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ORIGINAL AND GREATEST MAGAZINE FOR THE MINI

# MiniWorld

JUNE 2017 £4.60  
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**1963 MORRIS  
TRAVELLER  
RETIREMENT PROJECT**



## WESTIE WOODY

£2,000 impulse buy becomes stylish family transport



Mk2 runabout gets luxury treatment



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**17 INSPIRING READERS' MINIS**  
10 MUST-HAVE NEW PRODUCTS



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06

# mini spares

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**mini spares**

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# MiniWorld

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A gleaming Mini makes you  
feel on top of the world!

[ Editor's welcome ]

## Shine up your Mini for summer fun

There is little more satisfying to a Mini fan than taking your Mini for a drive on twisty lanes to a country pub or to a Mini show on a sunny day. It's an even more enjoyable experience if your Mini is gleaming inside and out. This issue we show you how to best clean and protect your Mini's paintwork and trim with help from the experts at Meguiar's.

After spending many hours in our workshop over winter on our Clubman Estate project, Jim and I are getting excited at the prospect that it will be on the road later this year. Check out how we are getting on in Jim's update on pages 56-58.

Don't miss the first part of our two-part interview with legendary Mini racer, John Fitzpatrick, inside. Mike Taylor visited him to chat about his new book on his motorsport career. John raced Minis for the famous Broadspeed and Cooper teams and he has an amazing collection of photos which he has kindly shared with us. There will be many more fantastic pics the final part in our July issue too.

Don't forget that you and your Mini can be a part of your favourite magazine. We get many emails about feature Minis, My Mini entries, road trip adventures and your tales for our Mini Memoirs pages and we'd love to hear from you too. Just send a few lines and some pics to [mw.ed@kelsey.co.uk](mailto:mw.ed@kelsey.co.uk).

I hope you enjoy the issue.

**Karen Drury**  
Editor

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6WC103z	WHEEL CYLINDER FRONT 64-67 reproduction l/h	£9.30
6WC1101	WHEEL CYL-REAR MINI 850-1300 64-67	£17.10
6WC1101Z	WHEEL CYL-REAR MINI 850-1300 64-67 reproduction	£9.54
6WC1102	WHEEL CYL-REAR MINI 67-89	£15.00
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# Mini Scene

What's happening in the wonderful world of Mini...

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## Big plans for Stanford Hall Mini Show



Mini owners who enjoy an annual visit to Stanford Hall in Lutterworth in Leicestershire will be pleased to know that the tradition will continue despite show organiser Chris Cheal retiring from hosting his National Mini Show event there. He, his family and friends, did a fantastic job over the decades but he felt the time was right to hand over the reigns "It was a very difficult decision but one which we know is right for us," he told *MiniWorld*.

The 2017 show will be held by accomplished show organisers, British Mini Club, on Sunday 17 September. "We are thrilled to be the new organisers of the Stanford Hall Mini Show," said Dave Hollis of BMC, "Stanford Hall is an outstanding venue set in the heart of the country. With our passion and 25 years of event experience this will benefit everyone in the Mini scene. Our aim is to build on the success of the Stanford Hall show with the usual mix of Mini traders, clubs, Mini concours, our popular Mini show 'n' shine displays and an exciting live arena." Top names like Meguiar's and Footman James have already been confirmed as sponsors of the event. **Find out more at [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)**

## Austin Morris Day at Brooklands Museum

On 12 March around 20 Minis visited Brooklands Museum near Weybridge in Surrey for its annual Austin Morris Day. Minis mingled with many other types of Austin and Morris vehicles

which were displayed in and around the paddock with the chance to try out the test hill and take part in the cavalcade on the Mercedes-Benz World circuit. Local clubs including Box Hill Mini

Club, attended the event which took place just a week before the museum's annual Mini Day. See our Mini Day review on pages 86-87. Find out more at [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)



Photos: Kay Drury.





## NEWS IN BRIEF

### ACESPEED TO SPONSOR HILLCLIMB

Mini specialist Acespeed will sponsor the 2017 championship at Harewood Hillclimb in West Yorkshire. Andy Harrison of Acespeed said: "I'm made up as Harewood has been a part of my life for 40 years this year."

### COWLEY MINI MUSEUM

Rumour has it that MINI Plant Oxford, aka Cowley, will expand its Mini museum to incorporate cars that were displayed in BMW's The Mini Story exhibition in Munich in 2015. A source said that Paddy Hopkirk's replica of his Monte-winning Mini, 33 EJB, will be one of the exhibits.

### EASTER ACTIVITIES

The British Motor Museum will host a number of fun activities for kids during the Easter holiday. Find out more information at: [www.britishmotor-museum.co.uk](http://www.britishmotor-museum.co.uk)

### MCR SPONSORS RALLY GIRLS

The Mini Cooper Register is sponsoring the Mini Girls rally team, comprising Louise Thomas and Emily Easton-Page, as they compete in the Mini Sport Mini Cup with the aim of raising funds for Marie Curie cancer care. "We are delighted to support and sponsor them to achieve their aim of raising funds for this very worthy cause," said an MCR spokesperson. Search for "Mini Girls Rally Team" on Facebook.



## IMM Ireland 2017

Mini owners from all over Europe will soon be heading for Ireland for the 2017 International Mini Meet which happens 25-29 May in the grounds of Westport House in County Mayo. This year's hosts, Irish Mini Owners Club, has planned a fun-filled weekend of entertainment, Mini runs, traders, show 'n' shine and plenty of local hospitality for visitors to their IMM. Tickets cost €90, including camping and a discount code for reduced Stena Line ferry crossings, and can be purchased from [www.imm2017.ie](http://www.imm2017.ie)

## Mini in the Park

There are loads of ways that you can get involved in Mini in the Park at Santa Pod on 13 August. You and your Mini club can book a trade stand, you can buy a ticket to display your Mini and, if you are a dab hand in the kitchen you could even enter the Mini Bake Off. A great way to make the most of the day is to test your reaction times on the drag strip or, if you like to spend time with your Mini at a more sedate pace, then show it off in the Pride of Ownership display.

As well as all of the above there are many more attractions including the live action arena where you and your Mini club can take part in the Mini push contest, watching the drag racing and shopping at the many trade stands. You could even make a weekend of it by camping on the Saturday night when you can also enjoy the entertainment and funfair. **Book your tickets now at [www.minishow.co.uk](http://www.minishow.co.uk)**



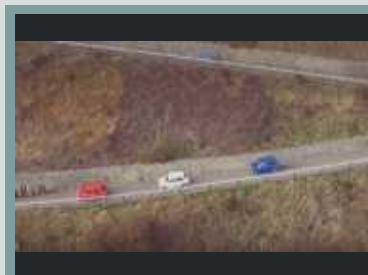
## Day's Addict

French club Mini's Addict will host its ninth Day's Addict event over the weekend of 17-18 June at Château de Trilbardou in Seine-et-Marne in France. The event has become the main annual gathering for French Minis with last year's show attracting 200 of them. This year it will coincide with the 10th anniversary of the club. The event is free to enter and camping is available. Bungalows can be hired at a cost. There will be parties on both the Saturday and Sunday evenings. See [www.minisaddict.fr](http://www.minisaddict.fr)



French Minis will gather in June.

### [ MINI MOVIE ]



### Italian Job style antics

*The Italian Job* inspired Mini driving and stunts on Bournemouth's seafront to promote the 2016 Wheels Festival.

[www.youtube.com/watch?v=re\\_Pukru4Jw](http://www.youtube.com/watch?v=re_Pukru4Jw)

### [www.youtube.com/ miniworldmagazine](http://www.youtube.com/miniworldmagazine)

See videos of shows, *MiniWorld* photoshoots, in-car action and exclusive interviews.

## Classic Mini Rumble

It's been a few years now since the British Mini Club held its British Mini Showdown event at Shakespeare County Raceway in Warwickshire. A group of Mini drag racing fans has missed the annual get together and has arranged a gathering for Minis which will be run on one of the strip's Run What Ya Brung days so it will also be open to other marques of car. The 16-valve Mini Club and Turbo Minis invite Mini owners to join them for a day of racing and Mini madness on 1 October. Camping will be available the night before. Get details by searching for "Classic Mini Rumble" on Facebook.



## Ipswich & Suffolk MOC

There's a new club for Mini owners in the East Anglia area. Ipswich and Suffolk Mini Owners Club was formed in November 2016 and already boasts 50 active members. "We meet at least once a month for breakfast or lunch and do a short Mini run each time, it's proving to be very, very popular and we had 16 Minis and over 40 people for a breakfast in March," explained founding member Carl George, who went on to explain the reasons he started ISMOC. "I formed it as we did not have an active classic focused Mini club in the Ipswich and East Suffolk area. I'm so pleased with the response and what a tight-knit group we have become in such a short time!" Search for "ISMOC" on Facebook to find out more.



ISMOC Minis convoyed to Brooklands Mini Day.

## Mini Sport Mini Challenge

On Saturday 25 February Curborough Sprint Circuit played host to a rally test day held by Mini Sport and Owen Motor Club. A total of seven Mini Sport Mini Challenge competitors and other HRCR members took part in the enjoyable day.



## Classic Mini Breakfast Club

If you like Minis and breakfasts, and live on the picturesque Channel Island of Jersey, then this club is perfect for you. Members meet up on every third Sunday of the month at 10.30am at Green Island carpark and head off for a run to The Breakwater Café at St Catherine's.

Club administrator Jane Tirel told us a bit about the club's other activities: "We hold several events throughout the year including barbecues and a Christmas lunch. We love to show our cars at the local fayres, especially the Jersey International Motoring Festival, which takes place in early June. We can also claim to be the British Isles'

most southerly classic only Mini club. Any classic Mini owner is welcome to join our club on Facebook and, if they are visiting our island, we would love them to join us at one of our meets." Search for "Classic Mini Breakfast Club - Jersey".



Jersey Minis.



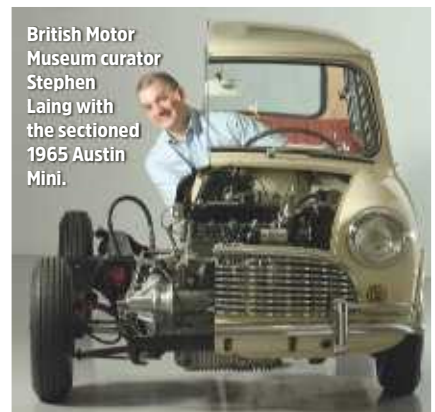
Ant Anstead will now co-host Wheeler Dealers with Mike Brewer.

## Edd's off!

For 13 series, the popular TV show Wheeler Dealers has found, bought, fixed, tested and traded around 135 cars on the international market. The show, hosted by Mike Brewer with restorations undertaken by Edd China, recently moved to America to hunt down deals and restore cars over there. In March Edd shocked fans by announcing that he will no longer be working on the Velocity network's show. Ant Anstead, restoration expert from Channel 4's For The Love of Cars show will be taking his place as mechanic and co-host alongside Mike Brewer. See [www.wheelerdealers.discoveryuk.com](http://www.wheelerdealers.discoveryuk.com)

## British Motoring Treasures display

A new exhibition called British Motoring Treasures: the British Motor Car in Fifty Objects opens on Friday 19 May at the British Motor Museum. It will run until March 2018. It will include archive material, artwork, publicity material, signs and tools as well as an original sketch from 1944 by Alec Issigonis of the Mosquito, a prototype for the Morris Minor. This is the first time an original sketch has been on show. Some of his drawing tools and a slide rule will also be featured in the exhibition as well as a sectioned 1965 Austin Mini. See [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)



British Motor Museum curator Stephen Laing with the sectioned 1965 Austin Mini.

[ MINI MART ]



**1965 Mini Cooper S**

In the Brooklands Historics auction on 4 March this 970cc Cooper S sold for an impressive £56,000. See [www.historics.co.uk](http://www.historics.co.uk)



**Mk2 Woody Traveller**

£14,560 was the figure for which this 1969 Morris Mini Traveller was sold for at the Brooklands Historics auction on 4 March.

**NEWS IN BRIEF**

**NEW WEBSITE FOR BRITISH MINI CLUB**

Go to [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk) to check out the new mobile-friendly site.

**CHECK YOUR TYRES**

More than eight million drivers could be on UK roads with dangerously soft tyres, according to research from AA Tyres. They warn that over one in four (27%) UK drivers haven't checked tyre pressures in the last two months, putting themselves and other road users at risk: 7% of drivers haven't checked in the last six months, or ever. The worst culprits for failing to check tyre pressures are women and Londoners, with more than a third (35%) in both groups not checking in the last two months.

"Failure to make these checks even after a couple of weeks can affect fuel economy and the comfort of your drive, not least your safety," said a spokesperson who also reminded drivers to check pressures and condition only when the tyres are cold.

**RIP BRIAN MOYLAN**

We were sad to hear of the passing of former BMC Works team member Brian Moylan in February.

**MINI ROAD TRIP**

If you have photos from a Mini road trip, whether it happened recently, a few years ago or even decades ago, *MiniWorld* would love to hear your story and see your photos. Email: [rmw.ed@kelsey.co.uk](mailto:rmw.ed@kelsey.co.uk)

# Charity champions Mercia Minis



Well done Mercia Minis!

The sudden death of the wife of Mercia Mini's Chairman from a heart attack in 2014 prompted the club to begin to raise funds for British Heart Foundation soon afterwards. In total the club has raised £1,102. Mercia Minis members donated £1 each time they attended a show for free and also held charity auctions and raffles. "Most of the funds raised have come from within the club," explained Chairman Eddie Cochrane, "we are thrilled with our achievement and proud to have contributed to a cause so close to our hearts. The BHF is leading the fight against heart disease and we are so pleased to have raised money to support their vital work. I would like to take the opportunity to thank all of our members in helping us make a real difference."

# Mini Matrimony

*MiniWorld* reader, Matthew Kingham, drove his 1971 Morris Mini as a wedding car for his sister's wedding. Naomi Kingham married Oliver Kerley on 25 November 2016 at Hope Chapel, Stotfold, Bedfordshire, with the reception at Cottered Village Hall. Matthew told us about his Mini project: "I purchased the Mini in March 2016 and it was on the road on 1 November. In that time I welded a new nearside wing in and rear quarter panel. I have also re-skinned both doors and removed the engine to change the head gasket. Whilst the engine was out, I completed a full body respray in Old English White. The Mini has a 1275cc engine with an HIF44 carb. I have had it on Peter Baldwin's rolling road where it got a reading of 97bhp." Good work Matthew and congratulations to Naomi and Oliver.



INSIDE THE NEXT ISSUE OF  
**MiniWorld**  
ON SALE IN SHOPS ON 12 MAY

- Amazing twin-cam 1275 GT
- NEC Restoration Show pics
- The lowdown on gearboxes



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# MINI SPORT

### MINI SPORT NEWS



## THE KING STILL REIGNS!

Clive King continued the form which saw him and Anton Bird crowned 2016 Champions at this seasons opening round, winning Minis outright and topping the Category 2 of the HRCR 'oldSTAGER'...

Returning to Weston Park, Shropshire the Championship got off to a fantastic start with 15 Mini crews competing on the day, the entry list was completely full with plenty of reserves ready to take the place of any last minute withdrawals. It was truly a fantastic opener for the 2017 Cup, dry all day giving all the Mini crews a great run.

### FOLLOW ALL THE ACTION:

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Injection type - K&N filter From £344

### Mini Injection Tuning Kit



from **35% Power Increase**  
85bhp SPi Mini tuning kit, exchange £1131  
90bhp MPI Mini tuning kit, exchange £1258

### Crankshafts

Precision reground by the experts at Mini Sport.  
Nitrocarburised Reground, exchange From £284  
Wedged, Reground 998cc or 1275cc exchange £332

### Performance Engines



Dynamic 1293cc (from 90 bhp) & 1380cc (from 104 bhp) engines, originally developed in our competition Mini's way back in the 1960's. Continually developed & perfected over the last 50 years, these engines are a must have for today's exciting breed of Mini.

**1293cc or 1380cc, Choose yours!**  
[minisport.com](http://minisport.com) for full range or call our experts today...

Engine Kits	Stage 2	Stage 3
1293cc Half Engine Kit	£832	£952
1380cc Half Engine Kit	£954	£1075
1293cc Short Engine Kit	£1096	£1213
1380cc Short Engine Kit	£1218	£1138
1293cc Full Kit (carburettor model)	£1734	£1974
1380cc Road Kit (carburettor model)	£1856	£2043

Built Engine	Stage 2	Stage 3
1293cc Carburettor engine, ready to fit	£2156	£2405
1380cc Carburettor engine, ready to fit	£2278	£2474
1293cc Injection engine, ready to fit	From £2184	-
1380cc Injection engine, ready to fit	From £2340	-

Full engine & gearbox units also available  
Call our experts to discuss your requirements.

### Alloy Roller Rockers

Gives valves higher lift without changing the camshaft, also increases engine efficiency and reduces wear.  
Only **£182**

1.3 Ratio - standard	£182
1.5 Ratio - uprated fast road	£182
1.7 Ratio - competition	£182

### Camshafts & Kits



**KENT CAMS**  
From Only **£202**  
[minisport.com](http://minisport.com) for full range or call our experts today...

Kent Cams Camshaft only	From £202
Kent Cams Camshaft Kits	From £262

### Engine Timing

Duplex set	£33
Lightened Duplex set	£55
Light Vernier Duplex set	£114
Kent Vernier Timing Std	£168
Kent Timing disc	£12

### Oil Pumps

[minisport.com](http://minisport.com) for full range

Slot drive 1275cc	£16
Slot drive Turbo	£39
Spider drive 1275	£17

### Pistons

All sizes available. Prices sets of 4.

998cc Dished - circlip fit	From £245
1380cc Powermax 73.5mm set	£331
1275cc Slipper High comp.	From £240

### Gaskets, Sets & Seals

Engine Full Set	From £11
Gearbox set - all Minis	£10
Head Full Set	From £11
Copper head gaskets	From £11
Manifold gaskets	From £1

### Engine Remanufacture



### Engine & Gearbox Remanufacture by Skilled Engineers at Mini Sport

Let Mini Sport breath new life into your Mini Engine returning it to original levels of performance & reliability. Our engineers pride themselves on quality, offering the full range of engineering service to complete engine & gearbox rebuilds!

### Reconditioned Engines

For over 49 years Mini Sport has been producing a range of remanufactured engines built on a long established commitment to engineering excellence and customer satisfaction.



Engines	Engine	E&G/box
850cc - 1275cc	From £1700	From £2721

\*E&G - Engine and Gearbox

(all prices are exchange, we need your old units)

### Reconditioned Gearbox

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



Rod type gear change - 850cc to 1275cc A series	£638
Rod type gear change - 998cc to 1275cc A+	£644
Remote type gear change - 850cc to 1275cc	£623

(all prices are exchange, we need your old gearboxes)

### Straight Cut Gearbox

Straight cut close ratio 4 synchro gearbox & differential. Expertly reconditioned in our workshops, then fully rebuilt with new bearings, shafts and baulk rings.

