable brake pressure valves for Classic Minis up to 1969. They will work with all MkI and MkII Minis and the MkIII Cooper S. Often used to change the front and rear braking bias of a car, it can also be used to reposition the valve on the car. Part number 21A1774 (non-adjustable), MS72 (adjustable).

● 01707 607700 ● www.minispares.com



MINI HEADLAMP ADJUSTER KIT

£4.10

MoT coming up? Having problems adjusting up your headlights for that all important pass? Well, Mini Sport might have the solution

with its Classic Mini headlight adjuster kit which can be used on all Mini models. The kit is for a single headlamp. Part number Bhm7058.

● 01282 778731

● www.minisport.com

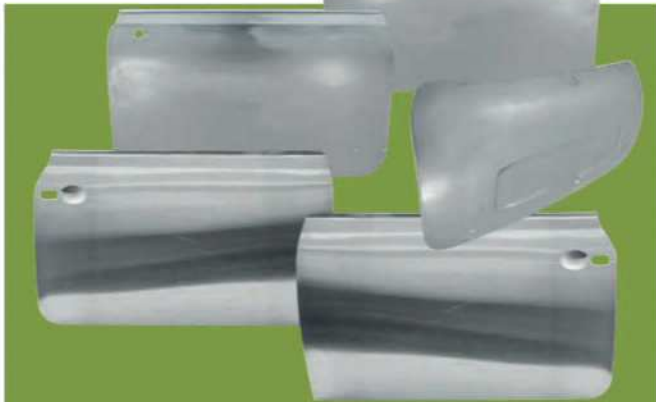
BORG & BECK THREE-PIECE DIAPHRAGM TYPE CLUTCH KIT

£54 (complete kit) £26.10 (diaphragm only)

If your Classic Mini is having clutch problems, you'll be pleased to know Mini Spares is now offering complete three-piece aftermarket clutch kits made by Borg & Beck. Looking like the original clutches made by and kept under license by AP, the life-long manufacturer, although the AP diaphragms are no longer available since the original AP tools were scrapped. Part number GCK100MS (kit) or GCC103 (diaphragm only).

● 01707 607700 ● www.minispares.com





ALUMINIUM DOOR AND BOOT SKIN PANELS

£120 (HMP441051), £125 (HMP441052 and HMP441053), £43.10 (CZH3300AL and CZH3301AL)

Restoring a MkI or MkII Mini with rusty doors and/or boot? Well, if you have to change your Mini's doors or the boot lid skin because they are corroded - why not replace them with these aluminium versions from Moss Europe? As well as not rusting, they're also lighter so save weight. A MkI-II boot lid (part number HMP441051), right-hand MkI Mini door (part number HMP441052) and left-hand MkI Mini door (part number HMP441053) are all available. There are also door skins for later 1970-onwards Minis for the right-hand side (part number CZH3300AL) and left-hand side (part number CZH3301AL).

● 020 8867 2000 ● www.moss-europe.co.uk



WOOD & PICKET-STYLE WHEEL ARCH KIT

£98.94

Like the look of those iconic Wood & Picket wheel arches that were fitted to Wood & Picket custom Minis? Well, you can get the look as Mini Sport is offering these look-alike arches in a set of four. Manufactured from fibreglass and finished in a white gel coat, they are all ready for painting them in the colour of your choice. Part number Cur038.

● 01282 778731 ● www.minisport.com

CAR WASH KIT

£30.48

As the Mini show season heats up, Gunson has released this very neat car wash kit, which contains everything you need to keep your Mini looking sharp - even when you're on the move. This kit includes a handy folding bucket, a car washing mitt, large sponge with a ribbed area for easy insect removal, a wheel brush, a microfibre cloth and a window squeegee cleaner. What's really clever is all this neatly stows in the compact carrying case - ideal when travelling to a Mini show! Part number 77150.

● 01926 815000 ● www.gunson.co.uk



REBUILT GEARBOXES

£1,380 (exchange price)

It can be tricky to find a replacement gearbox these days. Luckily, Mini Spares is offering reconditioned four-speed rod-change gearboxes with a choice of helical or straight-cut gears. Fully rebuilt, they use original high-quality bearings, seals and gaskets and feature the Evolution Clubman gear set (part C-STN39), competition steel baulk rings (part C-22A1741), a central oil pick-up pipe (part C-AHT54) and Mini Spares X-Pin diff (part C-AJJ3385). And they come with a six-month part guarantee. Available for exchange, there is a £250 surcharge if your exchange 'box is not fully serviceable, complete or is unsuitable for reconditioning.

● 01707 607700 ● www.minispares.com

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(P3979.1)

£72.20

264 LTR/HR
228 LTR/HR @ 3BAR

Replaces: Bosch 0580 254 979



MOTORSPORT

OTP 044
(P3044.1)

£78.10

378 LTR/HR
318 LTR/HR @ 3BAR

Replaces: Bosch 0580 254 044



Tel: 01784 493 555 www.glencoeltd.co.uk Email: sales@glencoeltd.co.uk



Words and Photography Neil Burgess

MINI WORKSHOP PART 2

MINI HANDLING IMPROVEMENTS

In our second instalment we look at adjusting a car's camber and the potential pitfalls with tweaking your geometry.

One of the first geometry changes that Mini owners do is to the camber. It's very easy to change the bottom arms at the front and put adjustable camber brackets on the rear. The terms 'negative' and 'positive' camber refer to the way that the wheels lean. If you put a spirit level vertically on a car wheel, you will see that it will lean

applied to improve grip whilst cornering. Zero camber gives better straight line grip and positive camber can be used to compensate for heavy loads which can change the camber angle depending on the suspension design.

If you look at a car with anything other than 0° camber and think about the weight on the tyre, then you will realise

"This is real world Mini physics which involves hot engines and cornering speeds"

in at the top (negative camber) or out at the top (positive camber). A wheel which is vertical has 0° camber.

What are the advantages of the different types? The different types are used to react to the way the suspension geometry changes and weight shifts whilst cornering. Negative camber is

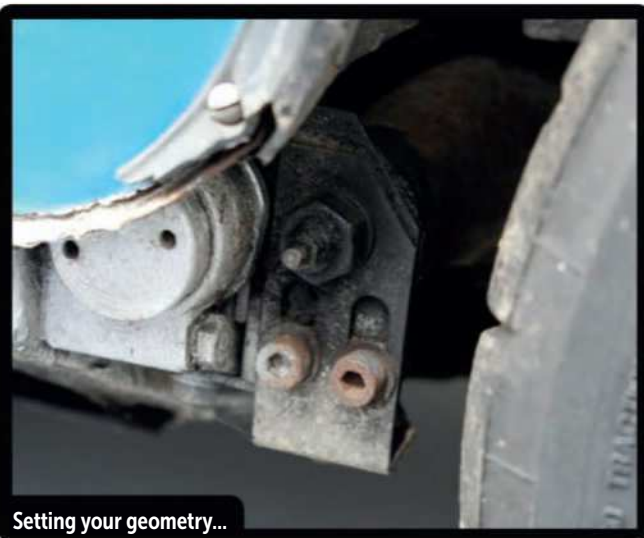
that with camber changes, there is more weight on one edge of the tyre than there is on the other edge. With negative camber, as you corner and the weight shifts on to the outside wheel then the tyres contact patch with the road increases. Ideally the wheel on the inside of the corner would have positive camber

as you are cornering, but unless you are only driving on oval tracks then you can't set up for that. Castor angle will help you a little here, we'll cover that later in this series.