Rod Change Gearbox (exchange)	£1263
Remote Change Gearbox (exchange)	£1254
Straight Cut Gear Kit (Close ratio 4 synchro)	From £472
Straight Cut Drop Gear Kit	£233

### Gearbox Repair Kits



**Bearing Kits** Full set of Top Quality gearbox bearings manufactured for Mini Sport, perfect for reconditioning.  
A series rod & remote type gear change £96  
A+ rod type gear change £98

**Reconditioning Kits** Completely matched set of Mini Sport top quality products for reconditioning Mini Gearboxes.  
A series rod and remote £237  
A+ rod change £233

### Mini Oils & Filters

<b>Classic Oils</b>	
Castrol XL20w50 ( 4.5Ltr)	£31
Castrol XL20w50 ( 1 Ltr)	£7
Millers Classic Mini 20/50 (5Litres)	£35
Millers Sport CTV 20w-50 (5litres)	£51
<b>Oil Filter Head - Spin On - A series</b>	£17
<b>Oil Filter - Spin On type</b>	£4
<b>Oil Filter - Spin On - 1996 on (PH4952)</b>	£5
<b>Oil Filter Element - Early pre Spin On</b>	£6

Tel: +44 (0)1282 778731 Email [sales@minisport.com](mailto:sales@minisport.com) Facebook Instagram Twitter @MiniSportLtd

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**Gearbox Steady**

Prevents excessive engine movement, perfect for competition or fast road use.  
Only £20  
Gearbox steady kits RH or LH Side, £20 Each

**Steel Flywheels**

1 piece billet flywheels in 4.154Kgs, 4.432Kgs or 4.028Kgs.  
Pre-engaged type £140  
Inertia type £133  
Lightened Steel Pressure Plate £85

**Clutch Plates**

Competition type £95  
Sintered Metallic Full Race £205

**4 Pinion Diff**

Designed, developed and CNC manufactured by Mini Sport in the U.K. The strongest power delivery to the road without using an L.S.D.  
Pot Joint type £257  
Rubber Coupling type £257  
Equal Length Driveshaft Kit (Hardy Spicer) £575

**Quickshift Gearlever**

Improved feel & faster, slicker gear changes.  
Rod or Remote Gear Change type Quickshift From £33

**Essential Gearbox Parts**

**Magnetic Oil Trap**  
Removes any metal particles from the oil.  
**Centre Oil Pick-up**  
Essential for all fast road & competition Minis  
Magnetic Oil Trap Kit £24  
Centre Oil Pick-up pipe £29

**Standard Exhaust**

Catalytic Converter £71  
Catalyst Removal Link Pipe £29  
Cooper Carb Downpipe £55  
Injection Downpipe £53  
998/1098/1275 Twin silencer system £59  
Estate/Van/Pick-up Twin silencer system £74

**Superflow Exhausts**

Side Exit, LCB £77  
Centre Exit, LCB £77  
Side Exit, Van, Estate £85  
Side Exit, catalytic £85  
Centre Exit, catalytic £85  
Great performance & value!

**FLETCHER** Superior mirror polished stainless exhausts with lifetime warranty.

Twin round CAT system £221  
Twin round LCB system £245  
Twin DTM CAT system £217  
Twin DTM LCB system £242  
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3" Side LCB system £204

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Pro-Flow LCB £69  
Manifold Superior LCB £76  
Manifold large bore LCB £209  
Manifold stage 2 LCB £109  
Manifold large bore 3into1 £269  
Choose the right exhaust to release power, call our experts today and find yours!

**MANIFLOW** The World's greatest exhausts for your Mini.

LCB Single Box System Side Exit From £94  
LCB Twin Box System Centre Exit From £103  
CAT Twin Box System Side Exit £138  
CAT Twin Box System Centre Exit £139  
CAT Twin Box Twin DTM System Centre 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 £771  
1 1/2" HS4 £772  
Inlet Manifolds Alloy water heated £44  
Weber 40/45 DCOE Fr. £128  
Twin HS2 or HS4 From £98

**Throttle Body**

MPI Mini, quick & low cost upgrade  
Mpi 52mm £184

**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 Glass bowl 85mm £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 £83  
HIF 44 cone £35 £36 £94  
SPI Induction kit £77 £103  
MPI Induction Kit £77 £124

**Cooling**

Alloy 2 core radiator From £115  
Cooper 'S'/GT radiator £71  
Mini SPI radiator £130  
Mini MPI radiator £94  
Expansion Tank & Cap - MPI £79  
Cooper S top rad bracket £9  
Thermostats From £3  
Radiator Caps (7-15lbs) From £4  
Rubber Hoses full range From £2  
**Fans/Belts**  
11 Blade plastic fan £16  
6 Blade steel fan, yellow £40  
Fan belts From £3  
**Water Pumps**  
High Capacity £16  
MPI water pump £17

**Alternators & Dynamos**

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 £59

**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 clock From £271

**PowerLite Electrical**

Performance Alternators and Starters  
Lightweight Alternator £222  
Hi Torque Starter 1Kw From £151  
Slimline Inertia Starter 1.6Kw £222

**Steering**

Steering rack, RHD/LHD £67  
Quickrack, 2.2 turns, RH/LH £119  
Cooper S steering arm, Each £19  
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 - LH or RH £36  
Bottom Arm SHAFT £14  
Bottom Arm BUSH, Each £1.35  
Tie rod with bushes, Each £14  
Tie rod bush, standard 80p  
Radius Arm, exchange, Each £139  
Radius Arm REPAIR KIT £10  
Top shocker mount RH or LH £14  
Ball joint kit (1 side) £9  
Knuckle joint £3  
Bump stops From £5  
Rebound buffer, Front £3

**CV Joints & Drive Shaft**

Outer CV Joint - Disc £40  
Inner pot joint £37  
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.  
Front Alloy Hub Kit c/w hubs, steering arms, ball joints & fittings. £546  
Alloy Rear Hub ('84 on, pair) £168  
Fully Built standard hubs c/w hubs, ball joints & bearings each £98

**Wheel Bearings**

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

**Drive Flanges**

We manufacture the only top quality Drive Flanges available Worldwide.  
7.5" 'S'/GT type - EN24 Hardened, Each £27  
7.5" 'S'/GT type - Alloy Lightweight, Each £83  
8.4" Disc type - EN24 Hardened, Each £38  
8.4" Disc type - Alloy Lightweight, Each £83

**Ignition System**

**Coils**  
Lucas Sport coil £18  
Standard Ballast Coil £62  
MPI Coil Pack £56  
Plug Lead set From £11  
NGK Spark Plugs From £3  
**Distributors**  
23D4 Cooper S, 1275GT £77  
25D4 - all Minis to '74 £68  
45D4 - all Mini '74-'80 £60  
59D4 - all Mini '80on £68  
65DM4 Electronic type '84on £99  
minisport.com for full range

**Suspension**

**ADJUSTA Ride**

Quick & easy suspension height adjustment. Direct replacement of original trumpet & knuckle joint, without modification.  
Front set £43  
Rear set £60  
Full Mini Kit £94

**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 £279  
Sports Ride - GAZ Shockers - Kit £365  
Sports Ride - KYB Gas Shockers - Kit £287

**Bottom Arms**

1.5" negative arms Pair £43  
2.0" negative arms Pair £55  
Adjustable, heavy duty Pair £64  
Adjustable rose jointed Pair £81  
Adj. heavy duty rose jointed Pair £123  
Upgraded bush set, nylon £15

**Negative Camber Rear Brackets**

Perfectly tune the rear wheel alignment, for perfect handling & to suit your driving style!  
Rear Bracket Kit £54

**Adjustable Tie Rods**

Adjustable heavy duty Pair £33  
Group 'A' adjustable Pair £58  
Group 'A' rose jointed Pair £144  
Tie rod bush set, upgraded £4

**Negative Camber & Tracking Kit**

1.5" negative camber bottom arms, Group A adjustable tie rods & rear brackets  
Negative camber kit From £124

**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 £639  
GAZ Front/Rear standard or lowered, Each £46  
KONI Front/Rear standard or lowered, From £68  
Bilstein B6 Sport Gas - Front/Rear, Each £71  
Bilstein B4 Gas - Front/Rear, Each £22  
KYB Front/Rear Oil, Each £16  
KYB Front/Rear Super Gas, From £33  
KYB Front/Rear Gas-a-Just, From £37  
GMAX Front/Rear, Each £26  
Boge Front/Rear, Each £14



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### 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	£352
7.5" Paddy Hopkirk Performance Brake System	£512
7.5" Brake Disc Assembly - drilled discs	£787
7.5" Paddy Hopkirk Brake Disc Assembly - grooved	£824



#### 7.9" Vented Alloy Calipers, Brakes & Kits

7.9" 4 Pot Alloy Calipers	£277
7.9" Brake Discs - grooved	Pair £79
7.9" 4 Pot Alloy Caliper Brake Kit	£362
7.9" Vented Cooper Performance Brake Kit	£560
7.9" Brake Disc Assembly - grooved discs	£788

#### 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	£347
8.4" Cooper Performance Brake Kit	£480
8.4" Brake Disc Assembly	£800
8.4" Paddy Hopkirk Brake Disc Assembly	£824

#### 8.4" Vented Alloy Calipers, Brakes & Kits

8.4" 4 Pot Alloy Calipers	£306
8.4" Brake discs - grooved	Pair £79
8.4" 4 Pot Alloy Caliper Brake Kit	£390
8.4" Vented Paddy Hopkirk Performance Brake Kit	£536
8.4" Brake Disc Assembly - grooved disc	£843
8.4" Paddy Hopkirk Brake Disc Assembly	£873

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### Pads & Shoes

Mintex M1144 Pads '84 on	£34
EBC Green Pads - '84 on (12" wheels)	£31
Mintex M1144 Pads 7.5" Cooper S	£47
EBC Red Pads - 7.5" Cooper S/GT	£55
Alloy 4 pot caliper, Mintex M1144 Pads	£54
Rear Brake Shoes - Mintex Race	£76

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### Brake Assemblies

Sold as pairs, assembled & ready to fit.

Standard Assembly	£109
Front	£109
Standard Assembly	£117
Rear	£117
Mintex Assembly	£125
Rear	£125

From Only **£109**

### Sure Stop Kits

Developed with performance in mind, these brake upgrade kits with EBC Green Stuff brake pads, great value performance.

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. Insist on the best only from Mini Sport!

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'	£5
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 £17

### Brake Disc & Drum

Disc Cooper S - 7.5"	Each £29
Disc Mini '84 on - 8.4"	Each £14
Disc 8.4" vented	Each £17
Disc Cooper 997/998 - 7"	Each £54
Drum Standard - Front or Rear	Each £12
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	£14	£22
A post hinge panel - RH/LH	£10	£27
Bonnet Mk2 on	£125	£178
Boot Floor & Battery Box	na	£234
Boot floor rear repair	£22	na
Battery Box	£22	£56
Door Skin Mk3 on - RH/LH	£34	£87
Door Step, shaped - RH/LH	£12	£85
Floor Panel front to rear inc Sill RH/LH	£74	£107
Front floor well - RH/LH	£23	na
Front panel '76 on	£63	£189
Front panel to '76	£67	£189
Clubman front panel	na	£234



### Replacement Panels

Replacement Panels	Non Gen	Genuine
Front wing - early	£48	£102
Front wing - late	£48	£102
Clubman Front Wing	na	£115
Pocket Closing Plate	na	£15
Pocket Filler	£7	£14
Rear floor well - RH/LH	£30	na
Rear valance all models	£15	£56
Rear valance closing assembly	£25	£39
Rear Wheel Arch	£47	£92
Screen corner repair	£11	na
Scuttle screen lower complete	£49	£135
Seam cover front	£9	£17
Seam cover rear	£10	£19
Sill Inner repair - RH/LH	£12	na
Sill Outer 4.5" Mk3 on - RH/LH	£17	£41
Sill Outer 9" Mk3 on - RH/LH	£21	na

### Body Shells

Largest stocks of Heritage Mini bodysells in the world. **Mk1, Mk4, SPI, MPI Sportspack & Clubman** available. Heritage Mini Bodysells From £6917

**NEW Mk1 £9950**

Our experts can prep & paint your bodysell ready to build, or we can do the complete build for you...

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### Subframes

Front - dry suspension type	£437
Front fully built with brakes & suspension to '97	£1809
Front subframe mountings	From £4
Rear dry suspension type	From £191
Rear dry suspension type - POWDER COATED	From £215
Rear Mini Sportspack '97on	£410
Rear fully built with brakes & suspension to '97	£1771
Rear Subframe fitting Kit - less trunnions	From £35
Rear subframe Trunion, Rectangular or Stepped type	£25

### Windscreens

Front Screens	Rear Screens
Clear	£46
Clear Heated	£254
Tinted	£53
Tinted Heated	£245
Top Tinted	£54
Top Tinted Heated	£267
Rubber Seal front	from £9
Locking Strip chrome	£7
Clear Heated Mk1 Clear	£121
Clear Heated Mk2 Clear	£155
Clear Heated Mk3 Clear	£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	£11
Sill trim chrome deluxe	From £12
Roofgutter trim black	£12

### Hinges & Fittings

Door Hinge Set - External	£125
Door Hinge Set - Internal	£75
Door Check Strap	From £13
Door Check Arm Assembly	£8
Bonnet Hinges	Pair £34
Boot Hinges	Pair £12

### Roll Cages

Front	£185
Rear rally	£197
Rear race inc. Diagonal	£255
Rear detachable diagonal	£325
Multi point weld in cage	£667
Multi point bolt in cage	£906
Door bars - Pair	£109
Roll cage padding, 80cm	£11

RHD & LHD available \* Red or Black available

From Only **£185**

### Wheel Arches

Special	£20
Chrome	£70
Sports Pk	£61
Group 2	£410
2 Race	£48

Special Arches, Black £20  
 Chrome Covers inc Side strips £70  
 Monte Carlo style £61  
 Sports Pack - Genuine inc all fittings £410  
 Sports Pack - Non Genuine inc all fittings £48  
 Group 2 Glassfibre arches £57  
 Group 2 Race Glassfibre arches £59  
 Group 5 Race £67

### Mud Flaps

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

### Light Systems

Quadoptic Headlamps	
Quadoptic H4 Halogen Conversion	
From £39	

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

Pre '97 Mini	From £45
MPI Headlamp Mini - with motor	£61
Headlamp Leveling Motor - '97 on	£48
Valeo/Cibie Halogen unit, Each	£58
Halogen Crystal Headlamp - Standard	£36
Halogen Crystal Headlamp - Angel Eye	£45

### Rover Cooper Lamp Kit

Kit includes 4 lamps, 4 brackets	Full Kit From <b>£325</b>
Full Kit: 2 Drive Lamps & 2 Fog Lamps	£325
Full Kit: 4 Drive Lamps	£327
Genuine Lamps, Fog or Drive Each	From £54

### Works Lamp Bar Kit

Stainless Lamp Bar, wiring loom, 2 Drive and 2 Fog lamps	
Works Lamp Bar Kit	£163
Works Lamp Bar	£61
Rally Giant Spot Lamp Kit	£44
Door Runner H3 Spot Lamp Kit	£23

### Side Repeaters

Clear Type	£2.48
Amber Type	£2.33

### Indicators

Early - push fit amber plastic lamp unit	£6
Early - push fit clear plastic lamp unit	£7
Mk3/4 - amber lamp unit (screw type)	£5
Mk3/4 - clear lamp unit (screw type)	£7
Mk5 - clear lamp '97-'01	£13

### 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	£44
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	£60
- Polished with cap or horn control	£91
Moto-Lita Steering Wheels - Flat or dishd spokes	
12" Woodrill - Polished Spoke	From £152
13" Leather - Polished or Black Spoke	£160
13" Leather - Polished or Black Spoke	£156

Other Steering Wheels -  
 12", 13" Black Vinyl 3 spk From £40  
 12", 13" Black Leather 3 spk From £59  
 13.5" Woodrill 3 spoke From £75  
 13" Black Vinyl, Red stitching £53  
 Boss Fitting Kit £18



**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 From £54
  - Door Openers, Pair From £56
  - Door Cappings, Set 4 £130
  - Handbrake Handle £22
  - Gearknob £22

**Custom Consoles LHD or RHD**

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

**Handles**

- Interior Handle Sets**
- 10pc Alloy Handle Set £34
- Exterior Handle Sets**
- Mk1 set £113
  - Mk2 set £149
  - Mk3 set, early £105
  - Mk3 set, late £57

**Seatbelts**

- Automatic Belts in Black, Red, Blue, Beige or Grey**
- Inertia Reel type
    - Front - Black £32
    - Front - Coloured From £44
    - Rear - Black £32
    - Rear - Coloured From £44
- Full range of Harnesses available.

**Seats**

- From Only £195**
- COBRA**
- Classic Vinyl - all colours From £195
  - Classic Vinyl & Piping - all colours From £224
  - Clubman - black, blue, red or grey £193
  - Monaco - black, blue or red £201

**Gauges**

- Extensive range of Gauges by Smiths and Cooper Car Company. Available with Magnolia or Black faces.
- Smiths 52mm Oil Pressure From £48
  - Smiths 52mm Water Temp From £50
  - Smiths 52mm Voltmeter Electric From £50
  - Smiths 52mm 12hr Clock Electric From £58
  - Smiths 80mm Rev counter From £164
  - Smiths Mini Electronic Centre Speedo £341
  - Smiths 52mm Oil/Water Dual Gauge From £141
  - Smiths Centre Speedo's From £261

**Carpet Sets**

- Deluxe Black, Red or Brown £43
  - Newton Commercial From £196
  - Standard Black, Red or Grey £28
  - Sound insulation kit £43
- Full range of classic interiors & trims available for all models.

**Carpet Mat Sets**

- All Season Mini Sport Tailored Mat Set £24
- Paddy Hopkirk Mini Floor Mat Set £24
- Cooper Car Mat Sets From £42

**External Body Brightwork**

**Grilles**  
Internal or External Bonnet Release type

- Cooper 8 Blade type £48
- Cooper with Lamp Holes £105
- Mk 5 wavy classic type £85
- 11 blade chrome type £71
- Grille side surrounds, Each £10
- Grille Top surround £17
- Mk1 Austin wavy £93
- Mk1 Austin Cooper £85
- Mk1 Morris Cooper £77
- Mustache grille surround £92
- Mustache ends, Each £11
- Clips Mustache ends, Each £1

**Internal Bonnet Release**  
Complete kit £36

Convert your Mini or service the original

- Grille Buttons**  
Chrome or Black set £9
- Mirrors**  
Stainless, door Each £32
- Black, door Each £21
  - Chrome Bullet Each £14
  - Downton style, Each £22
  - Cooper White, Pair £46
  - Cooper Chrome, Each £32
  - Clip on classic Each £31
  - Interior - Stainless £23
- Bumpers**
- O.E. spec Stainless £64
  - Chrome £42
  - Chrome Budget £33
  - Stainless £42
  - Black £43

**Overider & Corner Bars**

- Mk1 kit £141
- Mk1 kit & bumpers £230
- Mk2 overider kit £58

**Brightwork**

- S/S Headlamp peaks £10
- S/S Headlamp stoneguards £11
- Mk3 chrome no. plate lamp £21
- S/S seam mouldings, Pair £24
- Boot Hinges - Chrome £10
- 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 £19
- Mk3 Boot Handle £24

**Wheels and Tyres**

- Ultralite**
- 6x10 Silver, Anthracite or Gold £58
- 5x12 Silver £59
- 5x12 Black, Red stripe £59
- 5.5x12 Silver £62
- 5.5x12 Black £62
- 6x13 Silver £71
- 7x13 Silver £75
- 7x13 Black, Red stripe £75
- 7x13 ENKI wheel Silver/Anthracite/Gold £62
- Wheel only**
- Package (set4)**
- Falken £360
- Falken £397
- Falken £397
- Falken £416
- Falken £416
- Yokohama £504
- Yokohama £510
- Yokohama £510
- Yokohama £465

**Revolution**

- 5x12 Black 4 Spoke £64
- 7x13 Deep Dish with rivets £129
- Falken £424
- Yokohama £674

- GB alloys**
- 5x10 Silver £63
  - 6x10 Silver £68
  - 5x12 Silver £74
  - Falken £386
  - Falken £404
  - Falken £438
- Mamba**
- 5x10 Black Hi-Lite £54
  - 7x13 Black Hi-Lite £82
  - Falken £365
  - Yokohama £521

- Tyres**
- 145/10 - Falken SN807 £41
  - 165/70/10 - Falken FK07E £49
  - 165/60/12 - Falken ZE914 £49
  - 145/70/12 - Falken SN828 £38
  - 165/70/10 - Yoko A032 £59
  - 165/70/10 - Yoko A008 £52
  - 165/60/12 - Yoko A539 £61
  - 165/55/12 - Yoko A048 £88
  - 175/50/13 - Yoko A539 £71
  - 175/50/13 - Yoko A048 £107

**GENUINE COOPER CLASSIC MINI PARTS**

- Limited Edition Cooper Wooden Steering Wheel £495
- Limited Edition Cooper Leather Steering Wheel £495
- Cooper Moto-Lita Steering Wheels From £449
- Limited Edition Cooper Swiss Watch £349
- Cooper Luxury Carpet Mat Sets From £42
- Cooper S Works Alloy Dashboard £550
- Cooper 52mm Voltmeter £85
- Cooper 52mm Water Temp £90
- Cooper 52mm Oil Temp £90
- Cooper 52mm 12 Hour Clock £125
- Cooper Alloy Gear Knob £39
- Cooper Alloy Billet Door Kit From £279
- Cooper Alloy Brake Kits From £480
- Cooper S Rear quarter decals Pair £20
- Cooper Leather Fob Keyring (2 sizes) £12
- Cooper John Rhodes China Mug £14
- Cooper Winged Front Badge £35
- 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 £2,677
- 1275 Injection 82 bhp S Kit 92 - 97 £1,759
- 1275 Injection 90 bhp S Works Conversion 97 on £1,980
- 998 Twin Carb 64 bhp Conversion £2,578

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  - COOPER TUNING • MERCHANDISE
- COOPER CAR COMPANY in association with Mini Sport Ltd.