Before we do anything, we have to remember that everything on a car is a physics lesson. Not the sort of boring physics you did in school, this is real world Mini physics which involves hot engines and cornering speeds.

CAMBER GAUGES

You can buy commercial camber gauges, but it's quite simple to make one. I've produced a gauge which you can download for free from www.tinkeringtime.com and print. If you get a piece of wood and cut it so that it will rest squarely on the wheel rim, then you can stick the gauge on to it. It's really important that the gauge is square →

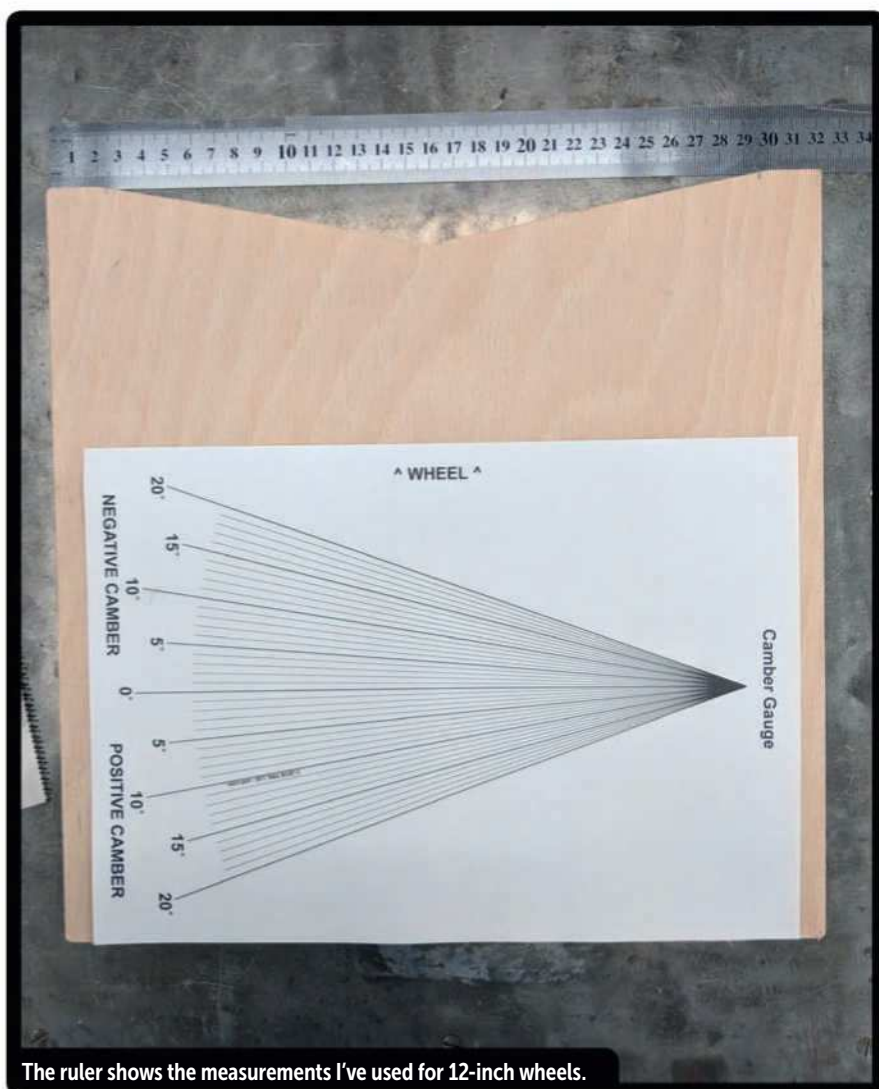


Setting your geometry...



...needs to be done with care.

"Check all of the camber angles before you start changing things"



The ruler shows the measurements I've used for 12-inch wheels.

with the points which touch the wheel, as if this is out then your reading will be out as well.

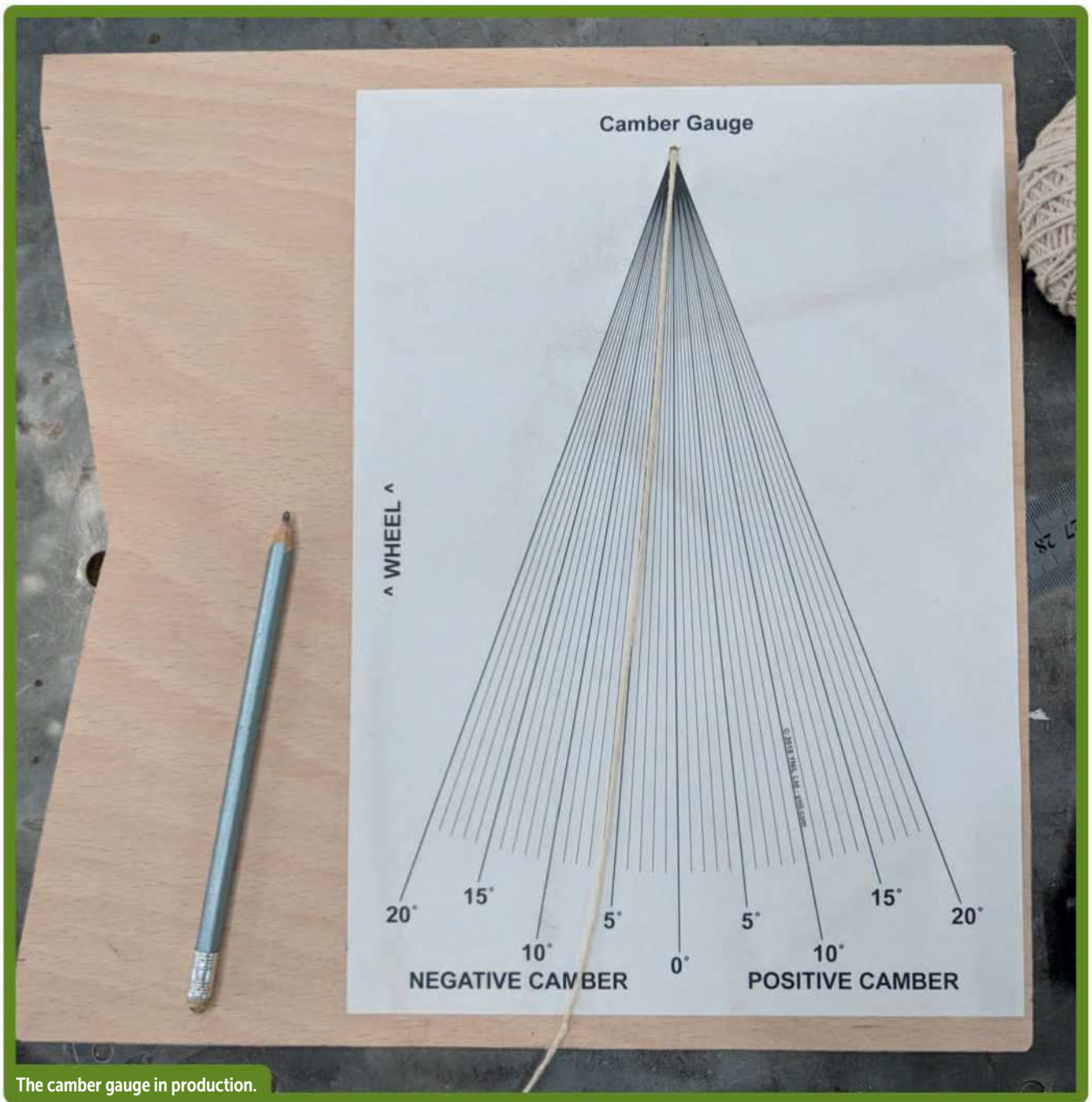
I made sure that the edges which touch the wheel were a factory-cut edge of the sheet I was using, as they are better at cutting straight lines than me! I then had to cut away some of the inside of the contact points to clear the middle parts of the wheel. You can see from the photos what sort of measurements I used and how it fits on to the wheel.