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- Paddy Hopkirk 4 Pot Calipers From £385
- Paddy Hopkirk Brake Assemblies From £824
- Paddy Hopkirk Alloy Gear Knob £28
- Paddy Hopkirk Quickshift Gear Lever £58
- Paddy Hopkirk Leather Gear Gator £18
- Paddy Hopkirk Rocker Cover From £31
- Paddy Hopkirk Rocker T-Bar Set £26
- Paddy Hopkirk Dipstick (Black or Red) £34
- Paddy Hopkirk 8 Peice Door Handle Set £205
- Paddy Hopkirk Leather Steering Wheel From £375
- Paddy Hopkirk Umbrella £24
- Paddy Hopkirk Steel Jerry Can (Red or Silver) £26
- Paddy Hopkirk T-Shirt (Various Colours) From £17
- Paddy Hopkirk Mug (Various Designs) From £9
- Paddy Hopkirk Signed Print £116
- Paddy Hopkirk Limited Edition Toolbox From £495
- Paddy Hopkirk Keyring From £4
- Paddy Hopkirk Celebration Pen £2



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**SHOWROOM OPENING TIMES:**  
Mon-Fri 8:30am - 5:30pm  
Sat 8:30am - 1:00pm  
Come & visit our 20,000 sq.ft. complex



# EVENT DIARY

The world's most complete list of Mini shows...

List your Mini or classic car event for free:

Email: [mw.ed@kelsey.co.uk](mailto:mw.ed@kelsey.co.uk)  
Post: MiniWorld, Kelsey Media, Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

Check with organisers for last-minute changes

## 2017

### April

#### 14-17 Silly Mini Weekend

Fun-filled Easter weekend at Dawlish Warren in Devon. Help to raise funds for Children's Hospice South West. Entertainment, games, prizes, auction, mystery trip, cream teas, Easter bonnet competition, quiz and a visit to The World of Country Life. Hats and wigs theme for 2017. £20 per Mini. Stay at Hazelwood Holiday Park at Dawlish Warren. [www.sillyminis.com](http://www.sillyminis.com)

#### 16 East Coast Easter Run

Annual charity Mini run from Bury St Edmunds to Southwold. In aid of East Anglian Air Ambulance. [www.eastcoastmini.club](http://www.eastcoastmini.club)

#### 16 Lincoln BIG Mini Day

At Brayford Wharf in the Centre of Lincoln. Around 200 Minis on display from 8am for 10am start. See some fab Minis and visit the historic city! [www.trentvalleymoc.co.uk](http://www.trentvalleymoc.co.uk)

#### 17 Easter Mini Run

Annual charity run starting at Royal Oak pub in Pirbright, Surrey. Takes in 60 miles of fab driving roads. Entry £5 per Mini. [www.facebook.com/surreyhillsmingroup](http://www.facebook.com/surreyhillsmingroup)

#### 22-23 Mini Racing

Mighty Minis racing at Anglesey. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

#### 23 Drive it Day

Annual initiative to get classic cars on the road. Organise an event for Mini friends or your local club or just drive your Mini. [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

#### 23 Moonraker Run

Charity Mini event raising funds for Hope Centre in Southwick, Wilts. Starts at Pheasant Inn, Chippenham, Wilts. Convoy to Warminster Services to meet more Minis and on to Salisbury Plain, taking in picturesque villages and beautiful countryside before refuelling at Solstice Park Services. Then visit Atwell Wilson Motor Museum in Calne to meet with classic cars gathered for Drive it Day. [www.facebook.com/molesminiclub](http://www.facebook.com/molesminiclub)

#### 29 Japan Mini Day

Excellent event at Tsukuba Circuit in Ibaraki Prefecture, Japan. Mini displays, racing, flea market and traders. [www.j-msa.com](http://www.j-msa.com)

#### 29-30 DEWS Downton Classic Vehicle Show

Multi-marque event celebrating the vehicles tuned by Downton Engineering Works and 70 years of Downton. At Brian Whitehead Sports Centre, Downton, Wilts. Saturday show and Sunday road run. Camping available. [downton@live.co.uk](http://downton@live.co.uk)

#### 29-1 May Minis on the Prom

Travel in convoy from Cardiff Gate B&Q on the Saturday or just meet at Aberaeron's Harbourside on the Sunday for a show 'n' shine, charity raffle, club events, and more. [minisontheprom@gmail.com](mailto:minisontheprom@gmail.com)

#### 30 Mk1 Action Day

Excellent laid back Mini track day at scenic Blyton Park in Lincolnshire. Raising funds for Cancer Research UK. <http://mk1-performance-conversions.co.uk>

#### 30 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod. +44 (0)1234 782828 [www.rwyb.com](http://www.rwyb.com)

## May

#### 4 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

#### 7 British Mini Day

Fab annual event at Himley Hall, Nr Dudley, West Midlands. Trade, autojumble and club stands. Concours and show 'n' shine. +44 (0)1384 897779 [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

#### 12-14 Minis on the Bay

Annual camping weekend at Lowther Hill in the Yorkshire Dales. Raising funds for Help for Heroes. Games, competitions, treasure hunt, Mini run, raffle, charity auction and karaoke. Pre-booking is essential. [www.facebook.com/morecambebay.miniclub](http://www.facebook.com/morecambebay.miniclub)

#### 13 The Geordie Job

Tynemouth Mini Club's annual Mini show at Woodhorn Mining Museum, Ashington. 10am to

4pm. Entry £3 per Mini. [www.thegeordiejob.co.uk](http://www.thegeordiejob.co.uk)

#### 13 Run What Ya Brung

Drag racing for all types of vehicles until late at Santa Pod in Bedfordshire, with camping. [www.rwyb.com](http://www.rwyb.com)

#### 13-14 Mini Racing

Rounds 3 and 4 of Mini Se7en Racing Club Championships at Zandvoort, Holland. [www.mini7.co.uk](http://www.mini7.co.uk)

#### 13-14 Mini Riviera Run

New seaside venue for 2017 of Pentewan Sands Holiday Park in St Austell, Cornwall. Entertainment, Mini cruise, traders, inter-club games, AC Dodd tech tent, Mini racing cars, glow show, kids' entertainment, fancy dress, show 'n' shine. Static caravans available (from £61 per night) plus camping (£16.85 per night). The event is organised by Cornish Mini Club. NB: Pentewan does not allow dogs on site but nearby holiday park Heligan Woods does. [www.cmcrivierarun.co.uk](http://www.cmcrivierarun.co.uk)

#### 14 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod. [www.rwyb.com](http://www.rwyb.com)

#### 20-21 London to Brighton Mini Run

Must-attend annual Mini run from Crystal Palace Park to Madeira Drive on Brighton's seafront. Camping and entertainment on the Saturday night. Traders, club stands, show 'n' shine, charity auction. Tickets sell out very quickly from [www.minispare.com](http://www.minispare.com) so don't miss out. [www.london-to-brighton.co.uk](http://www.london-to-brighton.co.uk)

#### 26-28 International Mini Meeting, Ireland

The IMM was last held in Ireland in 1997. 20 years on it will take place at Westport House, Westport, County Mayo, Ireland, again hosted by the Irish Mini Owners Club. Parties, traders, club stands, autojumble, Mini runs and displays. Pirates and Princesses Saturday night party theme. Stenaline ferry discount code available once you have booked your IMM ticket. Camping is included in the ticket price. Day visitors are welcome on the Sunday of the event which will include a show 'n'

shine. Paddy Hopkirk will be in attendance at the event! [www.imm2017.ie](http://www.imm2017.ie)

#### 29 Ripley Castle Classic Car and Bike Show

Multi-marque event held in the picturesque grounds of Ripley Castle, North Yorkshire. Trade stands, displays, autojumble [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

## June

#### 1 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

#### 3 Minis at Dunsfold

Drive your Mini or New Mini on the *Top Gear* test track. Entry is £60 per car and is limited to 100 Minis (no charge for passengers). Your entry will pay towards the track hire and any extra funds raised will go to The Italian Job charity for needy kids. NB: It is not a track day but you will be able to drive briskly behind a pace car. [www.minisatdunsfold.co.uk](http://www.minisatdunsfold.co.uk)

#### 3 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod. +44 (0)1234 782828 [www.rwyb.com](http://www.rwyb.com)

#### 3-4 Mini Racing

Rounds 5 and 6 of Mini Se7en Racing Club Championships at Donington Park, Leicestershire. [www.mini7.co.uk](http://www.mini7.co.uk)

#### 3-4 Mini Racing

Mighty Minis racing at Thruxton. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

#### 4 Mods 'n' Minis Rallye

Westcountry Mini Scene meet at Teignmouth, Devon. [www.wcminiscene.co.uk](http://www.wcminiscene.co.uk)

#### 4 National Metro and Mini Show

At the excellent British Motor Museum, Gaydon, Warwickshire. Gymkhana, concours and noncours, club stands, traders and camping. Ticket includes entry to the brilliant British Motor Museum. +44 (0)1926 641188 [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

#### 4 Thistle Run

Excellent annual Scottish Mini run, this year starting

at Calderglen Country Park and ending on the esplanade at Troon seafront. [www.miniclub.com](http://www.miniclub.com)

#### 10 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod. +44 (0)1234 782828 [www.rwyb.com](http://www.rwyb.com)

#### 11 National Mini Cooper Day

Excellent annual event at Beaulieu Motor Museum, Hampshire. Displays, traders, concours. See Mini celebs and ex-Works Minis. [www.minicooper.org](http://www.minicooper.org)

#### 15-18 Cologne Mini Days

Camping event in Cologne, Germany. Traders, cavalcade and evening entertainment. [www.cologneminiclub.de](http://www.cologneminiclub.de)

#### 17 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod. [www.rwyb.com](http://www.rwyb.com)

#### 17-18 Day's Addict

French Minis will gather at Château de Trilbardou in Seine-et-Marne in France. [www.minisaddict.fr](http://www.minisaddict.fr)

#### 18 Bromley Pageant of Motoring

Excellent annual multi-marque event at Norman Park, Bromley, Kent. Displays, traders, club stands, autojumble. [www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)

#### 18 Gainsborough Mini Day

Annual event for Minis and classic cars at Market Place, Gainsborough, Lincolnshire. [www.trentvalleymoc.co.uk](http://www.trentvalleymoc.co.uk)

#### 18 Retro Show

Multi-marque event for fans of two and four-wheeled retro vehicles. Pre-1995 drag racing, show 'n' shine and car clubs. [www.retrosow.co.uk](http://www.retrosow.co.uk)

#### 24-25 Mini Racing

Rounds 7 and 8 of Mini Se7en Racing Club Championships at Silverstone, Northamptonshire. [www.mini7.co.uk](http://www.mini7.co.uk)

#### 24-25 Summer Nationals

National Drag Racing Championships headlined by MSA Pro Mods, Drag Bikes, Nostalgia classes and Jet Car. [www.santapod.com](http://www.santapod.com)



## 29-2 July Goodwood Festival of Speed

Excellent multi-marque event for petrolheads at Goodwood, Chichester, West Sussex. See a number of motorsport celebrities, supercars, traders and displays. [www.goodwood.co.uk](http://www.goodwood.co.uk)

## 30-2 July Southern Mini Days Lite

A scaled down version of this popular event at Romney Farm Campsite, Lydd, Kent. Only 200 tickets available. Mini run, music, scavenger hunt, team games, loudest exhaust, glow show. [www.smoc.co.uk](http://www.smoc.co.uk)

## July

### 1 Run What Ya Brung

Drag racing for all vehicles at Santa Pod in Bedfordshire until 8pm, with camping. [www.rwyb.com](http://www.rwyb.com)

### 6 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. +44 (0)20 8961 1000 [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

### 7-9 Mini Fest X10

At Rawcliffe Hall near Blackpool, Lancashire. Includes radio-controlled car racing. £15 show entry per car covers camping, road run, run plaque, souvenir and evening entertainment. +44 (0)1995 605613 [www.minifest-x10.com](http://www.minifest-x10.com)

### 8 Scottish Vehicle Extravaganza

Multi-marque event at Glamis Castle, Angus, Scotland. Traders, autojumble, clubs and displays. Many Minis are expected. <http://www.svvc.co.uk>

### 8-9 Brands Hatch Mini Festival

At Brands Hatch circuit in Kent. Club stands, displays, traders, Mini racing, free grid walk. [www.brandshatch.mini-festival.co.uk](http://www.brandshatch.mini-festival.co.uk)

### 8-9 Château Impney Hillclimb

Multi-marque hillclimb event at Château Impney, Droitwich Spa with demo runs. Black tie dinner for competitors. Vintage funfair, air display, open paddock, classic car parking area, trade village, food and drink stands. [www.chateauimpneyhillclimb.com](http://www.chateauimpneyhillclimb.com)

### 8-9 Mini Racing

Mighty Minis racing at Brands Hatch circuit in Kent. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

### 12 Mini Spares Track Night

Get your classic Mini on the Brands Hatch circuit in Kent from

5:30pm to 8pm. Tickets £99. [www.minispares.com](http://www.minispares.com)

### 14-16 Dragstalgia

A weekend dedicated to race cars, bikes and hot rods from a bygone era with Jet Car, live music, swap meet, show 'n' shine (with the NSRA), Cracklefest, fire burnouts at Santa Pod in Bedfordshire. +44 (0)1234 782828 [www.dragstalgia.co.uk](http://www.dragstalgia.co.uk)

### 14-16 Skeg Mini Fest

At Welcome Inn, Skegness, Lincs. Mini music festival on the East Coast with camping. Proceeds to Macmillan Cancer Support. [www.skegminifest.co.uk](http://www.skegminifest.co.uk)

### 15-16 Mini Racing

Rounds 9 and 10 of Mini Se7en Racing Club Championships at Brands Hatch circuit in Kent. [www.mini7.co.uk](http://www.mini7.co.uk)

### 16 Minis on the Rec'

Mini and classic show at Adur Recreation Ground, Shoreham By Sea, West Sussex. Free entry. [www.brightonminiclub.co.uk](http://www.brightonminiclub.co.uk)

### 21-23 Haard Mini Treff

Relaxed camping weekend in Haard-Datteln, Germany. [dirk.schulte2@gmx.de](mailto:dirk.schulte2@gmx.de)

### 22-23 Mini Racing

Mighty Minis racing at Donington circuit in Derbyshire. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

### 30 Colchester to Great Yarmouth Mini Run

Minis meet at Colchester United football ground and travel in convoy to Great Yarmouth to be displayed on the seafront. They then convoy back that afternoon. Both original and New Minis welcome. [www.colchesterminiclub.co.uk](http://www.colchesterminiclub.co.uk)

### 30 Cotswold Classic Mini Tour

Camping at The Trout Inn, Lechlade, the night before and on Sunday night. Start point is Farmor's Sports Centre, Fairford and finishing at The Trout Inn for a barbecue. £10 per Mini entry includes rally plaque. NB: The event is no longer hosted by Minifixers but a group of local Mini enthusiasts. +44 (0)7548211522 [g.haynes0509@hotmail.co.uk](mailto:g.haynes0509@hotmail.co.uk)

## August

### 3 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

### 4-6 Cambridge International Mini Chill

At Marley Eternit Sports and Social Club, near Royston,

Cambridgeshire. It's a laid back camping weekender with evening entertainment. The event helps to raise funds for local charities. [knowles.madhouse@virgin.net](mailto:knowles.madhouse@virgin.net)

### 4-6 Ultimate Street Car

Multi-marque event at Santa Pod, Bedfordshire. Modified car festival featuring FWD and Jap Drag Series with open RWYB, show 'n' shine, club camping, live stage, evening entertainment plus daytime stage, stunt displays, huge trade village and more. +44 (0)1234 782828 [www.ultimatestreetcar.com](http://www.ultimatestreetcar.com)

### 5 Under The Mini Moon

A new event in Somerset for both classic and New Minis. Mini run across the Somerset flats, along the Mendip Hills and finishing up with beachside photos. Charity funds will go to Make A Wish Foundation. [underminimoon@yahoo.com](mailto:underminimoon@yahoo.com)

### 6 Thames Valley Classic Mini Tulip Tour

A tulip navigation Mini tour of the picturesque Thames Valley. [tt@tvmc.org](mailto:tt@tvmc.org)

### 12 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod, Beds. [www.rwyb.com](http://www.rwyb.com)

### 13 Mini in the Park

Brilliant annual Mini event at Santa Pod Raceway, Northants. Run what ya brung drag racing, Fireforce jet cars, traders, autojumble, club stands, displays, live action arena, Pride of Ownership display. +44 (0)1959 541444 [www.minishow.co.uk](http://www.minishow.co.uk)

### 18-19 Mini Racing

Rounds 11 and 12 of Mini Se7en Racing Club Championships at Oulton Park, Cheshire. [www.mini7.co.uk](http://www.mini7.co.uk)

### 18-20 Miniholics Anonymous Weekend

Camping event at Seidenbuch, Odenwald, Germany. Treasure hunt, traders and evening entertainment. [www.anonyme-miniholiker.de](http://www.anonyme-miniholiker.de)

### 18-20 Mini Meet Limburg

Mini event in Limburg, Belgium. [www.miniclublimg.be](http://www.miniclublimg.be)

### 19 Oulton Park Mini Festival

At Oulton Park circuit, Cheshire. Racing, traders, club stands, displays, free grid walk. [www.ouiltonpark.mini-festival.co.uk](http://www.ouiltonpark.mini-festival.co.uk)

### 19-20 Run What Ya Brung

Drag racing for all types of

vehicles at Santa Pod, Beds. [www.rwyb.com](http://www.rwyb.com)

## 26-28 Legendary Grand Tour

A weekend of Mini runs and gatherings in North Devon to raise funds for Children's Hospice SW, incorporating the Big Sheep Mini Show on the Saturday. Dress up yourselves and your Mini for this fun event. [www.smallcarsbighearts.co.uk](http://www.smallcarsbighearts.co.uk)

## September

### 1-3 Unmögliches Herbsttreffen

Relaxed annual Mini camping weekend in Westphalia, Germany. [www.facebook.com/groups/dieunmoeglicheminiig](http://www.facebook.com/groups/dieunmoeglicheminiig)

### 3 Mini Fest

At Uttoxeter Racecourse, Staffordshire. Mini traders, autojumble and club stands. [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

### 3 Minis by the Sea

Excellent annual free-to-enter event on The Steyne on Worthing's seafront. Near to shopping centres, pier and restaurants. Traders, charity auction, raffle and pizzas. [www.wsmoc.com](http://www.wsmoc.com)