Note the comment along the edge of the sheet which should be on the wheel side, this makes the 'positive' and 'negative' labelling correct. I used photo mount spray to glue the sheet down. Check that the 0° camber line is square to the points which touch the wheel.

I then drilled a small hole at the top of the 'point', through which I threaded some string, knotted at the back and hung a handy metric socket which I wouldn't be using on the bottom of the string to give it some weight.

You need to make sure that you park your Mini on a level surface which you can check with a normal spirit level. As you can see from the picture, when the gauge is held on the wheel and the string is just touching the board, the gauge shows that the wheel that I'm measuring has three degrees of negative camber.

Now is the time to go around your Mini and check all of the camber angles before you start changing things. If you have had the Mini jacked up, roll it backward and forward a bit to ensure the suspension has settled. This will give you base settings so you then know what you have changed and what effect it has.



The camber gauge in production.

MAKING ADJUSTMENTS

Adjustable camber brackets for the rear of a Mini are freely available and easy to fit if your subframe bolts are not seized. The camber adjustment on these brackets is where you move the radius arm retaining bolt up and down, down to head toward positive camber and up to head toward negative camber. Back in the day it was common to use standard brackets but with the hole drilled where the setup demanded.

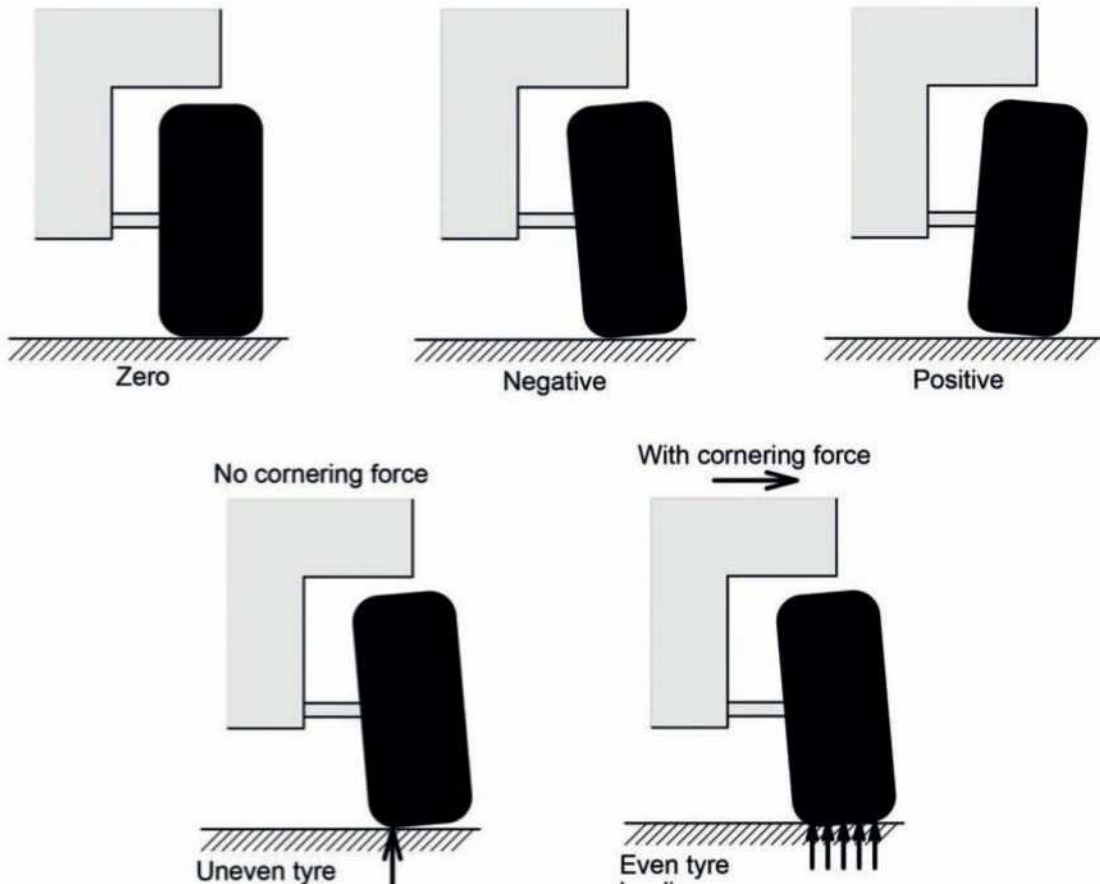
Front suspension is a little more restrictive. The most popular option is to

fit fixed camber bottom arms. Like the standard item, this is very much 'fit and forget'. You won't be able to get a perfect setup with these but they are definitely a good road for improvement and you can balance the car by adjusting the rear.

Adjustable bottom arms are available in both rubber mount and rose joint mounting versions. Rose joints are only really for competition use. Hit any

bumps or potholes and these will transmit all of the force straight into the subframe. Which is fine if you don't mind changing front subframes or paying your dentist a few visits. Like everything adjustable, you have to be willing to put the time into setting the car up and the more things you can adjust, the more time that will take. Arms which you can adjust on the


"Most road Minis need to cope with a variety of driving conditions"

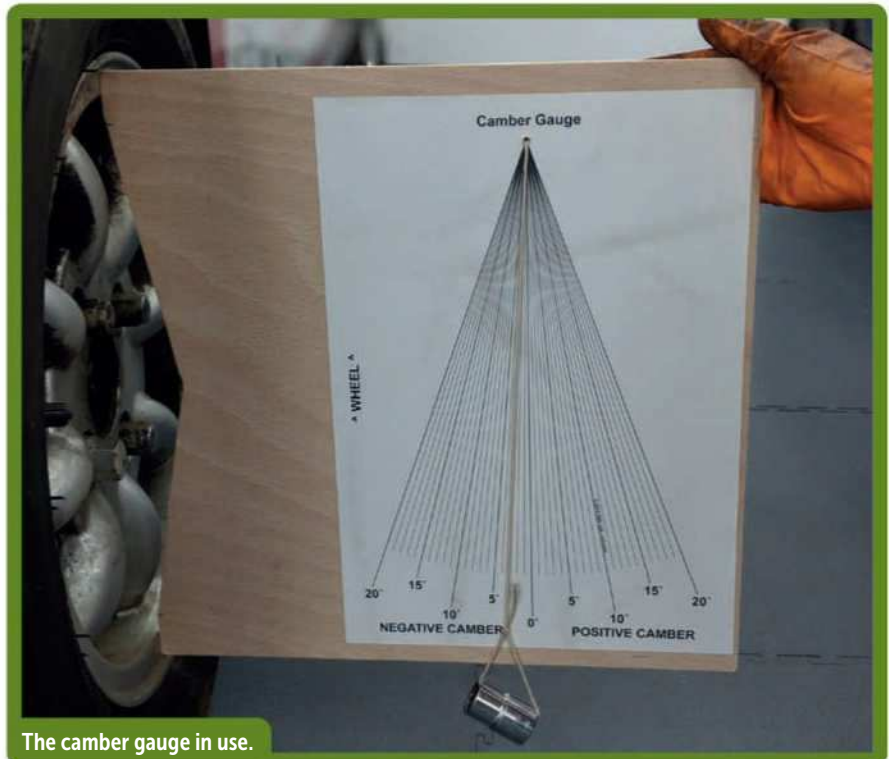


Camber explained!

car are very handy, but you do need to keep an eye on the adjustment bolts as if these loosen off then your suspension geometry will change in weird and wonderful ways when you least expect it.

GETTING THE BALANCE

What you are looking to do is to get the most out of your tyres, and that will depend on where you are driving and the type of driver you are. If you are driving the same track all day every day, then what you are looking for is even tyre wear. If you are running negative camber and only the inside edge is wearing, then you probably have too much. Most road Minis need to cope with a variety of driving conditions - motorway, high street, country lanes and the odd venture on to a track. It's down to you how much camber you run but the important thing is the balance between the front and the back. Most people don't want the back to be too light and yet you don't want the back to have too much grip in relation to the front. 



The camber gauge in use.

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MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but now concentrating on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

- 1961 Racer
- 1965 FIA spec racer
- 1967 Woody Estate
- 1974 Mini Marcos
- 1992 Rover Cooper



Coming in at Blyton.



A rare breed

Tim takes his Biota on an action day... and it doesn't miss a beat!

We've all dreamed about having our own individual car. But some dream about designing and making their own sports car. In 1968 one John Houghton dreamed up a rival to the popular Lotus 7 using Mini running gear in a space frame with a fibreglass body. He aimed to sell 100 Biotas in 1969. He actually sold 31 by 1974, when the project died.

Fast forward to the late '90s and I had a local friend called Bruce Harding, who was into quirky cars, and particularly Mini-based kit cars. He found a Biota and restored it, which was a labour of love pre-internet. I helped him with some bits and stayed regularly in touch. He dutifully used it quite a bit, even going around the M25 trying not to get squashed by 40 tonne lorries! He did a cracking job; everything was sorted properly and the car was painted in a period colour. He even kept the most quirky of features. On the Biota, to simplify the gear change (no rod change was available then), the designer took the gear change mechanism out of the top of the

gearbox and rerouted it via a jointed link straight to the dashboard. Trouble was that the gate was then reversed on its side so first was at the bottom-right, second was bottom-left, and so on. Challenging!

Bruce sadly died nearly two-years ago and I asked Sue, his wife, if I might buy his little baby at some stage. I finally twisted her arm but it turned out to be two days before the Mki Action Day at Blyton, where I had a booking for my racer, but I knew that the only other Biota on the

UK road would be going. After 16-years of standing, most things were seized. It just about pushed and the clutch and brakes were solid, fortunately it had been in a dark garage which had a cat flap in the door which meant the mice had not got to it. We just had to go for it!

We connected a battery and after a relatively short while it started! My mate Steve changed the fuel and filter and stripped and jollied up the carbs. I did some of the simple stuff like cleaning off all the mould that had



Biota emerges from storage



Joining the fleet in the barn.



It was a late finish prepping the car.



Spotty paintwork.



Looking for brakes!




Work in progress...

"We connected a battery and after a relatively short while it started!"

formed on the blistered body under its cover. After some bashing about, the clutch un-seized and I then began the mission of working out where the gears were. I was able to move it under its own power. Then it was the small matter of finding some brakes! There was no fluid in the seized reservoir so I expected a leak...

The next day, my friends Paul and Ryan helped me to find some brakes. The rear cylinders were seized so they got changed, but even then there wasn't much, as one of the rear hoses had collapsed internally. The callipers on the front must have been

seized but strangely weren't leaking. So brakes weren't great, but enough to warrant taking the car for an outing. So we loaded it up...

The next day at the meeting I gave the Biota its first drive for 16-years. With the original oil and water and on its old tyres. It started okay and apart from starting to boil after a few laps, it didn't miss a beat. The brakes were marginal, but hey! I met Jeroen Booi (patron saint of Mini-based cars) again, the other Biota owner, and plenty of other folk. Thank God for loonies like John Houghton and Bruce Harding! 



Looking for a gear whilst out on track!