### 5-14 Italian Job Tour

Drive to Turin, Italy, with like-minded enthusiasts for a guided tour of locations of the 1969 film, *The Italian Job*. Stay for three nights at the famous Lingotto Hotel in the former FIAT factory and venture onto its famous roof-top test track. Cost is £750 per person, based on two sharing. Note that this is not the charity event with a similar name. [www.italianjobtours.co.uk](http://www.italianjobtours.co.uk)

### 7 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

### 8-10 Goodwood Revival

Excellent multi-marque car and aeroplane event celebrating days gone by at Goodwood Circuit, Chichester, West Sussex. Period dress makes it more fun. Traders, displays, track action. [www.goodwood.co.uk](http://www.goodwood.co.uk)

### 9-10 Mini Racing

Rounds 13 and 14 of Mini Se7en Racing Club Championships at Snetterton, Norfolk. [www.mini7.co.uk](http://www.mini7.co.uk)

### 9-10 Mini Racing

Mighty Minis racing at Cadwell. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

### 10 Mouth to Mouth

10th anniversary Mini run from

the Riviera Hotel in Weymouth to the lifeboat station in Exmouth, followed by a barbecue. Raises funds for RNLi. [www.jurassiccoastminis.co.uk](http://www.jurassiccoastminis.co.uk)

### 16 Run What Ya Brung

Drag racing for all types of vehicles at Santa Pod, Beds. [www.rwyb.com](http://www.rwyb.com)

### 17 Stanford Hall Mini Show

At picturesque Stanford Hall in Lutterworth, Leicestershire. Traders, club stands, concours, show 'n' shine and live arena. [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

### 30 Run What Ya Brung

Multi-marque drag racing at Santa Pod, Beds, until 8pm. [www.rwyb.com](http://www.rwyb.com)

### 30-1 October Classic Mini Rumble

All-marque drag racing event at Shakespeare County Raceway, Long Marston Airfield, Warwickshire. Organisers 16V Mini Club and Turbo Minis hope to get lots of Minis there. Camping and barbecue. [www.facebook.com/events/138381903330633](http://www.facebook.com/events/138381903330633)

### 30-1 October Mini Racing

Mini Se7en Racing Club O-plate races at Rockingham, Northamptonshire. [www.mini7.co.uk](http://www.mini7.co.uk)

## October

### 4-6 Cap'n Jaspers Rallye

Westcountry Mini Scene meet at Cap'n Jaspers, Sutton Harbour, Plymouth. [www.wcminiscene.co.uk](http://www.wcminiscene.co.uk)

### 5 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

### 14-15 Mini Racing

Mighty Minis racing at Pembrey. [www.facebook.com/mightyminis](http://www.facebook.com/mightyminis)

## November

### 2 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

## December

### 7 Mod 'n' Mini Night

At London's Ace Café on the first Thursday of every month. [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

## 2018

## May

### 18-21 International Mini Meeting, Portugal

IMM fun at Rua do Parque de Campismo in Aveiro, Portugal. [portugal.imm2018@hotmail.com](mailto:portugal.imm2018@hotmail.com) [www.facebook.com/portugal-IMM-2018-1275667412459060](http://www.facebook.com/portugal-IMM-2018-1275667412459060)

## RIP Matthew Collins

I am writing to you with sad news. Unfortunately, since the feature in the January 2017 issue on his Clubman Estate and the small feature on my Mayfair, my husband Matthew was taken very poorly whilst working away. It was very sudden and unexpected and it is with great sadness that I tell you that, unfortunately, after five days of fighting, he lost his life.

He was so proud that his car was featured in *MiniWorld*. It really did make his dreams come true. He was so excited to have his new engine in and we are nearly at the stage of being able to start it and get it set up ready for the show season.

I would personally like to thank you for making a young man's dream come true. And for the sheer smiles being at the shows and just everything to do with that Mini that you helped create.

**Michelle Collins**

**Michelle, the *MiniWorld* team is very sad to hear your news. Those of us who were lucky enough to meet Matt could see how dedicated he was to his family, the Mini in general and the wider Mini scene. It was also obvious how much passion and pride he put into building his Estate which is one of the finest modified Clubman Estates that we have ever featured. Thank you for your kind words about us but, although the *MiniWorld* team are all Mini fans, we are merely projecting the love and enthusiasm that we see in the Mini owners that we meet through our pages. We look forward to seeing Matt's Estate at the shows. [KD]**



Matthew Collins.



Matthew's fab Clubman Estate.



Matthew's Mini alongside some owned by his friends and family.

## Feature fan

Thank you for featuring my Mini in the April 2017 issue. The images look so cool. It really does look amazing. And, the picture of my dad and myself really sums up how great a project it was to do with him. I will always have those memories. We laughed a lot and he put in so much hard work! So, thank you for that too. He'll be chuffed when he sees and reads it!

I know everyone must say this, but it was a great pleasure and privilege to be featured in *MiniWorld*. And it really wouldn't have meant as much if it were in the other one! It made all the cash spent, late nights, swearing, bloody hands, more swearing and confusion all worth while!

As always, have fun and take it easy. And I hope the magazine goes from strength to strength. I can't wait to get started on the next Mini and for the whole crazy cycle to start again!

**Gavin Bowern**

**Thanks for the kind words Gavin. We're glad that you enjoyed the experience. If anyone else would like their Mini featured, please send an email to us at [mw.ed@kelsey](mailto:mw.ed@kelsey) with a few pics and brief info. [KD]**



## Future Mini driver

I caught my 11 month old grandson Ollie eyeing up my *MiniWorld* magazine.

**Ian Ashton**



## The champ

Hi guys, our Mini went into the workshop over the winter for a refresh after its championship winning season.

**Ben Bonfield, via Facebook**



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# In Gear

Must-have Mini goodies

Traders

To get your products on these pages email: [mw.ed@kelsey.co.uk](mailto:mw.ed@kelsey.co.uk).  
Post: MiniWorld, Kelsey Media, Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK. (Prices on this page include VAT).



## T-shirts

Mini Spares and Dooderwear have teamed up again for another T-shirt design. This time they have used the term 'Giant Slayer' in homage to the Mini's success against American iron in the early 1960s. Available in S to XXL with colour options of blue, green, orange or red.

**£15 each (ref: tshirt05)**  
**+44 (0)1707 607700**  
[www.minispares.com](http://www.minispares.com)

**MiniWorld**  
**MUST HAVE**

## Oil cooler and hoses

Mini Mine has produced a range of oil coolers and hose sets. Two versions are available, including this 10-row cooler with a choice of hoses, including the rubber hoses pictured.

**£48.**  
**+44 (0)1782 595999**  
[www.minimine.co.uk](http://www.minimine.co.uk)



## 998cc piston rings

MED sells a range of piston ring sets exclusively for forged 998-type Omega pistons. Available in +0.020-inch, +0.040-inch and +0.060-inch.

**£115 set of 4**  
**+44 (0)1455 618464**  
[www.med-engineering.co.uk](http://www.med-engineering.co.uk)



## Billet alloy air filter wing sleeve nuts

These airbox wing sleeve nuts for the Cooper and Cooper S twin air filter box have been introduced to DSN Classics' RetroSport range. Two lengths of nut were used in the model range, of which these are the shorter 18mm. DSN Classics also sell a 27mm long version. Available in black, blue, polished, red or silver.

**£12 pair (ref: PET3206)**  
**+44 (0)1953 455551**  
[www.dsnclassics.co.uk](http://www.dsnclassics.co.uk)



## Webcon mesh ram pipes

Webcon has introduced a range of aluminium ram pipes (aka air horns), with mesh elements, for the Weber 40 DCOE and 45 DCOE. Lengths available are 16mm, 30mm and 60mm. The mesh is designed to stop large pieces of debris from entering the engine.

**£33.48 each**  
**+44 (0)1932 787100**  
[www.webcon.co.uk](http://www.webcon.co.uk)

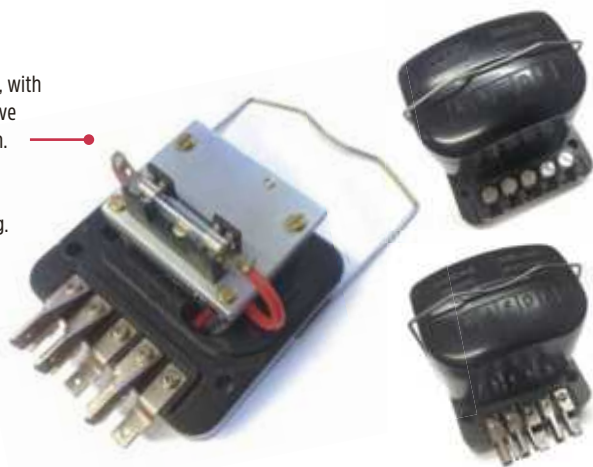
## Solid state dynamo controller

Classic Dynamo & Regulator Conversions makes its own version of the Lucas RB106 regulator, with nickel-plated spade-end connectors and screw terminal options. Currently offered in a negative earth version (ADR106-N) but a positive earth version (ADR106-P) will be available very soon. The regulator contains no mechanical electronics and instead uses a modern, solid-state controller. No adjustment is required and it is fuse protected. Suitable for Lucas C39 or C40 dynamos and the current limit is set to 22 amps. The dynamo must be polarised before fitting.

**£175 including P&P to UK mainland**

**+44 (0)1522 703422**

**www.dynamoregulatorconversions.com**



## Digital wheel camber gauge and camber bar

By using Gunson's Trakrite Camber Bar, in conjunction with Laser Tools' new digital inclinometer, you can check the camber of your Mini's wheels. The adjustable camber bar comes with a built-in magnetic base, providing a mounting point for the inclinometer.

The camber angle (negative or positive) can be clearly read from the LCD screen. Once calibrated, the inclinometer can be attached to the bar. Powered by a 1.5V AAA battery, it shuts off automatically after five minutes without any movement. The gauge is supplied with a storage pouch.

**£74.40 Gunson Trakrite**

**Camber Bar (ref: 77137)**

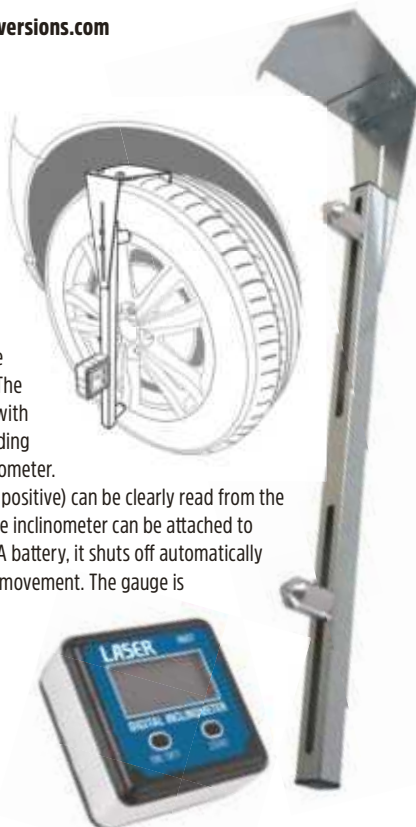
**£48.77 Laser inclinometer**

**(ref: 6657)**

**+44 (0)1926 815000**

**www.gunson.co.uk**

**www.lasertools.co.uk**



## Autoglym High Performance Tyre Gel

Autoglym says that its high-viscosity, long-lasting tyre dressing gel contains active silicone polymers which contribute to the depth of shine and durability of tyres.

**Buff Daddy's verdict:** This tyre gel has a pleasant cherry scent and is easy to apply with a foam applicator. If you want a satin finish apply then wipe off immediately with a cloth. If you prefer a gloss finish then apply and leave to dry. Top tip: If you want a wet-look gloss finish then apply the gel, let it dry, then apply a second coat and let that dry. I love this product and its flexibility with finishes but you will use a lot of the product if you apply two coats for that wet look with 10-inch wheels and large sidewalls. However, durability is good and will last a couple of weeks of typical UK weather on a daily driver.

★★★★●

**£9.99 - 500ml**

**+44 (0) 1462 677766**

**www.autoglym.com**



Tested by  
*Buff Daddy*



## Mini Special wheel arch set

These injection-moulded ABS plastic arches were designed for the Mini Special in 1979 and were fitted to quite a few Rover Mini models with 10-inch or 12-inch wheels. Sold in a complete set but Mini Sport can supply the black arches individually. Suitable for painting and available in grey or black.

**£32.96 set of 4 (Grey - ref: 40-10-37-1)**

**£20.52 set of 4 (Black - ref: AJM1117)**

**+44 (0)1282 778731**

**www.minisport.com**

## Smart Polish Pro Waterless Wash & Wax

According to the manufacturer this product safely lifts dirt and grime away from a paint's soiled surface by using a clever emulsification process.

**Buff Daddy's verdict:** I've had mixed results with waterless washes and waxes in the past. The Smart Polish Pro version however does work but you must adhere to the instructions in order to get the desired results. It worked well if the Mini was 'lightly' soiled and dusty. Any more than this and you risk damaging the paint with scratches and swirls. If your Mini is more than lightly soiled then a rinse down and traditional wash with car shampoo and water is the best option. For the warmer months of the year when the paintwork is mostly dusty between washes this product is a massive time saver and leaves a nice glossy, protective finish.

★★★★●

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**+44 (0)2033 711710**

**www.smartpolishpro.com**





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# RULING THE ROOST

**Mark O'Neill's Mk2 has had a number of uses in its lifetime including a family runaround, dog kennel and chicken coop! But now it's a show car to be proud of.**

**Words:** Jim Jupp. **Photos:** AJ Walker.







**M**ark O'Neill's Mini has been in his family for over four decades and it's had a number of roles in that time, as he explains: "My mum bought it back in 1972/73 when it was only a few years old. She paid £52 for it. She offered £50 but the guy had had a new subframe on it and that's what it owed him." How times have changed...

"The family used it for many years. We've moved house with it, had beds on the top. We went on holiday in it, with my mum, dad, brother and sister. So all five of us on camping holidays with suitcases – the roof rack was full! So it was used and abused. Back in the mid-1980s it came off the road and it stood in the yard for at least 15 years, in which time it was used as a dog kennel and a chicken coop. It was used for all sorts."

In the millennium year Mark started tinkering with the remains of the Mk2 but it wasn't until 2002 when he persuaded his stepdad, Shaun, who restores cars for a crust, that the Mk2 should come back to life. It only took six months.

As you might expect, for a poor Mini that had been full of chickens, the list of replacement panels needed for the restoration was about as extensive as you can get before thinking about a reshell. This first rebuild heralded the installation of a new power plant and transmission from a scrapped SPi Cooper, which they bought from the legendary Furber's scrap yard in Shropshire. It's a yard we've heard lots of rust lovers talking about in hushed tones. "We'd seen the engine running

so just stripped it down and fitted new gaskets. It's from a standard SPi Cooper, as far as we know." The SPi's dry front subframe was also fitted, which required slight modification to the bulkhead to get the tower bolts to fit, including sleeving the holes where the Hydro hoses would have run.

Mark decided to use a GRP KAD-style bonnet from the SPi donor car, which he thinks could have been a racer of some sort. He admits to having had issues with the bonnet, though, through the years. "I forgot to strap it down and it flew

off at about 30mph. It landed in the middle of the road and frightened the life out of me," he laughs. Even though this has happened twice to date the bonnet remains relatively unscathed.

Suspension parts were also sourced from the SPi but some parts were found not to be SPi OE parts and were more Metro. They included a set of 4-pot calipers, which he had rebuilt. Replacement copper brake pipes were fitted in the first build along with stainless steel-braided hoses. The front suspension uprights are also



**The family connection:** Mark's grandad, mum, and little sister Adele next to the Mk2 in the mid 1980s. Check out the chunky Weller wheels and grandad's on-trend Frankie Goes to Hollywood T-shirt.

Metro, with what Shaun thinks are modified Mini top and bottom arms.

Readers with the memory of an elephant may recall that we featured Mark's Mk2 back in 2004, when it was still his daily runaround. "I just used it as an everyday car, then my family got a bit bigger and I thought 'this isn't practical' and parked it up in the garage." Thankfully the urge to get rid of it did not prevail as that can cause years of regret.

In 2015 he wanted the Mini to see the light of day again and tempted it out of its slumber with some fresh petrol. "I »



Above: The supportive Recaro reclining front seats, which were originally fitted to this Mk2 when it was first restored, look way cooler now they have been retrimmed in cream leather with contrasting red piping. And there is even a matching rear bench seat. The rear headrests have been bolted to the rear bulkhead.

#### OWNER PROFILE

### Mark O'Neill

**Your occupation:**  
Shift operations manager

**Have you any pets?**  
Lots of fish

**Dream job:**  
Test rider for Ducati

**Favourite food:**  
Sausage and chips

**Sum yourself up in three words:**  
Forgetful, skint, forgetful...



dragged it out the garage and it was still really nice and it started up OK so I took it round to my dad again and asked him if he'd tart it up for me. He said 'Yeah. Pop it in the garage'. I went back the next day and it was like a shell again." Shaun wasn't happy with the car and had decided to strip it. "I thought it had a few little pimples to sort out and it ended up in a full restoration again," explains Mark. This rebuild took six months. With all this work there must have been a fair cost involved. "He didn't charge me!" Result! The first re-build included a lot of changes but, for this one, Mark decided really to push

the boat out. "I went a bit silly but I wanted what I wanted," he affirms.

Second time round, no panels were needed. It was more a case of getting the paint back to show quality. "It was just about sorting out marks in the paint. He did say this is the last time he would ever restore it."

Shaun was also keen to keep the Mini in cellulose El Paso Beige paint (BG17), which had also been applied in the last rebuild. Such a paint is much more forgiving should you have a problem whilst painting the car. "Shaun paints two-pack and clear all the time but he



**Above:** The Mk2's two-part headlining frame has been retrimmed with cream suede. Even the rear companion bins have been covered in matching cream leather.  
**Below:** Both the slightly modified Rover top dash rail and custom bottom dash rail were changed from the grey leather to the cream hide. Newton Commercial red carpet lifts the interior nicely and the wood steering wheel, dash and gearknob add a touch of luxury. Note the custom switch panel and screen in glovebox.



didn't want that. He said he'd polish it up so it looks like it but you'll know its cellulose." He isn't a fan of the power tools either when it comes to flattening paint. "There have been no machines used on the Mini. It's all been wet flatted by hand." He says you know when it's right, as you can feel it. It has to be said this is more of an old school method and, going by the finish on Mark's Mini, it appears to work on cellulose. After a guide coat, the Mini was wet-flatted "I think it had six coats of paint on it. There is a lot of depth in the paint."

When work permitted, Mark was keen

to help Shaun out with the rebuild but his key job was tea maker. "There was no chance dad would let me do any of the bodywork or painting but that's a good thing," laughs Mark. By his own admission he was more involved in dogsbody and procurement roles.

The second coming also heralded the titivation of the SPI engine. Mark's ethos was that if it could be chromed it would be. He visited Nippos, in Crewe, and had them carry out the chrome work. "I asked them what they could chrome on a Mini engine and they said pretty much anything but the block and gearbox."

This has resulted in even the head studs getting the chrome treatment. He says that they still torque up OK. "We went through three alternators, trying to strip them. We've also done the transfer casing and bell housing. There's a lot of stuff on the engine you can't see that's been chromed. I just look at it and think 'wow'." There have also been some stainless purchases from Smiffy's Bits.

One area you can't really chemically dip, unless you're happy to strip out the electronics first, is the SPI ECU, mounted in the engine bay, as it would have been in the donor car. For this Mark tackled »



Colour-coded petrol tank and buffing equipment for shows.



the job by hand, using a Dremel multi-tool to buff it up to a gleaming finish.