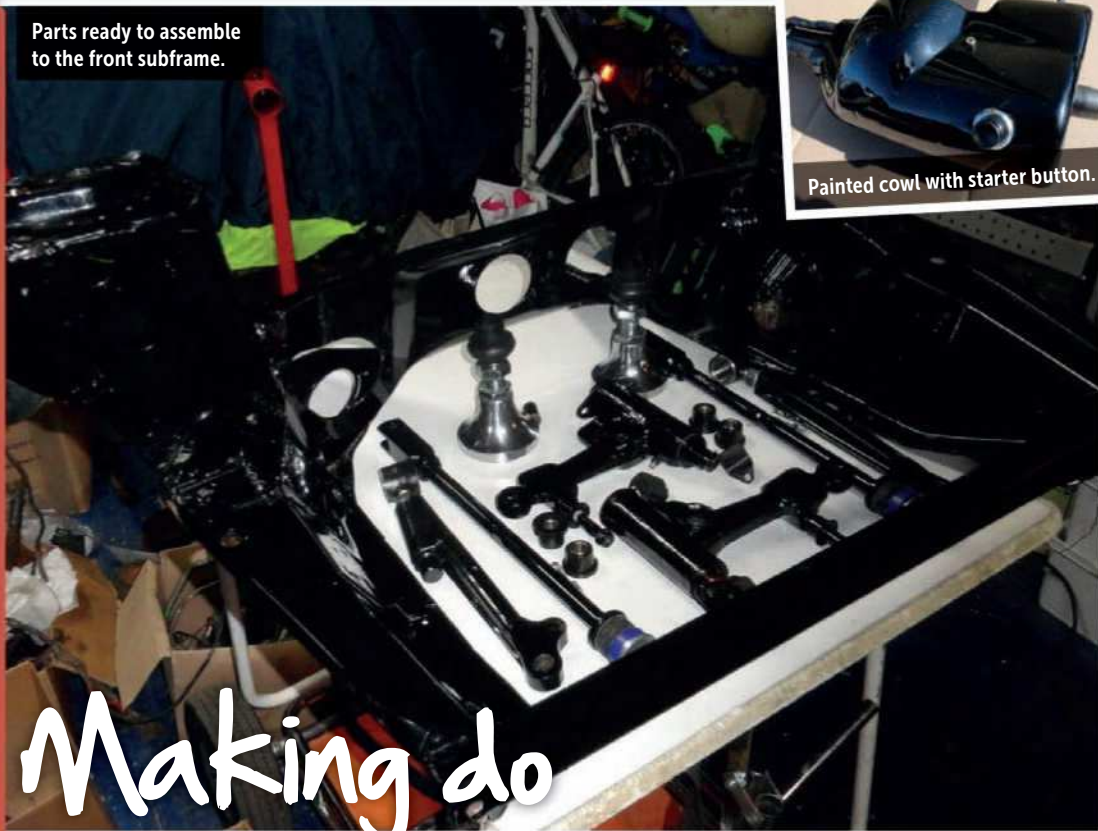
Joe Holloway
Guest Writer

MINI LIFE Brought up on Minis for as long as I can remember, my dad used to race Mini Miglias in the late '60s and early '70s, so I had no chance really! I had my first one at 16 and painted it pearl purple, passing my test in it at 17. I have owned a Mini ever since, the longest being my supercharged Minivan which I bought in 1994.

MINI SPEC Full ground up restoration with lots and lots of panels needed. Engine will something with a bit of go, such as a 1275 twin carb'd fast-roader or supercharged. I plan to fit a Cooper S close-ratio remote 'box and reverse rims, but then this may all change as we go along!

MINIS OWNED
'82 supercharged Minivan
1275 GT
1964 Mkl with 970 S engine
Several more....

Parts ready to assemble to the front subframe.



Painted cowl with starter button.

Making do

Joe sorts through his parts and gets creative with the engine...

So this month I have been trying to sort through boxes of parts. I was getting very frustrated as I was having trouble finding everything! 'ROT' seemed to be playing hide and seek! I was missing the wiring loom, heater and steering column and despite checking the workshop and home for them many times, I eventually found them on top of the paint booth!

With all parts found I set about sorting through them. All the metal items such as the pedal box, heater and steering column were stripped down so they could be sent off to be powdercoated. Whilst stripping down the steering column I noticed a button on top of the cowl which

was not a factory item. Upon inspection it was wired into the ignition switch as a starter button. The ignition starter switch looks to have packed up in the past, and rather than replace it, a button switch had been fitted. My first thought was to replace it all back to original but then it occurred to me that the repair was a cheaper option back in its working life. Exactly what the Pick-up was designed for at the time - a cheap, commercial vehicle. Pick-ups are now are anything but cheap! I decided to keep this starter button as it tells the story of its life. All the parts that couldn't be powdercoated, such as the steering cowl, steering wheel, etc. I have painted in 2k black.

With the rear load bed and quarter panels, etc. for the shell still on order, I moved on to the subframes and suspension parts. These have been tucked away in the garage for a while and they've all been powdercoated. So I set about assembling both front and rear all with new bushes and bearings. After a few hours the front was all fitted up with adjustable

bottom arms, tie-bars and Hi-Los with a recon 7.5-inch disc and calliper setup. With that done the rear was next on the list. The rear swinging arms needed new service kits. Luckily I have an original Churchill reamer which makes light work of honing out the bronze bush. With this done, new wheel cylinders, shoes and brake lines fitted it was just a case of fitting the Hi-Los, and I was all finished with both subframes.

With money flowing like water on 'ROT', the engine has had to be toned down a little. I had a pre-A-plus 1275 which I used to have in my van many years ago, this was stripped down and inspected. Unfortunately the crankshaft had seen better days and the bores needed a hone. On the plus side it had a decent 276 Kent cam fitted and a head which had been worked on. I had been given an A-plus 1275 motor with unknown history many moons ago, so decided to strip this down and make one decent engine out of two! It was in perfect condition, and with the 276 cam and new shells fitted I had a good base motor. 



One engine from two ain't bad!

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Stephen Colbran
Contributor

MINI LIFE I've been around Minis since I raced one aged 13, I rebuilt a Mini as my first road car, and have owned many others along the way. I've since driven, written about and photographed some of the best cars on the scene. No longer using the long-term project car, in 2017 I decided to sell most of my possessions and go racing again.

MINI SPEC My Mini was once a Mini Miglia, built originally from a new Rover Motorsport shell in the early 2000s. Corgi produced a die-cast model of the car and it's had a good deal of success over the years. It's set to compete in the Mini Se7en S-Class, a limited-tuning starter series with an emphasis on DIY prep. My dad's project is a Mini Clubman with a Vauxhall Astra VXR engine shoe-horned up front.

MINIS OWNED
Mini Se7en racer
VXR-engined Clubman

Refurbished rear radius arms with aluminium drums, the fins machined down by Mondosport.



The front suspension is starting to come together nicely...

Fade to grey

A weekend well spent painting, and it's almost ready to roll...

Grey paint all over my hands and the floor seems to be a reoccurring theme. While tinkering with the subframes, I took a good look under the floors of the race car and it wasn't pretty. Clearly a previous owner had taken a few trips across the gravel traps for fun, as there was barely any paint left under there. Seeing as I'm probably going to do the same, a quick dab of paint would have probably done the trick, but I don't like to bodge.

Luckily the grey interior and underside turned out to be a RAL colour, which is easy to have mixed from most auto paint shops.

Mixed with the U-Pol Raptor under-body stuff I mentioned last

time, then applied with a solvent-proof roller (the first ones from Screwfix disintegrated!) it looks excellent under the floors again. Admittedly it took the best part of a day to wire brush all the flaky bits off and prep it ready for paint, but these things are worth doing properly.

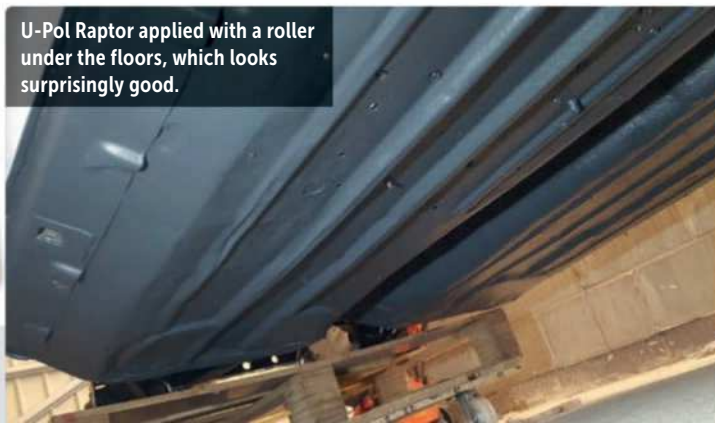
With that sorted, I could finish assembling the front and rear subframes to get the car rolling again, except that it's more practical to leave it on the wheel-o-matic pallet thing for as long as possible. You can push the car about in all directions to work wherever you need to, so it's a real bonus in a little garage.

On the rear I refurbished a second-hand set of radius arms with some

Mini Spares rebuild kits and a fresh coat of paint. Trick new MED height adjusters and new red spot cones are the rear suspension of choice, paired up with some Mini Se7en-specification Avo dampers. The substantial rear anti-roll bar was given a quick coat of paint, too. I'm led to believe it was once fitted in an F3 race car - either way it looks like a work of art in the boot.

On the front, MED tie-rods and lower arms were the only choice for a race car like this, and red spot cones again alongside refurbished top arms from the last car. For the price of new hubs from Mini Spares, I kept the grubby old ones on the shelf as spares and installed new Timken roller bearings to new hubs and ball joints. It makes life so much less grubby, and as I'd been smothered in grime and muck the weekend before, plus a few big dollops of grey paint, that was a welcome change! The brakes are all on too - aluminium drums from the last car on the rear, modified by Mondosport, then new Mini Spares Cooper S 7.5s up front. Now I've just got to make it work... 

U-Pol Raptor applied with a roller under the floors, which looks surprisingly good.



To do list

1. Install brake lines
2. Build an engine
3. Install windows

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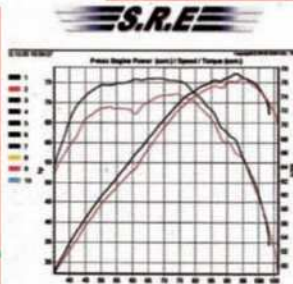
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MINI

1100



1980, 70,000 Miles, £5,995 ONO. Restored, New wings and panels, front panel, new bonnet, door skins, boot lid, new brake and suspension overhaul, new tyres, rear subframe and much more. Superb car. Please call 01723 864918, North Yorkshire.

1380



1981, £9,500 ONO. Jack Knight race crank shaft with matching rods. AP race pistons, double spring big valve head, 45 Delarato carb, straight drop gears, dimplex timing gear. Roll cage, full stainless bespoke race exhaust and lots more... Full MOT. Please call 07860767552

30 JOHN COOPER



1989, 69,000 Miles, £2,995. Conversion upgrade. Red, 2nd owner over 20 years. MOT 4 months with total MOT history. Reliable. Usual body TLC. Please call 02920 693628.

30 SPECIAL

1989, £OFFERS. 01708 523658

AUSTIN MAYFAIR



1983, 114, 271 Miles, £5,500. 998cc. Big valve head, sports camshaft, updated carb needle, many new parts with receipts. Long MOT. Colchester 07810698283

AUSTIN MINI 1000



1972, 72,000 Miles, £8,995. Tax exempt, aqua green. Mechanically very good with great engine and gearbox. Smart authentic interior. Please call 01322 665141, Kent.

AUSTIN MINI VAN



1969, 88,900, £19,750. Manual, rare factory rear seat that folds out of floor, restored in 2009. Please call 07967 135037.

BRITISH OPEN CLASSIC



1992, 44,000 miles, £7,995. 1275cc. MoT until November 2018. Working full electric sunroof, all original interiors. Recent extensive bodywork renovation by professional mini specialist garage. Please call 07974 828897.

CITY E



1988, 22,800 Miles, £6,995. Targa red with grey vinyl and chequered trim. Great condition for year. Please call 01322 665141, Kent.

CITY E



1982, 57,300 Miles, £6,750. Manual, 10" minilites style alloys, black and yellow interior with gloss black dash. Please call 07967 135037.

CITY E



1990, 39,500 Miles, £8,495. Flame red with a white roof, beautifully restored with no areas of corrosion. Show winning standard. Please call 07967 135037.

CLASSIC BLACK COOPER



1991, 19,050 Miles, £11,750. Back with white roof. Fantastic condition. Extras include walnut dashboard and stainless steel exhaust. Please call 01637 830956 or 07775 610661.

CLUBMAN ESTATE HL



1980, 82,900 miles, £14,995. Former front cover and feature car in mini world and mini magazine. Included in two mini books loads of history. Please call 01903 244057

COOPER



1998, 63,000 Miles, £8,200. 1275CC, one owner, MoT February 2019, always garaged, service history, new wheels and tyres, rust free, walnut dash and interior and trim. Please call 01484 533858, West Yorkshire.

COOPER



1990, 28,000 Miles, £22,500. Full service history, petrol, 1.3 litre, manual transmission. Please call 01223 841141, Cambridge.

COOPER



1994, £6,500. Fully restored. All heritage mini parts with photo evidence of the restoration. Low mileage, original British Racing Green. Please call 07773 382279.

COOPER



1998, 71,000 Miles, £5,500 ONO. Racing green white roof and white stripes, restored to original. Tyres nearly new has won cups at shows. Excellent condition. Please call 01780 753780.