The SPi was the source of a number of parts, including the aftermarket Recaro seats, which came in grey velour. These were fitted during the Mini's first rebuild. The matching rear seats also have a set of headrests, bolted to the rear bulkhead, which Mark sourced from another car found in the scrapyard. The grey has now gone and the interior is now awash with cream hide as the seats were covered by Martrim, in their range of Rolls Royce magnolia leather. All interior trim panels have also been covered, including the rear companion bins.

One panel sourced from the SPi was a modified bulkhead box section, which sits just forward of the heater, as a turbo clearance box would. "As it was fitted to this SPi Mini we fitted it to the Mk2, just because we had it." This may improve access to some of the trickier areas on an SPi engine, but it had the knock-on effect of pushing the internal heater forward. In retrospect Mark and Shaun realise that they just didn't need it. "Problem was we'd gone so far that we decided to work round it." This resulted in a swish-looking switch panel, which is very much of the Wood & Pickett coachbuilding style. Initially it was in grey,

to match the seats, but has now been changed to cream with red stitching.

The boot received a makeover too, in the form of a colour-coded fuel tank and home-built liner kit, which has also received the moo cow treatment. "I know you can buy boot liners for £40 but I didn't think they looked right, so I custom made one, which comes around the front of the tank."

Behind the rear headrests is a leather-covered wooden parcel shelf sporting a set of 6x9 coaxial speakers, bouncing Mark's music of choice off the rear screen. Either side of the rear headrests are some small Pioneer TS-M5 'Tune

Sports Pack arches have been modified to remove the side repeater cut out as it's not required on this Mk2 Mini, tidying up the line of the arches.

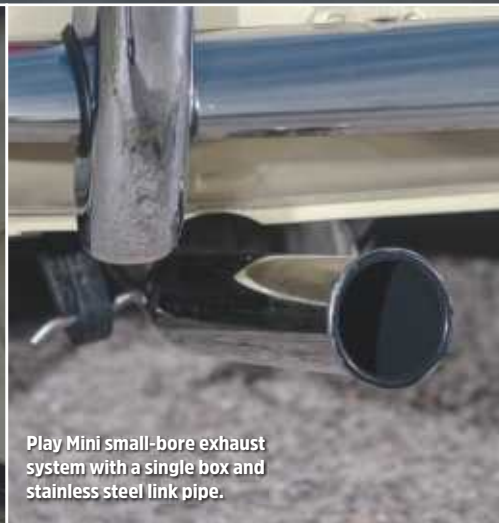


"It was going to be just an everyday car but now it's gone too far to put it back to original."

Small pioneer speakers are housed in custom pods which sit next to the rear headrests.



Play Mini small-bore exhaust system with a single box and stainless steel link pipe.



Up' speakers in home-made pods, for high frequencies. "I thought the little speakers looked nice on the side, so I put them in." By his own admission, Mark is not a big ICE fan but he seems fairly happy with the install. "They sound alright," he adds. Currently there are no speakers in the front but that might change. "I keep thinking about putting small speakers where the vents are in the dash, as the vents are just for show."

The bolt-in rollcage, which had been fitted in the car's previous life, came out in order to be colour coded with the bodywork. Mark has shied away from fitting the door bars, which would

help to triangulate the cage and assist with side impacts but, practically speaking, would also mean getting in and out the car is a palaver. "My dad wanted to cut the brackets off but I said leave them on in case I want to fit the bars. You never know."

The two-piece headlining frame has, surprisingly, been recovered in suede. Mark was given the option of vinyl or suede to match the door cards, and the trimmer managed to go with the suede option. "I was impressed with that. He said it was really hard to do."

Externally the Mini has changed little from its first restoration, except for

the rims. It has been rolling on 13-inch wheels since the rebuild but it now sits on a set of shiny and fatter 7x13 Chrome Superlight Softline deep-dish alloys. Mark feels he is paying a price for the bling, though, with a hint of tram-lining while driving. "It does 'follow' the road and it's very heavy on the steering."


So how has the Mini been received at shows? "I took it to Bingley Hall, for Mini Fair 2017, which was the first time it had been out since 2008. It was surprising how many people asked why I'd changed a Mk2. But, hold on a minute, Minis are individual things and this never set out to be anything specific. It was going »

## [ Modified 1969 Morris Mini 1000 ]

to be just an everyday car but now it's gone too far to put it back to original. If I did another one I'd keep it original but this one was too far gone, with it being a chicken coop. We'd had to skip the original interior and now I look at the price of interiors and think 'god, how stupid was that!'. Now there would be a cleaning product challenge for Buff Daddy!

Mark feels that his Mini has the

Marmite effect: you either love it or hate it. But then it has to be remembered that tastes change over the years, for individuals and across the scene. He has plans for showing the Mini further. "I just like showing it to people for no other reason than so that people can see it. It does generate a lot of interest and I get so many questions. But I hate getting it wet. It makes me feel ill

as I know I've got to clean the entire underside again. It's a mixture of old and new, and it's just a bit different." 

**Mark would like to thank:** My wife Karen for not divorcing me, although it was threatened; My mum Sandra for putting up with me; My dad Shaun for absolutely everything; Mini Mine for parts; Niphos ([www.niphos.co.uk](http://www.niphos.co.uk)) for the chroming.

Time to reach for the sunglasses. The SPI engine and its ancillaries have been chromed or Smiffy'd to the max.



### TECHNICAL SPECIFICATION

## Modified 1969 Morris Mini 1000 Super Deluxe

**Engine:** 1275cc Rover Cooper SPI. K&N air filter. Play Mini side-exit stainless steel exhaust. stainless steel Smiffy's Bits engine dress up parts. 2-core radiator. Mini Spares alloy water pump. SPI submerged fuel pump. Lumenition 8mm silicone HT leads. **Gearbox:** SPI Mini 4-speed manual, four-synchro rod-change gearbox. SPI spec Verto clutch system. copper hydraulic clutch pipe. quick-shift kit. SPI single-pin differential. central oil pick-up pipe. unknown final drive. **Brakes:** SPI in-line brake servo. dual-circuit brake configuration. MG Metro 4-pot front brake calipers. Mini Mine 8.4-inch vented, grooved, drilled front brake discs. stainless steel braided hoses. copper brake pipes. cast iron Cooper/GT rear spacer drums. SPI pedal box. Dot4 brake

fluid. **Suspension:** Front: dry 2-bolt front SPI subframe. Front: non-adjustable Sachs Super Touring dampers. rubber cones. Hi-Lo adjustable trumpets. modified Mini top arms. modified Mini bottom arms. Metro uprights. chromed adjustable tie bars. Metro outer CV joints. Mini driveshafts. 2.2-turn 'quickrack' steering rack. Rear: modified Mini Mk2 Hydroelastic subframe. Spax coil-over dampers. modified Hydro radius arms. **Wheels/Tyres:** 7x13 Chrome Superlight Softline deep-dish alloys. Continental ContiSport Contact 195/45R13 radial tyres. **Interior:** Bitumen sound deadening pads. underfelt sound deadening under carpets. Newton Commercial moulded carpets. Recaro front seats. rear seats trimmed in cream hide, red piping. two-part cream suede

headlining. walnut dash, gearknob. chromed pedal covers. Magnolia 3-gauge clocks. Mountney wood-rim steering wheel. bespoke leather trimmed door cards. colour-coded Rollcentre bolt-in rollcage. **Exterior:** 1969 Mk2 Morris Mini bodysell. El Paso Beige (BG17) cellulose paint. high-build primer. modified Rover Sports Pack arches. KAD GRP bonnet. Angel Eye headlights. bullet mirrors. stainless steel bumpers, OE overriders. grille buttons. Mk2 Mini Cooper style grille. chrome Aston style flip-top fuel cap. modified Rover Sports Pack arches. torpedo door mirrors. aftermarket Mk2 Morris Cooper S style bonnet badge. **ICE:** Pioneer head unit. DVD player. screen in glovebox. 6x9 coaxial speakers in rear shelf. Pioneer TS-M5 'Tune Up' speakers.

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# TRAVELLING IN STYLE

**Malcolm Cooper's wife, Caroline, decided that he needed a Mini project to keep him busy and a Mini Traveller would be just perfect for transporting their two West Highland Terriers.**

Words and photos: Jim Jupp.





Malcolm turned to wood trimming experts, Woodies, to fit the wooden battens.



**M**alcolm Cooper doesn't strike me as the kind of chap who would be happy sitting on the sofa watching re-runs of *Escape to the Country*. He's clearly a very active person and his wife Caroline, who owns a Mk1 Austin Seven, had a plan to keep him busy when he retired from the fire service. "I was sat at the computer, with my daughter Lindsey, in 2013. We were just looking at Minis on eBay and saw a nice red saloon, but we have two West Highland Terriers and you wouldn't want them let loose in the back of a nice Mini. I started looking for an estate version of the Mini so we could get a dog crate that would fit in the back. Then this 1963 Mk1 Morris Traveller came up and I said to Lindsey, and this is the spooky bit: 'Oh, that'll make a nice retirement project'. Just as I got the last few words out, Caroline walked in the room. She said: 'Let's have a look', shoved me out the chair and this car had two minutes left to go." Caroline quickly placed a bid, much to Malcolm's horror. "I said 'I wasn't serious! What have you done?' To which she replied: 'I've bought you a retirement project'."

Caroline had successfully won the auction for the 848cc Mk1 UK Traveller at just shy of £2,000. Buying a Mini without actually physically seeing it isn't a very good idea. "In fairness to the guy selling it there were a lot of pictures. He'd intended doing it up but realised he was a bit out of his depth and didn't have the knowledge on Minis to see it through. He'd done a bit of welding and,

after a couple of years, it was going nowhere so he decided to sell it. I went up to Hampshire to pick it up on a trailer and take it home with a load of bits: wheels, all the glass, of which some was scratched and had to be renewed."

Previous owners of the Woody include a fish and chip shop owner who had named it Harry, perhaps in homage to Mr Ramsden? "I did find out it came from down in Dorset. That's where it started life, in a showroom down there. I phoned them up as dealers used to put little plaques in the cars." Unfortunately they couldn't help, so Malcolm made his own 'Westover Motors Ltd' dash badge. "There were a few holes in the dash rail and I thought that must have been for a supplier plaque, as they used to put them on in those days. Our other Mini has one too." It's a nice touch, and fills the two holes nicely.

Following a recommendation Malcolm sent the shell to VVCR in Hamble, Hampshire. "I stripped everything down to the bare shell and took it to Graham who runs the outfit and, to be fair, they did a good job but they had it for a year mind you. When we did get it back it was all sprayed, ready to be fitted back up." A year doesn't seem too bad for a thorough resto job but Malcolm was keen to get his Westies motoring. "I'm one of these people that starts a job and has to see it through. I can't just go back to it. All the time it's hanging about things get moved and lost. I just wanted to get it back together."

Panel work was extensive, not that all panels fitted couldn't have been saved in some cases, as Malcolm explains: "It needed a new front end and a complete floor. The floor was a bit of a borderline case as a few patches could have been fixed." A complete M-Machine floor was chosen. "Their floorpans are very good and it wasn't an absolute fortune." He's also pleased with the gauge of steel too and went on to buy all the replacement panels from M-Machine, apart from the wings and front panel which were sourced cheaply at Beaulieu Autojumble.

The roof panel, doors and nearside rear quarter were all in good condition but the offside rear needed attention. "It was a mess. The guy I bought it from had tried to weld a new panel and couldn't find a Woody panel with the »

#### OWNER PROFILE

### Malcolm Cooper

**Occupation:**

Fire Officer (retired)

**Favourite Mini**

supplier: M-Machine

**Dream job:**

Quite happy in retirement

**Sum yourself up in three words:**

Meticulous, driven, conscientious

**Most hated Mini task:**

Changing driveshaft couplings





**A smart Newton Commercial interior was chosen to replace the remains of the tatty original Porcelain Green Mini Traveller trim. The boot board carpet is the same colour as the rest but the grain of the pile was mis-aligned during fitment; just one of the many lessons that Malcolm learnt along the way.**



**Westies Max (left) and Henry love their Mini but would much prefer a Mk1 Cooper, even if it was a bit 'ruff'.**

holes drilled in it for the wood. He did find an Estate panel and he put that one on but had problems. The body shop had a bit of job sorting that out."

The Traveller has stayed true to its original colour of Almond Green, which was sprayed using two-pack paint. It had to go back to the paint shop to sort out a small problem but, even with a solid colour, matching wasn't easy. "As you have to have paint made up for a classic car I'd advise that you buy a lot more than you originally need. I'd say twice as much because getting that same batch made up again is extremely difficult. I've got a 2.5-litre can of it at home now which is as near to the first paint job as we could get it."

While the bodysell was away Malcolm kept himself busy. "I overhauled the subframes and all the suspension and got the engine sorted out so everything was ready to be fitted once we'd got it back." When the Mini shell was returned to Malcolm he didn't hang about with reassembly. "It took about another three months before it was up and running.

## The restoration



Harry arrives at his new home. Surely you'd have to be 'barking' mad to take on a project like this.



With the cylinder head removed the 998cc engine's MOWOG pistons are visible.



Back from Mini Speed, after the rebuild, and fitted with a replacement 12G202 cylinder head.



The shell, at VVCR's workshop in Hampshire.



An M-Machine replacement floorpan was fitted.



After being etch-primed in the VVCR paint booth.



The repaired bodyshell was painted in two-pack Almond Green paint and then flatted back.



Off to Woodies, to get the new wood trim fitted.



Back from Woodies and ready for the final fit out.

I had been buying things I knew it needed, whilst it was away, so there was nothing to delay the build. I used to be a mechanic in the motor trade, working on accident repairs. I could do pretty much everything on a Mini, except for welding – I'm useless at welding."

Of course the crowning glory for a UK Woody is its wooden battens. The kit was supplied by Woodies in Lavant, near Chichester, West Sussex. Malcolm hit the same problem that Andy Nash experienced with his Traveller, which was *MiniWorld's* January 2017 cover car. When fitting the wood it has to be measured up before the shell is painted, thus reducing the chance of damage to the paint. As Malcolm found out no two restored Minis are the same. "Because it had been rebuilt

body wise by this point, however good your body workshop is, it'll never be as it came off the production line."

Malcolm is quite aware of his skill level. "I'm not that good working with wood so I thought I'd let them do it and they did a smashing job. Wood is what makes a Woody," laughs Malcolm. "Get that wrong and it just looks a mess." It's a lot of work too, requiring the right skills, knowhow and tools. It was fitted over four days once Woodies had built up the wood kit.

The Traveller came fitted with an 848cc engine, but it clearly wasn't the car's original. "The 848cc engine number didn't match that given on the V5 registration document so had clearly been replaced." A 998cc engine was sourced as Malcolm was keen to have more usable power. He has no

reservations about fitting the 998 engine but would have stuck with the Mini's original 848 if that had been in the car.

Mini Speed was entrusted with rebuilding the 998 engine. "It's not that I couldn't rebuild it but they were the experts and I wanted it a bit nipper. I don't want a racing Mini, as, quite honestly, that would be ridiculous as a Traveller. But I did want something a bit nipper, something that won't be causing a hold-up in modern traffic and can get you out of trouble when you need it. Gone are the days when you could pootle along."

He opted for a Cooper 12G202 cylinder head, which he'd had for some time. It had been converted to unleaded with hardened valve seats. "It isn't high spec. I wasn't going to set the world alight with »



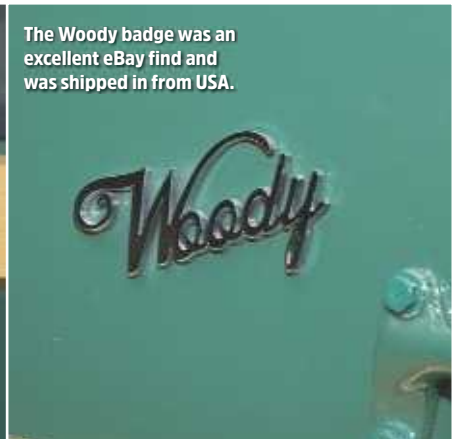
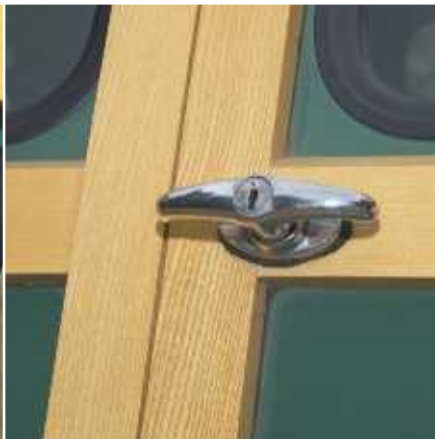
## “Malcolm finished the build in February 2015 and, since then, the Woody has covered 600 miles.”

it and I love the twin SUs and messing about with those.” To date he has set the carbs up himself. “I need to get it on a rolling road at some point, as I know it can make a significant difference, to get everything spot on. It’s not far out, going by how it goes. Mini Speed said to get some mileage on it first.”

When researching options to make the Traveller a bit more zingy Malcolm picked our Technical Editor, Tim Mundy’s, brains. “I wrote into *MiniWorld* for some advice on it, and you printed a reply. He said I needed an RC40, Cooper Freeflow exhaust manifold, and twin 1¼ carbs would help, and it did.” Malcolm finished

the build in February 2015 and, since then, the Woody has covered 600 miles. So it is time to get it on the rolling road.

With an increased power output the brakes required an upgrade. Malcolm fitted non-servo-assisted twin leading-shoe drum brakes, which were fitted as standard to the Traveller from September »



The Woody badge was an excellent eBay find and was shipped in from USA.



The Traveller's interior is simple, yet stunning.



Nestled under the rear bench is the Traveller's battery and a period picnic hamper to match the interior.



The Mini came with a non-OE oval pod. Travellers received a black speedo in September 1964.



1964, for the first test drive. "It would not stop! I thought they might do it. With all the cylinders working you'd like to think it was all tickety-boo but it would not stop. So I put the servo on it or I was going to hit someone up the back."

Purists may rebuke such changes but this isn't a one-way trip. "Everything I've done, the servo, twin carbs, are all reversible back to original. Nothing I've done here can't be undone." The obvious exception to this is the car's original 850 but Malcolm still has the other 848 block. "To me the Mini has got to be safe on the roads and drivable." And safety issues were addressed inside the car too with the addition of front seatbelts,

even though they are not a requirement on this 1963 UK car. Fixing points didn't come in until 1965, with outboard 3-point front seat harnesses becoming a legal requirement in the UK in 1968. "I felt so vulnerable in Caroline's red Mini, which doesn't have belts. I thought I'd get some period ones for the Woody. They are Britax so are of the period. I wanted BMC ones but they are stupid money." When buying old seatbelts you need to inspect their condition carefully. Malcolm has fitted new-old-stock belts. "A very rare thing to find: that cost me £200 just for the seatbelts!"

Again, for safety's sake, a new two-part wiring loom was fitted. "I don't

like messing about with wiring looms as it's a bit chancy. I had no qualms about replacing that and I sourced a braided one from Mini Spares. I am keen to get things very safe," reiterates the retired fire officer.

Malcolm was keen to keep the original interior but things didn't work out. "I tried using some of it, I really did, and spent hours cleaning it up but put it up against a new bit in that car it just looked horrible. So I put it on my Christmas list and Caroline bought me the whole interior." There was still work to do, though, as he tackled the re-upholstering himself, keeping the original seat frames and fitting new covers



and foam from Newton Commercial.

The Mini runs on a set of 3.5x10-inch steel rims but with the smaller base model centre caps rather than the usual Traveller wheel trims with D-shaped cut-outs. "I felt the urge to put Minilites on it but, when you go to shows, people are really impressed you've got original steel wheels and you've

not gone down the route of alloys."

So, did the dog crate fit? "Yes, that was a fluke! We bought one at a boot sale that looked about the right size but the car was still at the bodyshop, and there was nothing inside to measure where the back seat came. It wasn't until I fitted up the interior that we tried it and it fitted like a glove. It was

amazing. It was like it was made for it."