COOPER 35



1996, 2,000, £22,995. Almond Green Mini Cooper 35s from 1996 ever made. The Mini is stunning and in outstanding condition for 21 years old. Leather interior, Walnut dash. Everything else is also as it should be, Iconic graphics, Original radio, Spot lamp, Black and silver LE wheels. Please call 01322 665141, Swanley, Kent. (T)

COOPER 998CC



1979, 55,000 Miles, £4,250 ONO. Porsche Signal Green. Re-trimmed interior, Manifold exhaust, disc brakes, Ultralite wheels. Lots of new parts including almost entire braking system. Excellent condition, well looked after. MOT end of April 2018. Please call 07929 913593, Leeds.

COOPER MAINSTREAM



1991, 12,100 Miles, £12,495. British racing green, manual, Very well cared for, detailed service history, 2 sets of keys, remarkable condition. Please call 07967 135037.

ERA TURBO



1989, 34,000 Miles, £24,995. Full service history, manual, petrol, 1.3 litre. Please call 01223 841141, Cambridge.

COOPER RSP



1990, £18,995. Newly refurbished by our sister company New Forest Classic Cars, this car has had a full bare metal respray in the iconic colour British Racing Green metallic. The striking interior features black leather and cloth seats piped in red with a brand new vibrant red carpet set. Powered by the MG 1275cc engine, this car is very nippy and a comfortable ride. This is just one of 1,055 John Cooper RSP models built for the home market (No. 766), making this a desirable car for any collection. The car comes complete with a service book, some bills and receipts. A new MOT will be supplied on sale. Please call 01590 612999 (T)

MAYFAIR



£8,500. Never been welded, and all original panels including the sills and subframe etc. The Mini has warranted 13'500 Miles from new with full interesting history from day one. There is absolutely no rust anywhere. The interior is totally unmarked 07976 413104 or 01323 423578.

MAYFAIR



1994, 2,650 Miles, £10,000. From new. Beautiful condition, full MoT. Finished in red with walnut dash, two careful owners, rarely used. Please call 07919127187.

MAYFAIR



1985, £2,999 ONO. Engine bespoke paint job. Drives well. Please call 07774 919512.

MAYFAIR 1275



1994, 38,000 Miles, £3,750. Very good condition, red and black roof. Tested until June 2018. Fitted with 7.5 inch Cooper S discs and 10 Inch wheels with very good tyres. Period lamp fitted to boot and rear lights changed to earlier model. Please call 07773 940761, Lincolnshire.

MAYFAIR



1993, 41,000 Miles, £3,900. Rover green, MoT till April 2019, many new parts and much work carried out, currently sorn. Please call 07591 906984

MAYFAIR



1983, 35,000 Miles, £3,750. Lots of history. It has an MOT until Nov 2018 and drives very well. Please call 07966 638621, Bucks.

MINI



£9,000. New body shell, full respray, new alloy wheels. New exhaust stainless steel. 4 x new tyres and custom chrome wheels .sunroof factory fitted. Stereo with 4 speakers. Full wiring loom. New ignition module. Ignition coil. Distributor cap. Rotor arm. Spark plugs .plug leads. Last full service on 14.6.17.. Full set KYB shockers. All new stainless steel bumpers . new lights. Fully replaced leather interior 2013 professional full restoration by local mini specialist total cost £9714 in 2013. MOT till May 2018. Please call 07813 207944.

MINI



1993, £7,500 ONO. Full nut/bolt re-build and respray, 1330 engine. New wheels, tyres, carbs, manifolds, brakes, interior sub-frame etc. Rebuilt engine/box. Dry stored so no rust. 11 months MoT. Please call 0113 2892858, Leeds.

MINI CITY



1989, 19,000, £7,995. Stunning Henly blue Mini City 1000cc, No Radio, Grey bumpers, basic model, low Insurance, low mileage, two owners in 28 years. Ready to enjoy and join in the Mini events. Please call 01322 665141, Swanley, Kent. (T)

MINI ITALIAN JOB LIMITED EDITION

62,000 Miles, £6,000 ONO. In Electric Blue. Probably the most original Italian Job you will find for sale with all standard factory fitted features. Vehicle had a full restoration with genuine heritage panels and genuine parts right down to the original rover decals and its only covered 1000 miles since. Has the original 1275 carb engine and gearbox which has had a top end over hall and new clutch when restored. 12 months MOT. Please call 01216 815409

MPI



1999, 9,000 Miles, £10,995. Full service history, petrol, 1.3 litre, manual transmission. Please call 01223 841141, Cambridge.

MK1 MORRIS MINI



1989, £6,995. It has all the features of the earlier models but with the benefits of the later models such as engine, gearbox brakes etc . it has slightly sporting flavour, with an Astral steering wheel, rev counter and period static seat belts. I added Yokohama 165x10 tyres in 2014 to give it a more purposeful stance. The dummy spot lamps and door hinges, mud flaps, and stick on front number plate add to the flavour. The MoT is current until July 2018. It is road tax exempt and will become MoT exempt from May 2018. Please call 01642 486966, North Yorkshire.

RALLY MINI



1994, 47,000 Miles £5,250. 1293cc, Rally Replica, great condition, thousands spent incl engine, gearbox, full roll cage, racing buckets, 4 point safety harnesses, many new parts and a fantastic fun drive. Please call 07795 400882.

ROVER MINI



1990, £4,250. 1275 with a classic Austin look in red with a white roof. The car has been race prepared whilst remaining road legal with modifications including a roll cage, 2 bucket seats, harnesses and racing suspension. Please call 07772 111400.

ROVER MINI



1992, 25,578 miles, £3,995 ONO. MOT until December 2018. Years of mot records, mega spec car. Please call 07905 919204,

ROVER MINI



1994, 55,000 Miles, £7,750 ONO. Very good condition. Special edition. MOT 12th Jan 2019. Manual, 12 inch minilite alloys and more. Please call 07876 772042

ROVER MINI LAMM CABRIOLET



1994, 22,000 miles, £14,000. Stunning condition, Burgundy coloured body. Grey interior with red carpets. Dry stored and wax oiled. Only improvements are stainless steel exhaust and CD player. Will have 12 months MOT. Please call 07767 427347.

ROVER MINI COOPER SPORT



1998, 50,000 Miles, £6,250 ONO. Volcanic orange with white roof. FSH and Serviced yearly, Two owners from new. MOT and taxed. Lots of parts including sills and sub frames replaced. Please call 07748 121093.

ROVER MINI 7



57,000 Miles, £9,995. Red with cream interior and red dash. Sportpack arches, 13" alloys, Bridgestone tyres. Please call 01322 665 141, Kent.

ROVER MINI 7



22,800 Miles, £11,495. Manual, very rare and attractive in a period Mini colour and old English white dash. Excellent condition. Please call 07967 135037.