With the Woody finished are there further retirement plans? "I'd like to do a Cooper and not just because of my name. It would have to be a Mk1 but they are just silly money." When the right car comes along it does seem fitting that this should be Malcolm's next project, but will Caroline be in charge of the bidding? **CS**



The engine bay now houses a lightly tuned 998cc engine (9WR) from a Mk2 Wolseley Hornet or Riley Elf, fitted with twin 1¼-inch SU HS2 carburettors. A brake servo was added to improve safety.



Non-OE HS2 twin carbs.

## TECHNICAL SPECIFICATION

### Modified 1963 Morris Mini Traveller

**Engine:** 998cc A-series (9WR Elf/Hornet Mk2) . 12G202 cylinder head (converted to unleaded) . Mini Speed Stage 1 camshaft . unknown crankshaft . twin SU HS2 carburettors . alloy Cooper inlet manifold . Lucas D25 distributor . points . Delco-Remy coil . Champion N9Y spark plugs . silicone HT leads . Lucas dynamo (positive earth) . cast iron water pump . 16-blade metal fan . Coventry Radiator Company radiator, re-cored by Liverpool Radiators . 2.7psi electronic fuel pump (SU AUF214EP) . mild steel Cooper Freeflow exhaust manifold . mild steel RC40 exhaust system . **Gearbox:** Rebuilt wandshift OE gearbox (rebuilt by now-defunct Mini Speed) . OE three-synchro gear set . 1964-on diaphragm spring clutch plate . cupro-nickel hydraulic clutch pipe . central oil pick-up pipe . **Brakes:** OE Lockheed single-circuit brake master cylinder . cupro-nickel brake pipes . twin-leading-shoe front drum conversion . non-spacer rear drums . rubber brake hoses . remote brake servo . **Suspension:** OE rubber cone front, rear subframes, shot blasted, powder coated . Super Sport GMAX gas-filled

dampers . **Wheels/Tyres:** 3.5x10-inch Mini steel wheels painted Old English White (WT3), cellulose paint . Falken Sincera SN-807 145/80R10 radial tyres . after-market stainless steel wheel trims . **Interior:** Original seat frames, refurbished, Newton Commercial Porcelain Green stitch seam replacement covers . Newton Commercial green carpets, replacement cream crackle headlining, door cards, side panels . Kangol three-point non-inertia front seatbelts . rubber floor mats . Wipac manual windscreen washer pump . SN4421/00 'Super' Smiths Speedometer in 3-gauge instrument binnacle . OE steering wheel . bitumen sound deadening pads . underfelt sound-deadening under carpets . **Exterior:** 1963 Morris Mini Traveller UK 'Woody' bodyshell . replacement panels: wings, front panel, scuttle, complete floor, companion boxes . two-pack Almond Green paint (GN-37) . Woodies wood batten kit . rechromed OE Morris grille . chrome bumpers . H4 halogen headlamp conversion . grille buttons . non-original Woody badge . Lucas L657 rear lamps . chrome AA badge

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**Start the Mini show season with a thorough deep clean of your beloved Mini to show it off to best effect and also give it a good check over...**

**Words and photos:** Jim Jupp.

# Shine up your Mini for summer



I used to think of cleaning a car as a chore but now find that it is one of the joys of ownership. I'd go as far as saying that cleaning your Mini is a very important job, alongside regular maintenance, as it helps you to keep on top of potential bodywork problems. Whereas many modern cars have galvanised shells it's important to remember that our beloved classics are a bit more vulnerable and, by cleaning them meticulously, you can keep an eye out for damage or rust issues that you would not normally notice. A small stone chip can escalate quickly into a problem if not dealt with. Remember too that you have to look after the underside of your Mini. Just because you can't see it doesn't mean it's not important. It makes sense to invest in a set of ramps to inspect the underside every now and then.

I will put my hand up and admit that I have used washing up liquid in the past, which I later discovered usually contains salt. I'm pretty sure that was one of the causes of my first Mini's

demise. I'm not the only one, as I saw a neighbour using an oven cleaner on her car just this week! I did shriek.

Not using an appropriate applicator or product can damage paint and cause swirl marks. I have used a light cutting liquid on stubborn stains before now which is not very sensible unless you know how thick the paint is. Taking a coarse cutting-compound to a paint that is microns thick, as is the case with modern water-based two-pack paints, is a big mistake. Once my Mini was washed I would get frustrated that it would look dirty very quickly. The idea of polishing and then waxing was alien to me.

It has to be said that there are some amazing professional valeting services out there but I would hedge my bets to say they don't work in supermarket car parks with just a trolley and a sponge. Getting someone to sponge your car down whilst you do the weekly shop is just asking for problems. Ask yourself how many cars have been 'cleaned' with that gritty water? I personally

don't want to join the swirl club.

We visited Meguiar's UK headquarters in Daventry where detailing expert Dale Masterman demonstrated how you can achieve a show-class finish for your Mini with the correct use of readily available products on our project Mini, Sheldon.

## CLEAN AND PROTECT YOUR MINI IN FOUR EASY STEPS:

- 1) Remove contaminants, swirl marks and scratches from bodywork.
- 2) Put the shine back in the car's paint.
- 3) Protect the paint.
- 4) Clean and protect everything else including wheels, interior and the engine bay.



## WASHING WITH WATER

If you have access to water to clean your car, you need to start with a light wash off with a hose or pressure washer, which should always be set to a very low pressure setting. The water jet should never be perpendicular to the Mini; deflect it at a 45-degree angle. Be careful as water must not penetrate past oil seals and bearings. If your Mini's paint is original or delicate then a fine mist is preferable.

Be sure to wash underneath your Mini, particularly after wintery weather when road salt has been used. Clean behind bumpers and inside the arches but avoid direct jets around sensitive areas like the radius arm grease nipple area.

Using a cap full of Ultimate Wash & Wax, the entire car can be washed in one go and then rinsed off. This product can also be used if you don't wish to go any further in protecting your Mini's bodywork as it has a built-in wax.



## TWO-BUCKET METHOD

It makes sense to use two buckets, one for washing and the other for rinsing. Grit guards in each bucket will trap grit at the bottom when you plunge in your wash mitt. Using a mitt is much safer than using a sponge as grit can become trapped more easily with a sponge. Choose a wash mitt that fits your hands nicely. Meguiar's sells a lamb's wool wash mitt and a microfibre option. You can use cold or warm water with Meguiar's car wash products but Dale did point out that if you rinse in cold and wash in warm you are less likely to mix up the buckets. Be sure to clean in often forgotten areas such as behind side trims, behind bumpers, around side rear windows, door steps and apertures, around the boot lid seal, valances, in the boot etc. Once finished, mist water over the car to remove soapy residue.

## CLEANING WHEELS

Brake dust (which is harmful to human skin and lungs) can be a pain to remove, particularly if it has been left to build up. Allow wheels and calipers to cool before cleaning. To clean most wheels, Meguiar's recommends just soapy water, using something like Ultimate Wash and Wax, as you would use on the rest of the bodywork, especially on painted wheels. But there are stronger wheel cleaning options available. All Purpose Cleaner can be used on some wheels and is slightly less aggressive than Hot Rims. Avoid spraying any wheel cleaner onto discs and calipers and wash off wheels almost immediately. Apply by starting 20cm away, at the bottom of the wheel, working your way upwards so clean liquid doesn't streak as it drips down. Work into stubborn areas with a wheel brush and rinse with clean water and dry with a cloth. Don't be tempted to use a pressure washer at full power, as you can damage suspension and brake components.

It was impressive how much grime was removed from Sheldon's painted steel wheels. If you're just cleaning your wheels you can use Ultimate Quik Wax to add a layer of wax to protect the wheels. Aluminium wheel trims and chrome and polished alloys can be cleaned with a metal polish such as NXT All Metal Polysh which will both clean and protect. Clear-coated alloys can be protected with wax after washing. Removing the wheels will allow you to clean them and the tyres more thoroughly.



Remove any wheel trims for best results.



## DRYING

Drying the car somewhere out of strong, direct sunlight is preferable. We moved Sheldon into Meguiar's detailing bay and used some very absorbent Water Magnet drying towels to dry the bodywork. It is a great alternative to the traditional chamois as it can be machine-washed. Folding the towel as we went, it was used as more of a pad to soak up excess water. There are some great alternatives to the natural chamois on the market. Some manufacturers produce a silicone blade to wipe off excess water.



## DIFFICULT TO REACH AREAS

Minis have many nooks and crannies so sometimes you'll need to remove parts to clean properly. Removing Sheldon's rear bumper allows us to clean the rear valance well. It's also an area susceptible to rust, so worth checking over.

## WATERLESS WASHING

If you don't have access to a hose, say at a Mini show or while camping, Meguiar's makes a product called Ultimate Wash and Wax Anywhere, which they say lubricates to protect the paint from scratching during cleaning of a lightly soiled car. Apply and wipe off using a clean microfibre cloth. But, in cases where there is caked on mud, sand and grime, you'll need to clean the car with water.



## CLAY BAR

We used a clay bar from the Quik Clay Starter Kit as part of a surface preparation process which removes above-surface contaminants from the top layer, be that clear coat or solid colour. These include fresh bird droppings, dust, tree sap, industrial fallout, road grime and overspray. Once the car is washed, work the non-abrasive clay bar into a flat pad around 5cm wide. Meguiar's Quik Detailer should be used to lubricate the paint's surface and allow the clay bar to glide over the bodywork. Work the clay from side to side until the paint feels smoother. Check the bar regularly and fold it into itself to create a new surface when it becomes dirty. The clay bar is great to use at the start of a show season on a Mini that is used infrequently but the process does not need to be carried out on a regular basis. Clay bar can be used on headlights and chrome too. Remove any Quik Detailer residue with a microfibre cloth.



## REMOVING CONTAMINANTS, SWIRL MARKS AND SCRATCHES

To remove below-surface contaminants such as acid rain etching, light scratches, stains, swirls and oxidation marks from the paintwork we start with Ultimate Compound liquid which contains Meguiar's super micro abrasive technology. Work the product in using overlapping, straight lines and against the direction of any scratches. Cover an area around half the size of the Mini's bonnet at a time. The compound can then be wiped off with a clean microfibre cloth. A bit of elbow grease here pays dividends. Ultimate Compound is great to use at the start of a season or if a Mini's paintwork has been neglected for a while.

## POLISHING

If your Mini's paintwork has already been treated to the previous clay bar and Ultimate Compound steps then you can miss out this polishing step and proceed to waxing (some waxes even contain polishing oils). If your paintwork is fairly free from contaminants and swirls then you can carry out this polishing stage. We polished with a pound coin sized blob of Meguiar's Ultimate Polish on an applicator pad, work the product in overlapping, straight lines or tight circles. Once each area was polished it can be wiped clean immediately after you have finished with a clean microfibre cloth using overlapping lines and folding the cloth into a pad as you go.

# PROTECTING DECONTAMINATED PAINT



## WAXING

As simply polishing a Mini can make it nice and shiny, we often see show 'n' shine competitors missing out the waxing stage. Polishing cleans paintwork but waxing protects it from oxidisation, corrosion, UV rays and surface degradation. We used Gold Class Carnauba Plus paste wax but you may find a liquid wax like Ultimate Liquid Wax is easier to apply. Place a fresh pad into the wax and turn the pad 180-degrees to apply. If using a liquid, a blob around the size of a pound coin will be sufficient to cover the bonnet and wings on a Mini. Apply in overlapping lines or tight circles.



Wax must be given time to cure before it is removed with a cloth. Dale demonstrated this by wiping a finger over the area. When a finger wipe produces a clean line the wax has cured and can be wiped off with a fresh cloth in overlapping lines, folding the cloth into itself as you go.



Cure time depends on temperature, so there is no hard and fast rule on timing. It is, however, best to not apply wax on a very hot day as it will cure quickly and be hard to remove.



## MACHINE POLISHING

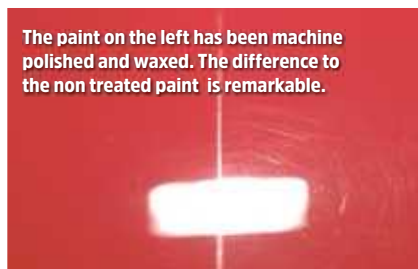
Machine polishing is something that even seasoned concours buffers shy away from, as it may seem more of a process for a paint shop but this is not the case.

Meguiar's recommends carrying out a three-step process once a year (clay bar, Ultimate Compound and wax) using a machine polisher for the compound and wax. Meguiar's own MT320 machine polisher has a gradual start and stop motion as well as speed control. It also has a dual-action which means it does not spin on the same axis all the time which can cause excess pressure in one area at a time.

The polisher should always be started and stopped with the pad resting on the area of paintwork that you are working on. Only the weight of the polisher is needed so don't push onto it. It's also important to keep an eye on the angle of the pad, keeping it as level to the area as possible.

Place the cable over your shoulder so it's not in the way. The polisher is supplied with a foam cutting pad for use with Ultimate Compound and a finishing pad for applying wax. Product should be applied to the pad in a cross pattern and an area of around 50cmx50cm of paintwork covered at a time. Use slow, overlapping movements in straight, vertical and then diagonal lines until the product goes hazy, then remove with a cloth.

The paint on the left has been machine polished and waxed. The difference to the non treated paint is remarkable.



## SCRATCH REMOVAL

For dealing with minor scratches in small areas, such as fingernail marks around door handles, Dale recommends Scratchx 2.0. As with all Meguiar's paint products it doesn't matter what type of paint you are working on, be it cellulose, isocyanate two-pack, water-based two-pack etc. It's easy to apply with a microfibre pad and elbow grease, and could be used with a machine polisher. If you can feel the scratch with your fingernail then the area will require fresh paint. Once you have removed the scratch marks, the area will need protecting with wax.



## TYRE DETAILING

Endurance Gel, when applied to clean, cool tyres with a tyre dressing applicator, provides a long lasting, glossy finish and protects tyres by preventing cracking. Dale recommends that you apply the gel to the nearest third of the tyre tread's width which dries to a new tyre look. Hot Shine, another Meguiar's product, is ideal for a temporary glossy wet-look finish for shows but allow it to dry and absorb into the tyres before driving your Mini.



## PROTECTING A SOFT TOP ROOF OR FOLDING SUNROOF

Sheldon has a Webasto vinyl sunroof and some Minis have complete fabric convertible roofs and fabric sunroofs. Meguiar's Convertible & Cabriolet Cleaner can be used on canvas, cloth, mohair and vinyl and is excellent for cleaning them all. It can actually remove lichen growing in the fabric! With the hood dry, simply use a microfibre cloth to work the liquid into the material and use another to remove excess and any dirt. Re-waterproof once dry.



## HOOD & SUNROOF RE-WATERPROOFER

As with the paintwork, if you clean a surface you then have to re-apply protection. In a woven fabric's case you're looking to add resistance to water but this product is reported to protect against fading from UV light and contaminants, such as bird droppings, which can be difficult to remove. We'd recommend that you do this early on in the cleaning process, in case overspray ends up on the paintwork.



## CLEANING GLASS

Glass cleaning is simply carried out with Perfect Clarity Glass Cleaner and a microfibre cloth. It makes sense to apply directly onto a cloth before use to avoid overspray. Dale recommends cleaning the inside in a different direction to the outside so that smears are easily noticed.

Interestingly, you can also use the glass cleaner on plastic or polycarbonate windows, to remove dirt and grit, followed by Plast-RX Clear plastic cleaner and polish. Apply using a clean applicator pad and wipe off with a fresh microfibre cloth. Don't forget to also clean glass lights, instruments, mirrors etc.



## BRIGHTWORK

With Sheldon's slightly oil-stained stainless steel rear bumper removed, Dale demonstrated NXT Generation All Metal Polysh by applying it with a microfibre applicator pad and removing excess with a microfibre cloth. It's not as harsh as some other metal cleaning pastes so gives a finer finish and does not require a wax to be applied on top of it. It also works well on bare stainless steel and aluminium.

## ENGINE BAY DETAILING

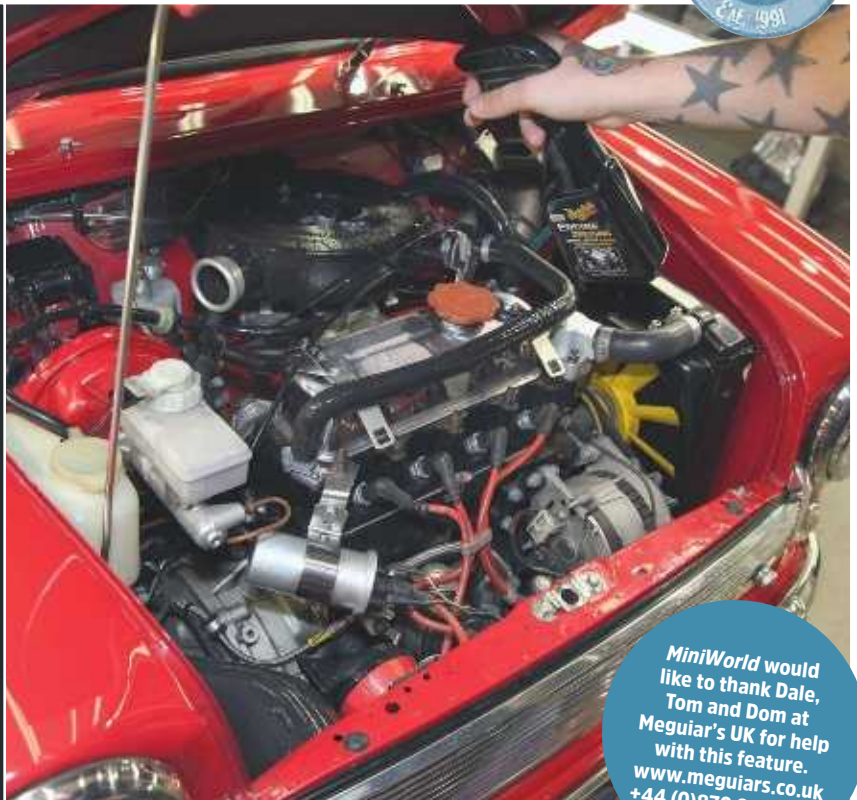
Dale explained that people mistakenly use tyre cleaning and dressing products on engine hoses but they shouldn't. Meguiar's sells several products that are simply applied with a cloth or directly to such surfaces.

Always check the instructions for suitability as some require rinsing with fresh water, so electrical components will need protecting.

Once the components you want to clean are dry then Engine Dressing can be applied but only when the engine is cold. The dressing gives an as-new look to hoses and plastics. Be mindful of where it's applied within the engine bay. This product is best applied to a cloth first.

Remember too that original Mini engines are predominantly painted cast iron. Exposed iron and exposed, machined alloy will corrode. A light coating of oil will help on bare metal, such as the top of the cylinder head or above the transfer casing.

It's also worth remembering that leaking brake and clutch fluid can be highly corrosive to paint, as is petrol, should your Mini be in the habit of marking its territory.



MiniWorld would like to thank Dale, Tom and Dom at Meguiar's UK for help with this feature.  
www.meguiars.co.uk  
+44 (0)870 241 6696

## INTERIOR CLEANING AND DETAILING

After a good clean out with a vacuum cleaner there are many areas that can be cleaned and detailed inside your Mini such as the plastic dash rail cover (as shown here), paint, leather, vinyl, fabric, rubber, carpet, chrome, wood, alloy, glass, steel, plastic heater trunking. Meguiar's makes a number of products for different surfaces. The Natural Shine Protectant can be used for many surfaces. A month after Dale had applied it the shine had not faded and it doesn't have the greasy look we've experienced with other cleaners.

Sheldon doesn't have a leather interior but some Minis, such as our Cooper 35

LE project Mini, Sputnik, do. Meguiar's recommends leather should be cleaned at least twice a year. The Leather Cleaner and Conditioner doesn't contain solvents, which some others do. We tried Gold Class Rich Leather Cleaner/Conditioner on Sputnik's Rover Porcelain Green leather seats and, after confirming on a small patch that there was no reaction, the heavily-soiled seats came up a treat very easily. Using a lint-free cloth we wiped off any excess, as the liquid feels sticky until it's totally absorbed.

Even though Sheldon's custom Newton Commercial seats are vinyl and cloth, the same cleaner could be

used on the vinyl edges, applying with a white microfibre pad and removing with a cloth. Carpet & Interior Cleaner was used on the cloth, which was surprisingly dirty. Use sparingly with a microfibre pad to apply it to avoid blotching or tidemarks from the spray.

Carpet cleaner, interior cleaner and odour eliminator are also available. If you have a stubborn stain on a delicate area, such as a roof lining, then they recommend starting with a damp microfibre with a small amount of carpet cleaner, then wipe off with the clean side.


To clean your Mini's interior properly, it helps to remove the seats beforehand.



A selection of Meguiar's extensive product range.



## TOP MINI DETAILING TIPS:

- Remove rings, watches and clothing with buckles, zips, buttons etc that could scratch your car while cleaning it.
- Do not clean a car's bodywork on a hot day or in direct sunlight as products such as wax will be difficult to remove. A cool, overcast day is ideal.
- Invest in a good selection of microfibre cloths and application pads and don't mix up products on them. Wash them in a washing machine. Don't wash with fabric softener, as it will reduce the cloth's absorbency.
- When removing dried bird lime (aka droppings), place a scrunched up piece of wet kitchen towel on the affected area for a few minutes to reduce the chance of scratching the paintwork.
- Unless you are using Quik Detailer with a clay bar, apply liquid products to a cloth rather than directly onto target surfaces, especially in car interiors where it's important to control the application flow.
- Never clean your Mini using a pressure washer at full power. The lowest effective setting is best. Always avoid sensitive areas such as bearings, oil and window seals.
- When storing your car in a garage it should be covered to protect the paint from contaminants such as dust, bird and insect excreta.
- Detailing sprays can be used to top up wax protection between washes. They are also good to add shine and remove dust and dead flies etc once a Mini has travelled to a show.
- Refrain from using any cleaning products on a car for at least two weeks beforehand if it is going to a bodyshop for paint repair.
- Always read guidelines and instructions supplied with all cleaning products.
- Some waxes contain polishing oils which means that you can miss out the polishing process. These are mostly effective on lighter coloured cars including white and non-metallic classic colours. For darker colours it is best to use a separate polish and wax.
- Invest in a paint chip pen to stop chipped paint quickly becoming an issue. 

## Competition

We have a fabulous Meguiar's Ultimate Dual Action Polishing Kit to give away, as well as two runner-up prizes of Brilliant Solutions New Car Kits. In total these prizes amount to around £400!

**For your chance to win these fantastic prizes, go to [www.miniworld.co.uk](http://www.miniworld.co.uk) and answer the multiple-choice question.**

You can buy Meguiar's products from: [www.meguiars.co.uk](http://www.meguiars.co.uk)





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# Q&A

## Ask Tim

Email: [mw.ed@kelsey.co.uk](mailto:mw.ed@kelsey.co.uk)  
Post: MiniWorld Q&A, Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent, TN16 3AG, UK

Tim Mundy has worked on Minis since the age of 13. In the 1990s he worked for Oselli Engineering and has been writing for *MiniWorld* for 20 years. He has owned more than 20 Minis and built two from scratch.



**Problems with your Mini?** Tim Mundy helps you get them sorted...



Twin point (aka MPI) injection Mini engines are easily identified by the high-mounted alternator, lack of a distributor and the coil pack next to the alternator.



Oil is fine as a lube for an engine that is to run soon after building.

## Engine building lube

I have stripped my 998cc Mini engine and have had it rebored, the crank reground and the head reconditioned. I am planning to reassemble it myself with the aid of my Haynes manual. Could you tell me whether I should use engine oil during the assembly or would it be better to use an engine building lube?

**Connor Fischer**

*It is perfectly OK to use engine oil and many people do this. Engine oil is good if you intend to build, refit and run your engine fairly*

*soon. The advantage of using an engine building or assembly lubricant is that it does not run off the bearings while the engine is waiting to be started and, therefore, provides lubrication while the engine is being cranked to build up oil pressure. Engine build lube would be better if the engine is being stored for some time before being started.*

## Twin-point Mini project

I have been looking for a project Mini for some time and really wanted a late 1970s or early 1980s Mini but have so far not been

able to find the right car. I have now stumbled across a 1997 Mini which is in very bad condition, bodily, but this is not a problem as my uncle owns a bodyshop and will sort it out for me. The engine also needs some work as it is not running very well. I am new to Minis and do not, as yet, know a lot about them. The '97 Mini is a 1.3i with fuel injection. Is there an easy way to tell if it has a single point or a twin point engine?

**Steve Clarke**

*Being a 1997 Mini it should be a twin-point (aka multi point, hence MPI) but it is possible, especially if it was registered in early 1997 that it is a single point that had been at a dealership for a while. The quickest way to tell is to lift the bonnet and look at the position of the alternator. If it is very high up at the front of the engine it is a twin point. If it is lower down it is a single point. The single point has a distributor and the twin point has a coil pack. Twin-point also has a front radiator. Beware of the possibility that it might be a Japan-spec model. Japan did not officially get the MPI so a re-imported Japan-spec Mini, even from late 1996, is probably going to be SPI.*

## In a spin

I passed my driving test two years ago and have an everyday car but am looking for a fairly straightforward Mini project. A neighbour down the road has a 1980 Mini, which belonged to her husband and is in quite good condition, but has been off the road for about eight years. She has agreed to sell it to me for £300.

I have fitted a battery and all the lights, wipers, heater fan, etc, work but when I try to start the car it is just making a whirring sound and will not turn the engine at all. Do you have any suggestions?

**Jake Downs**

*The starter motor on your Mini, assuming that the original engine and components are fitted, will be of the earlier inertia type so the most likely cause is that the bendix gear is sticking and not engaging with the ring gear on the flywheel. You will need to disconnect the battery and remove the starter from the car and clean the bendix gear and spiral with some WD-40 and then check the operation by hand – the bendix should spin freely in both directions. Check the condition of the teeth on the bendix and on the flywheel ring gear. The teeth will almost certainly be worn but should be recognisable as teeth i.e. not smooth, 'stepped' or chipped. If all is OK then refit the starter, reconnect the battery and you should find that the starter will engage and crank the engine. If it will not it suggests a problem with the starter motor.*

*As the Mini has been standing for eight years you will also need to drain the petrol tank and put in some fresh petrol if you have not already done this. Make sure that this is done in well-ventilated conditions away from any possible sources of ignition and any children or pets etc. There is a possibility that the clutch plate could be stuck to the flywheel – this needs to be checked and rectified along with a brake check before any attempt to move the car under it's own power.*



**The starter bendix gear becomes dirty over time and can cause problems with starter engagement such as sticking.**



**Early 1970's passenger door, drilled for dealer supplied (Unipart) mirror.**



**Later door mirror mount.**

## RESTORATION CORNER

### MIRROR MOUNTING

An important finishing touch and safety measure on a Mini is external rear vision. In the 1950s, 60s and early 70s Minis were supplied with an interior mirror and that was it. Wing mirrors were offered as an accessory and a great deal of Minis were fitted with them. This is the correct way to go if restoring a Mini from those periods but they are not very fashionable nowadays. The problem with wing mirrors was, and is, that they are easily knocked out of line so the vast majority of Minis fitted with wing mirrors back in the day were running around with them incorrectly aimed, rendering the mirrors of little use.

In the 1970s door mirrors were introduced on Minis, with a driver's side mirror eventually being factory-fitted and then, later on, a passenger door mirror too. Prior to that, passenger-side door mirrors were readily available as an accessory from BL dealers. Door mirrors should be fitted to any Mk3 Mini onwards for the correct period look. The early door mirrors required holes to be drilled in the door and used a flat plastic mounting together with a chrome plinth to which the mirror was fitted.

In the late 1970s plastic door mirrors were fitted and these had mounting holes pre-drilled in the door skin and fitted with Nutserts (alternatively, use Rivnuts) for for attaching the mirror. Today all Mk3 onwards genuine doors and door skins come with the mirror mounting holes ready drilled. The Nutserts have to be purchased separately and installed with a special tool. For a 100 per cent authentic look on earlier Mk3 and Mk4 Minis these holes should be filled with weld and smaller holes drilled further back. Most people, however, use the kit supplied by Tex, who manufacture the OE mirrors, which allows chrome mirrors to be fitted to the door using the later type of mounting holes.



A removable front end is good for engine access.

## TOP QUESTION

### Rear brake upgrades

I am currently upgrading the brakes on my Mini, which is shortly to be receiving a 1330 engine. I have fitted a vented disc kit to the front and am now wondering what to do to improve things at the rear. Should I fit discs to the rear? Or is it possible to fit the old twin leading backplates from the front? And would the twin leading shoes provide the necessary upgrade?

**Jack Harrison**

*Disc brakes can be fitted to the rear of your Mini but the twin leading backplates cannot. From a stopping point of view you do not need to fit discs (or twin leading shoes, even if it were straightforwardly possible) at the rear unless you particularly want to fit discs for cosmetic reasons – they do look very nice. Your best bet is to fit a set of Superfin alloy drums. This is all you need to do and they will look good too. Superfin drums have built-in spacers as per the Cooper S, GT and 1984-onwards Mini. You should rebuild the rear brakes with new cylinders, hoses and shoes, if needed, at the same time. You will also need to fit Cooper S longer rear studs.*



Finned alloy drums are a good mod for rear brakes when front discs are fitted.

### Removable front end

I am building up a modified Mini and am going for absolute concours standard. Because of this I feel that once the engine has been fully built and assembled I would like to get hold of another Mini in which to fit the engine so that I can drive it for a rolling road set-up and then to run the engine in, this way I will not have to risk using my concours Mini on the road for a while to bed everything in. I am thinking of fitting a removable front end to my 'test' Mini to improve access for engine removal and refitting. Could you tell me what type of bracing is required, and which type of front end is best: steel, fibreglass or carbon fibre?

**Simon Villiers**

*The main concern when fitting a removable front is structural safety of the bodyshell in the*

## "a great deal of patience is needed to obtain a decent fit."

*event of a crash. If you are OK with that risk, have the funds and can find a suitable test Mini then you just need to decide if the amount of work and money involved in fitting it with a removable front is worthwhile over the extra work involved in fitting and removing the engine with the original front in-situ. It would of course reduce the risk of damaging any painted components on the new engine and make any adjustments much easier.*

*A number of specialists sell one-piece front ends for Minis. If you go for this option make sure you buy a good quality one from a reputable specialist. Two-piece assemblies can be purchased or made up from steel panels if you want to be able to remove the bonnet separately. The material comes down to personal choice but steel panels are easier to fit and align correctly and, bearing in mind your intended use for the Mini, carbon fibre would seem a very expensive option. Bracing is required on all Minis for MOT purposes and also to hold the subframe in the correct place on post-1976 cars. Shop around for a bracing kit suitable for road Minis that you are happy with from a reputable specialist such as Mini Sport. The bracing is not difficult to fit (seek professional help if unsure) but it is important to correctly align everything while fitting. It*

*will be tricky to align, whichever type is used. A great deal of patience and trial and error is needed to obtain a decent fit.*

### Alloy head

I am assembling parts for a 1293 engine build. I am fitting Omega pistons, fast road cam, twin 1½-inch carbs etc. I want a traditional engine build but, at the same time, would like it to be a little different and am thinking of fitting a five-port alloy cylinder head. Are they any good? Also are there any problems with fitting or is any specialist machining required to prepare the block for fitting?

**Kyle Manning**

*Five-port alloy heads are a straightforward fit and have been used by competition and road Minis very successfully. All the usual cast iron head installation work should be carried out, such as compression ratio calculation and piston height setting etc, and valve spring length must be correct. Alloy heads are supplied modified as standard; i.e. they have improved gas flow over original cast iron heads. They can be further modified for greater performance. Alloy heads require steel discs fitting under the valve springs to stop the steel springs wearing into the softer alloy head; these are supplied with the head so check that they are present if you are buying a used head.*

A five-port alloy head is a straightforward replacement for a cast iron five port but the CR should be calculated before fitting.



## Flashback

### RUSTPROOFING

In the later 1960s and 1970s the poor quality of rustproofing by the factory began to be increasingly apparent. This was partly because more people were using cars on a daily basis plus the fact that salt was being widely used on the UK roads in the winter. The result was that, on most cars, many of the more exposed and lower panels, especially front wings, wheel arches, sills and the bottoms of doors, started to rust and crumble away.

A large number of products became available to help overcome and disguise the problem: most cars, very much including Minis, had body filler in rust holes by the time they were five years old, and some as soon as they were around two years old, especially in coastal and wetter regions of the UK. Most of the rust came through from the underside and this could be 'sorted' using rubberised underseal. Underseal was available as an option from the factory and every car accessory shop had a number of choices of underseal available for aftermarket application. "Recently undersealed" became a selling point for used cars and many garages undersealed all of their used cars as it covered a multitude of sins underneath. The problem was that the application instructions for aftermarket underseal were to wire brush away any flaking paint and loose rust and paint the underseal over the resulting surface. It did tidy up wheel arches and sills for a while, especially if the surface was a bit rough, until the rust broke through again.

The worst cases of aftermarket application were when the bottoms of the doors had rusted and underseal was applied, many a car had underseal 'halfway up the doors'. This of course looked particularly dreadful on Minis as it was above the chrome wheel arch/sill trim. To be fair, when properly prepared and applied, underseal did help prevent rust in some areas but it is a real pain to remove for restorers today.



Thick, rubberised underseal was in common use in the late 1960s and 70s.

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# Logbook

MiniWorld staff and writers reporting on their month in, under and around Minis...

**Jim Jupp**



## Subby

**Model:** 1980 Clubman Estate

**History:** Bought as a MiniWorld project Mini in 2004 to be rebuilt and modified. The rebuild is finally underway!



## Dashed hopes

There has been more head scratching this month while trying to sort the dashboard but at least the rear side windows are getting there now.

secure the window channels, using self-tapping screws. As I mentioned last week, I'm heading down the double channel rubber runner route, instead of the metal option, exactly for this reason and now I've decided to do the same on the C- and B-pillar channels but the top channel will remain metal as its stiffness will help to hold the glass in place.

My dad came to the rescue in sorting out the plates that secure the bottom of the window frame surrounds into the body. The plates have two tack welds holding them in place and a tiny integral bolt that passes through the bodywork and are secured with small nuts. I get the impression the Clubman Estate Register has deduced that they are actually UNC, even though they are a tiny thread (0.138-inch across the tread). I've been told that such sizes would have been normally within the realms of BA threads, and

seems close in spec to BA4. Thankfully I found the original bolts, which are 1/4-inch over the flats, in the pile of bits from the Clubman's stripdown and my dad (having been an engineer for most of his working life) managed to revive the tiny bolts and screws out of what I thought was scrap.

Duncan at Altered Image, in Strood, Kent, painted the frames for us and, even though he's not even seen the car in the flesh, the colour match is spot on.

Matt Slator, who I mentioned last month and whose grey Estate we recently featured, warned me to protect the paintwork when installing the frame, and he's so right as it has some very sharp edges. As for drilling the holes for the aforementioned mounts it was a case of hanging the top part of the frame in place, just using the top of the clips, and marking where the holes were needed. This was checked... a lot! With the holes drilled I've also put some

**H**ow can putting a few simple sheets of glass back into place become such a bind? The rear windows on a Mini Clubman Estate are a really interesting design. On reflection I can see why so many rot out around the C-pillar, particularly with the holes that are traditionally drilled to



One of the six lower fixings that secure the bottom of the window frame surround to the side of the shell. Thankfully my dad, Peter, came to the rescue and cleaned the delicate threads up as using a wire brush would have been too harsh on them.



The side (C- and B-pillar) brackets are easier to work with. Some I had to replace and, once painted, I could press them back into place.



This was certainly a case of measuring once, twice, having a brew and measuring again, before drilling. The M-Machine side panels don't come pre-drilled and, when the shell was painted we didn't have any usable frames, which wasn't ideal.





**Loads of masking tape was needed in order to protect the paint when offering up the frames. With the bottom holes lined up we could firstly clip the top rail in position and then push the bolts in the bottom rail through the bodywork before securing them with the tiny nuts.**



**I decided to pop-rivet the brackets into position. Originally ours seemed to be fitted with self-tapping screws but I figured rivets would give me a flatter finish.**

paint on them, and again on the inside with the frames in place. The top metal channel needs to be cut to size now, and the windows fitted from the inside.

I decided to fit the passenger side Corbeau seat as I wanted to start figuring out the dash, and having a seat inside the car would help with accessing the area. I also removed the Estate's original leather-clad steering wheel for ease of access.

I've been looking around at shows for inspiration for a dash as I want it to look uncluttered. There is only going to be one multifunctional gauge fitted and, if I can, I'm also going to fit some speakers into it. Because we ditched the OE plastic-coated top dash rail cover, an off the shelf dash won't work.

I thought I'd give a GRP dash a go as it's quite fun to work with. Covering both rails in masking tape, and then a layer of Sellotape, to allow the resin to release, I started with a layer of fleece, »



**A previous owner had used silicone sealant to secure the windows, which was a pig to get off a decade or so later.**




**Removing the OE steering wheel to help improve access to build a dashboard.**



**The customised Corbeau Classic bucket seats came with Mini-specific frames to secure to the OE brackets, which are mounted on the crossmember.**

secured in place with more tape behind. I have done this before for ICE installs but was able to secure the fleece into a wooden frame with staples. I can't do that this time. Applying a few coats of resin, which I sourced from CFS, I let it cure for a few days. Even though the fleece has given me a great starting point it has pulled away too much from the top rail, so time for plan B. I've bonded some 90-degree brackets to the inside edges now and will work from there. Maybe I'll try a frame connected to the brackets with fleece stretched over it as a starting point, with chopped strand layered up, or maybe ply. The jury is still out on that one.

I'm going to run the wiring loom inside the O/S wing but decided that I didn't want to drill holes in the inner wing to secure the loom, so I made up some plates with M5 screws secured into them. I will use these to hold the loom away from the suspension. They were bonded into place as I have also done with the rubber runners for the side windows. I'll be protecting the loom too, with flexible conduit.

Hopefully I'll be warming up the soldering iron soon to lengthen the loom, as required, as I start to fit it. I've also made progress on the cooling system but more on that next time. 



**CFS supplied this easy to use general-purpose fibreglass resin. I find that using a liquid hardener, instead of a paste, as some companies sell, allows you to easily mix the two liquids and crack on with the job.**



**I covered the floor with newspaper and, with both of the dash rails protected with masking tape and Sellotape, the fleece fabric was then held in place using enough tape to supply Santa for a year...**

## Jim's contact list

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**...but, disappointingly, it didn't stop the resin impregnated fleece from shrinking back. It has curved exactly as I wanted it but is too small. It may be a good starting point for another go but I will try another option first.**



**I have made six small spreader plates, each with an M5 stainless screw, with the underside ground back. Once painted these were bonded to the upper edge of the inner wing and I will secure the loom to them, using P-Clips.**



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# My Mini

Edited by Jim Jupp.

Win!



Every Mini deserves its moment of fame and so do you...



Rover Mini Checkmate



Dexter needed some love



The work begins



Replacement 1275 motor



New panels



More plans are afoot

## David Barber

I have a 1990 Rover Mini Checkmate. I've called him Dexter and he lives in Warwickshire. It's still an ongoing project which will, hopefully, be completed soon as I can't wait to be able to drive my Mini to car shows. This is my first restoration project, although I have owned five Minis before this one, and my first car was a Mini.