ROVER MINI CHECKMATE



1990, 69,000 miles, £4,000 ONO. 1 Litre engine, Runs perfectly, racing interior with great speakers and new amp and stereo, new head lamps. Full spare set of tyres. Please call 07847 409058, York.

SPRITE



1996, 9,700 miles, £8,995. 1.3 injection, British racing green, same owner for past 21 years. Remarkable condition. Please call 07967 135037.

SPRITE



1986, £POA. All original parts plus many extras. Please call 07717 723599.

COOPER SPORT FINAL EDITION



1995, 26,000 Miles, £5,250. Tahiti Blue. Automatic. Completely original. 1275 cc engine. Beautiful condition. 2 owners from new. Gearbox fully refurbished this year runs perfectly. Full service history. London. Please call 07931 220723 or nigellblakelock@outlook.com.

TAHITI



22,000 Miles, £8,250. Excellent condition having only covered 22,000 miles from new, dry stored for many years by local garage and on display in showroom, MoT'd in 2015 and 'rested' in my garage from day of test. Completely original with no modifications. Please call 07443 452053.

MODERN MINI'S

COOPER



2002, £4,995. Finished in Yellow with a black roof. Also features part leather interior, CD player and alloy wheels. Only two former owners, new MoT when sold. Please call 01322 665141, Swanley, Kent (T)

COOPER AUTOMATIC



£7,495. Automatic, Hatchback, Petrol, Red. ABS, Adjustable seats, Adjustable steering column/wheel, Alloy wheels, Driver airbag, Electric mirrors, Electric windows, Head restraints, Folding rear seats. Please call 01322 665141, Swanley, Kent. (T)

COOPER D



2011, 68,000, £6,700. Finished in the very popular Pepper white with a Gloss black roof. Very well cared for Mini with lots of great options. This Mini is free road tax and will return 65MPG which makes this car very cheap to run. This Mini has been thought our work shop, work carried out is a full service & new brakes have been fitted. The pictures are true to the condition of the Mini. This car includes 17 inch alloys, black bonnet stripes, chili pack, colour line carbon Black, full Bluetooth with USB, multi function steering wheel and a dab radio. Please call 01223 841141, Cambridge. (T)

COOPER S



2003, 69,000 MILES, £7,695. Electric Blue with a Black roof and dual panoramic sunroof. This Cooper S has the whole Cooper S Body, Spoiler, Exhaust and Alloys. The interior is Blue with half Black leather and a Silver with Black dash. Sony CD Player. 1.6 Engine. Please call 01322 665141, Swanley, Kent. (T)

COOPER S



2005, £8,995. Has a 2 year manufacturer warranty and It really stands out with its white decals. A 1.6 engine. It is a very good runner with a lot of extras. It has the Full John Cooper body, spoiler, alloys, centre twin exhaust and chrome features. It has half leather interior with heated seats, Air conditioning, CD Multichanger, and S Harman/Kardon Speaker System. A very smart and very clean car. Please call 01322 665141, Swanley, Kent. (T)

COOPER S



2001, 10,900 Miles, £12,500. 1 Previous owner. Excellent condition, Mot June 2018. New battery. Always garaged. Tailored car cover inc. A real head turner. Please call 07792 856767, Bedfordshire.

COOPER SPORT



2000, 10,100, £17,995. Manual. Red and silver, very well cared for and garaged from new. Fantastic condition. Please call 07967 135037.

COOPER SPORT



2000, 14,800 miles, £17,495. Tahiti blue and silver, excellent condition. Please call 07967 135037.

COOPER SPORT



2000, 40,000 miles, £10,995. Lovely Mini Cooper Sport in pearlescent British racing green with silver roof. Please call 01322 665141, Kent.

COOPER SPORT



2000, 40,000 Miles, £12,495. Full service history, petrol, manual transmission, 1.3 litre. Please call 01223 841141, Cambridge.

COOPER S



2004, 72,000 Miles, £3,395. S convertible, black, 2 owners. MoT December 2017. Aerodynamic body kit, 18" BK racing BK299 alloys toyo proxes T1-R tyres, chilli pack. Half leather seats. Harmon Kardon Hi-Fi. Please call 07787 761798 or ths9@yahoo.co.uk.

COOPER SPORT 500



2000, 26,500 Miles, £22,500. 1.3 litre, full service history, manual transmission. Please call 01223 841141, Cambridge.

COOPER SPORT FINAL EDITION



2000, 30,000 Miles, £14,250. Full service history, 1.3 litre, manual transmission, petrol. Please call 01223 841141, Cambridge.

HATCHBACK 1.6 MINI ONE



2006, 82,000 Miles, £2,799. With service history, two keepers, in red with white roof, white body stripes, alloy wheels, electric windows, electric doors mirrors, stereo and CD player, 2 keys, MoT, hpi cleared, manual, power steering and a private plate included. Please call 02380 766870, Hampshire. (T)

JOHN COOPER WORKS MINI



2013, 11,000 Miles, £19,495. There is a huge amount of specification on this car, lounge leather seats, electric folding mirrors, chrome line interior, heated front screen, sun protection glass, auto dim mirror, front arm rest, heated seats, headlight wash, media pack, chili pack, satellite navigation with media, bi-xenon headlights, anthracite headlining, voice control, dab radio and bluetooth. This really is such a amazing opportunity to own a low mileage car in amazing condition. Please call 01223 841141, Cambridge. (T)

MINI ONE



2010, 68,00 Miles, £5,495. Lovely little Mini one finished in Midnight Blue. This is a one owner car from new which has full main dealer history. Lots of options were added on this car such as, Half leather, Multifunction steering wheel, Panoramic glass roof and chilli pack. Lovely condition all round, almost perfect which really reflects its one owner! Nice and cheap to run, great little first car. Please call 01223 841141, Cambridge. (T)

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Don't take chances by modifying an old casting. Rely on one of the latest high performance heads from Mini Spares - all made from brand new castings.

Mini Spares 5 port, alloy head.

The new C-AHT347 alloy head is based on the original Cooper 'S' 12G1805 version of the 12G940 casting and comes already gas flowed for performance in its standard form. For out-and-out competition Mini Spares also offer the C-AHT347RACE large valve, alloy, race ported and flowed head with race quality valves with special beryllium valve seats and Colsibro guides similar to those used on the 8 port head. These heads offer a significant weight advantage and improved cooling.



C-AHT346, C-AHT346RACE
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Mini Spares 8 port, alloy head.

The 8 port head was developed to take advantage of the changes in Group 2 regulations, which allowed more freedom in cylinder head design. The head is fully homologated under FIA regulations (except for 1275GT) and features a modern casting and tooling techniques to deliver the ultimate power for the A series engine.

All heads are hipped and heat treated (annealed) from the foundry and pressure tested before machining and again after they are assembled.



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