I bought the Mini two years ago but only started working on him last July. I started with the engine first and had a 1275cc engine put in it. Then I put it through its MOT to see how bad it was and it needed a lot of panels replacing.

Dexter needed new sills, boot panels, rear valance, rear arches, driver's side floor panel, a rear

subframe and a whole new front end, which has just been fitted. The next two main jobs are to get it through the MOT and then a full respray.

Once it is restored it will be time to modify and enjoy. I plan to get it back to original, with a few little mods of my own, without spoiling the look of the Checkmate. I would love to see my Mini in *MiniWorld*.



Family days out.



At Crystal Palace for LZB



The strip down



Naked Clubman



Garage time



Ready for paint.



Yukon Grey paint



Looking good!

## Ben Tilley

My wife bought me my Clubman as a 30th birthday present a year ago as she knew how much I love Minis and that I have always been after a Clubman. When I collected the car it was a standard red Clubman which had undergone what seemed to be a fairly comprehensive back garden restoration. However, in the last year, I have replaced the entire brake set up, head gasket and the clutch as well as having to repair a few of the more dodgy repairs. I use

it as my everyday drive and have had seatbelts fitted to the back so I can take my two kids out in it.

At the start of last summer I noticed the paintwork was looking a little worse for wear so decided to take it off the road for a couple of weeks and, with the help of my dad and the use of his garage, tart it up a bit and get it ready for another winter. What happened instead was a six-week body restoration including a full exterior

respray. Me and my dad did all the prep work and repairs over a five week period and then I resprayed the whole car in Yukon Grey, with a satin black bonnet, using aerosols mixed up by a local paint supplier. All the exterior chrome was also sprayed in satin black.

A year on from my wife buying the Mini, it is now a totally different car to look at but is now finally starting to look like the car I have been wanting for the last 12 years.



Front end was rotten



Cutting out more rust



Rotten floor almost fixed



Italian Job-style lamps



Spot lamp and roof rack



Retrimmed interior



"I think it looks stunning"



Revolution alloys



Overhauled engine

## Paul Cocker

I started my Mini project in 2015. After a bit of digging about I managed to find the original owner of the car who told me he bought it for his wife-to-be, as a wedding present, but she sadly passed away of an illness after only doing about 30k in the car. He couldn't bear to part with the Mini or drive it so it stood on his drive, covered in a tarpaulin for 20 years, until the time came when he wanted to see the car again in all its glory. He couldn't afford to do it so he made the decision to sell it to someone who could.

As you can imagine, a full restoration was needed. The floor, sills, front and rear wings were rotten as well as the arches and boot. Basically the whole body was rusty and

rotten. The best thing would have been to reshell it but I persevered and fixed it all, panel by panel.

The Mini was stripped, repaired and resprayed in ultramarine blue with a black roof. Every part was replaced for new, starting with front and rear subframes, all brake pipes were redone. I replaced all the suspension arms and put GAZ dampers and a coil conversion in there along with poly bushes throughout. I fitted a new steering rack and Cooper S brakes up front and a new brake system with Superfins at the rear. Thanks to mice I had to replace the wiring loom and give her a custom interior with a Newton carpet and headliner. A new windscreen was fitted and all the rubber seals were

changed and a set of internal handles were painted to match the interior.

I really wanted to keep something original to the car so had an engine builder friend look at the 998 engine. He said the compression was very good so I gave it an overhaul including a new clutch and oil seals and a carb rebuild. New oil, fuel and water pumps were fitted plus a replacement fan and a new radiator. The hoses were replaced, as well as a new heater matrix, and a new clutch master cylinder and servo plus a new brake master cylinder and a Stage 1 kit with centre-exit exhaust. The car sits on black 10-inch Revos and Yokohama tyres.

My attention then turned to the boot. The original petrol tank was





Ultramarine blue paint



Trimmed boot with toolbox



P700 headlights

completely rotten at the bottom so that was also replaced and a new boot liner was also fitted and, to top it off, a tool box was made to fit perfectly in the boot. New rear lights were fitted and a rear boot-mounted reverse light installed. I then fitted P700 headlights and an Italian Job style spotlight bar, a new grille and, to top it off, a Monte Carlo-style roof rack with a Dunlop spare wheel.

This has been an amazing project to complete, with too many parts to mention, but I'm very proud of what has become of my Mini. I hope the original owner approves.



## James Mclerie

In 1976 my great grandmother bought her Harvest Gold Mini Clubman from Wadham Stringer Austin distributors in Bournemouth. In 1993 she stopped driving and gave it to my dad when it had 17,290 miles on the odometer. The car was stored for two years and then my mother drove it for three. Then it was stored in my great uncle's shed for 15 years until my dad decided to take it out from under the bug-infested rug that it lay under. It is now the family pride and joy after years of hard work and grafting by my dad.



our pride and joy!



Low-mileage 998



Great for sunny days out!



original seats



Pristine condition

## Roger Norburg

I am 71 years old and I have restored and modified 13 cars from bare shells, including nine Minis. The blue Mk3, with white roof and nice Cosmic rims, was my first restoration which was used as a family car for several years. The green Mk2 racer was built early for the BMC Motorsport 4-hour Endurance Cup. Some years ago it was raced by me and later on by its other owners. My red 1965 Austin Cooper S was my first of four Works replicas. With this car me and a friend, who also owned a Mk1 S, visited Beaulieu

during a week's holiday in England.

My blue Van was built from a garden wreck without a floor. It was restored into a family car and used for several years. My racing Van was given to me for free by a scrapyard to see if I could make it into a racing car! Seven months later I showed them it on my way to a four-hour race.

My 1965 Morris Cooper S was my second Works replica. After attending some shows with the car, it was sold to a Mr Bo Funcke, who still owns it. My blue Castrol Cup racer was found in pieces in a farmer's garage.

I rebuilt it on a budget, deseamed it and converted it to right-hand drive.

My third Works replica was based on a 1963 Austin Cooper S. This Mini was displayed at some shows before it was sold to Mr Billy Paulsson who has gently upgraded it. My Austin Cooper S Works replica, with the 171 roundel, is still owned by me today. In August last year I visited British Motor Meet in Karlsborg in Sweden, together with Mr Funcke and Mr Paulsson with their Works replicas. The showgoers were a little surprised when they saw three similar Works-style Minis.



Modified Mk3



Mk2 racer



The first Works replica



Family runaround



Saved from the scrapyards



1965 Morris Cooper S



Found in a barn



1963 Austin Cooper S



My current Works replica

Photo: Michael Akerblom



*Works-style Cooper S*



*Rally interior*

Photo: Michael Åkerblom



*Twin tanks*



*Stunning engine bay*



*At British Motor Meet in Sweden*

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CTJ20016	Pro Garage	2	£79.98	£93.98
CTJ30000L	Quick Lift	3	£49.98	£59.98
CTJ3006L	Pro Instant Lift	3	£93.99	£107.99
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CBJ55	5	185-355	£14.99	£17.99
CTBJ5*	5	220-495	£49.98	£59.98
CBJ68	8	190-365	£17.99	£21.59
CBJ108	10	195-375	£21.99	£26.39
CTBJ10*	10	210-525	£59.98	£83.98
CBJ128	12	200-390	£24.99	£29.99
CTBJ12*	12	235-580	£89.98	£107.98
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# KICKING KANGAROO

**When Australia got the Mini, they immediately started improving it for their unique market. For decades, Brad Mackay has developed his Minis in the same great tradition...**

**Words:** Monty Watkins. **Photos:** Brad Mackay.



**B**ack in the 1980s, a time when makers of merely ordinary cars dreaded the scorching derision of the UK's imperious *Car* magazine, innovators were granted a very different treatment. At the time, the little-known car maker Daihatsu almost hit the headlines with its Japan-built Charade GTti. This little three-door hatch was one of the unsung heroes of the 1980s hot-hatchback revolution and is usually described as the first production car to offer over 100bhp per litre in showroom form. At its heart was a robust 993cc three-cylinder in-line petrol engine with a small turbocharger, a twin-cam head and four valves per cylinder. Sadly, its clever engineering was way ahead of steering and suspension wisdom and, like many of the powerful front-drive

cars of the era, it was plagued with torque steer when the turbo kicked off.

*Car* magazine gazed down upon the GTti and found it amusing. 'Wild man on wheels,' was one of its very apt descriptions. They applauded the cleverness of the perky little turbo engine but reminded everyone that the terrifying torque steer would send drivers scuttling off the road and into the undergrowth as they wrestled impotently with the steering wheel. Among others who took notice of this rough diamond was Toyota, who effectively took control of Daihatsu in 1988. Suddenly in-line triples are flavour of the month once again, in car fashion, so the old design heads of Daihatsu, Suzuki, Saab and some east European makers can reclaim the moral high ground. Will there eventually be

a new generation of air-cooled two-cylinder engines, permitting Citroën to claim that it was right all along?

In *MiniWorld's* March 2006 issue, our bright-eyed young writer, Karen Drury, told the story of a Mini built by Brad Mackay. He had bought an Aussie-spec Clubman saloon and fitted a rare Toyota Starlet GT four-cylinder, twin-cam motor, complete with turbocharger and intercooler. His goal was to have a reliable and powerful Mini saloon without alterations to its overall dimensions and proportions. It made the front cover. If the four-cylinder Toyota turbo engine was a bit of a squeeze, even in a big Clubman engine bay, Brad was not deterred from imagining a similar transformation for the problematic round-nose Mini. He lists one of his ambitions as opening »



# The build



A cunning plan... GTi mill, minus turbo here, sits inside Mini K engine bay. Three-cylinder block is compact and not tall, as gearbox sticks out of the nearside. Front to rear clearance is a bit tight.



Daihatsu inlet manifold and plenum chamber just foul the Mini upper steady bracket. Alternator has to be moved from behind to ahead of the block. Intercooler and exhaust plumbing must be tidy.



This Mini K bodyshell might have been white originally. The steel was amazingly good for the A\$1000 price but the same model would cost a lot more today. Note fuel flow and return pipes.



Mini dry subframe retains most of its rear half, including towers, lower arms, upper arms. Brad added new steel tube between the towers and made a front cradle. Slam panel is absent here.



Single large isolastic doughnut mount for gearbox on nearside. The engine block has a Mini engine mount ahead, on the offside and to the rear so the whole lot is well located - and it needs to be.



Ben undertook the super-compact exhaust manifold with turbo flange. Tiny Garrett hybrid is just above the gearbox. You can see repositioned alternator near to block coolant inlet elbow.



You don't see these very often in the UK and that's a big shame. These are Aussie-spec external hinged doors with steel pocket, wind-up glass and hinged front quarterlight. A crafty design.



Mini K shell undergoes paint prep in Brad and Jodie's garage. With some modification of the front panel the clever and reliable Daihatsu three-cylinder engine fits the round-nose Mini front end.

"a factory producing brand new classic Minis with today's technology and performance." That's something that neither BL nor Rover ever achieved. But they never had a Brad Mackay.

Charade GTi was never imported into Australia officially so what are we on about? In May 2007, only a year after his Toyota Clubby was on our cover, Mini gods smiled upon Brad again and sent him a good A\$1000 (at that time about £414) Australian 1971 Mini K 1100. "Simon, a friend on ausmini.com, advertised it for sale a day after another friend told me he had a Charade with GTi engine for sale. I had a brainwave and put the two together. GTis were not sold by Daihatsu here. Many were imported by import companies and also private buyers. Some import companies did bring in many GTi engines to implant into our standard Charades here. The CB80 engine over here had a small cult following as they can make large amounts of power with very cheap modifications.

"I had fitted a Toyota 4EFTE in a Mini Clubman previously so I knew that the CB80, being much smaller and lighter, would be a perfect match with a round-nose Mini." It was the start of a nine year project, interrupted occasionally by small diversions like having a family, moving the family and building a new house. A long project, though, offers the chance to save more money and to think your plan through quite thoroughly. But he wasn't hanging about. In 2007, in a single garage, he had the Daihatsu donor stripped and the remnants sold off. The Mini shell did not need a lot of attention so he could concentrate



## OWNER PROFILE

### Brad Mackay

**Age:** 37

**Occupation:** Sales Manager

**Single or a team:**

Married for 12 years to lovely Jodie

**Any heirs:** Hayden, 10, and Nathan, 9

**Favourite Mini supplier:** Mini Kingdom (Sydney)

**Music:** Any good Aussie rock

**Club member:** Wests Tigers rugby league club





on the few repairs, modifications and a custom front subframe. He had that finished, with welding help from his mate Kevin, by August the same year.

One of the 'packaging' disadvantages of a turbo engine, compared to the supercharged alternative, is that there is usually more extensive pipe work needed to connect the turbo unit to the exhaust manifold and to the intercooler. Then the intercooler has to be connected to the throttle body. Having fitted the GTi engine and its transmission, Brad

had to call in his mate Ben to make a compact and strong mild steel exhaust manifold and system that would support the non-standard Garrett T28 Nissan GTR turbo just above the transmission and below and ahead of the Daihatsu distributor. "The standard Daihatsu turbo was damaged and very small. The cost to rebuild was not going to be cheap."

Matt, at Mr Enforcer, did the extensive alloy pipe welding for induction air and other pipes for the coolant system. All these pipes significantly increased the

volume occupied by the engine and Brad had to detach and reposition the slam panel, and relieve the front panel in places, for clearance. His custom front subframe uses three Mini engine mounts and a Daihatsu gearbox mount so engine/box steadies are no longer needed. When all was positioned for the best fit, the driveshaft UJs appeared to be very close to the Mini position so a moderate amount of cutting was needed for the inner wings in order to accommodate the custom driveshafts. »



Classy light blue mica pearl paint is all innocence but the 14-inch alloys, with super low profile Conti boots, promise challengers a good kicking.

## [ Modified 1971 Mini K ]

"The standard Charade runs around 10psi and some modified examples are pushing 25psi through standard engines with no head or head gasket issues, when tuned correctly."

Brad has paid really great attention to creating an engine bay with very few visible cables, and with careful coordination of colours, so it looks pleasing despite being pretty packed with hardware. There's a large oil catch tank plumbed into the positive engine breathing system and the oil filter is a remote spin-on positioned on the front crossmember at the offside. You might even notice that anomalous Aussie wiper motor with cylindrical body but three mounting bolts penetrating the front bulkhead. For Europe, the 1969-on cylindrical Lucas Type 14W motor was usually secured with a steel/rubber strap.

A Toyota light metallic blue and Mk1

brightwork gives this Mini an air of innocence but the 14-inch alloys under Mini Special arches do promise that there's something out of the ordinary indoors. 40-profile tyres mean the overall diameter is similar to that of a Mini Sports Pack tyre but that 4.6:1 final drive ratio is better suited to burning rubber than for taking a leisurely cruise across to Perth or up to Cairns. In order to use stronger 7/16-inch thread wheel studs, instead of the Mini's usual 3/8-inch diameter studs, Brad had a local engineering shop modify the Mini front hubs and the rear drums and hubs. At the same time, they enlarged the PCD slightly to 4x100mm, from the Mini's 4x4-inch, in order to suit the replacement alloys. "The wheel choice was very limited as, in Australia, anything smaller than 16-inch really has a small market."

Black keeps the interior very low-key

and functional. A Cooper/Super type oval centre pod has a stock speedo but aftermarket auxiliary gauges and there are boost pressure and tacho in light of sight. It was a little tricky to find an electronic tachometer that could be calibrated for a three-cylinder engine but there was a tiny money-saving moment when he discovered that the stock Daihatsu speedo cable fitted into the back of the Mini speedo. It wasn't perfect but it works. You may notice that the speedo is in mph. Australia adopted kilometres in 1974, long after this Mini K was first built.


Like many other administrations, the Aussie government now pays significant attention to car modifications. Brad had to have his Mini tested by an engineer, Troy from Fink Engineering, and then it was also tested for the state 'rego', the equivalent of an MOT but inclusive of

**"...I knew that the CB80, being much smaller and lighter, would be a perfect match with a round-nose Mini."**





4.6:1 final drive means that Brad's Mini can climb walls on tickover, while towing a caravan. And it also makes it easy to keep the front tyres at optimal operating temperature.

legal minimum insurance for any legal driver. The rules had changed while he was building the Mini but his motoring connections, along with information from contributors to ausmini.com, kept him ahead of the game. His crafty K hit the road again in July 2016. Since then he has racked up some road miles. He improved the drive by fitting an Exedy Sports Tuff clutch and is looking for a longer 4.266:1 diff from a 1.5-litre Charade "to help with traction in the first three gears!" Later on, it will be treated to a limited slip diff and maybe a slightly larger turbocharger. "The plan is to upgrade the turbo with a steel-bladed GTR turbo from a Nissan Skyline R34 and run 24psi with a goal of 160bhp at the wheels." Which would have to be something like 190bhp at the crank at a guess. We'll let you know if Brad gets there and has the first sub-one-litre Mini to make 191.4bhp per litre. 



No clutter, either physical or visual, means that Brad's office is well suited to serious pedalling.

**Brad would like to thank:** "My wife, Jodie, for her patience and understanding.



OE speedo shows mph, other gauges are after-market. Note crafty head unit in switch panel.



Wheel stud upgrade to 7/16-inch goes hand in hand with PCD change to 100mm. Diameter overall is very close to (19.6-inch) Sports Pack, despite 14-inch alloy wheels.



Clever three-cylinder engine suits round-nose engine bay. Gearbox and turbo unit are between engine and radiator, so height is not an issue.

## TECHNICAL SPECIFICATION

### Modified 1971 Mini K

**Engine:** 1990 Daihatsu Charade GTi CB80 DOHC turbo petrol engine, three cylinders, fuel injection, 12-valve, 993cc, 7.8:1 compression ratio. OE Daihatsu GTi cylinder head, head gasket, valve train, pistons, camshafts, crankshaft, inlet manifold, water pump. custom fabricated mild steel exhaust manifold by Ben. custom mild steel 2.5-inch bore exhaust system, high-flow catalyst, single high-flow DynoMax silencer, side exit. Garrett AiResearch T28 exhaust turbocharger from Nissan Skyline GTR R33 2.6-litre twin-turbo engine. Daihatsu Applause throttle body. Toyota throttle position sensor. Haltech programmable ECU. Chevrolet LS V8 single HT coil. OE alternator spinning in reverse direction. custom negative earth loom. Efi high-flow fuel filter. remote bulkhead-mounted spin-on oil filter. SAAS 750cc oil catch tank. Davies Craig Thematic electric cooling fan. custom alloy side-mounted radiator, alloy overflow bottle. custom alloy air/air intercooler, front-mounted. custom alloy, silicone induction air pipe system by Matt at Mr Enforcer. K&N air filter on turbo housing. GFB Stealth adjustable dump valve exiting to air or to inlet plumbing. Magnecor custom HT leads. NGK Iridium IX plugs. **Gearbox:** Daihatsu Charade GTi manual five-speed gearbox. synchro in forward gears. modified

Daihatsu rod-shift system. Eedy Sports Tuff clutch. Daihatsu clutch cable. modified Mini clutch pedal. 4.643:1 final drive ratio. **Brakes:** Mini non-servo, dual-circuit brake master cylinder. new steel brake pipes. stainless braided brake hoses. MG Metro Turbo 8.4-inch vented front discs. MG Metro Turbo four-pot front calipers. Mini OE rear spacer drums. new hubs. all hubs, both drums CNC-machined for 4x100mm PCD, larger diameter replacement 7/16-inch wheel studs. DOT4 fluid. **Suspension:** OE Hydrolastic removed. custom dry Mini-derived front subframe designed by Brad for Daihatsu engine/box unit, final welding by Kevin. three engine mounts, one gearbox mount. OE-spec Mini dry suspension mounting points, original front track. refurbished OE Mini dry rear subframe. OE Mini dry rubber springs. Spax gas adjustable standard length dampers. Hi-Los. new OE Mini steering rack. Front: adjustable length tie bars. OE track control arms. Rear: adjustable camber brackets. **Wheels/tyres:** TSW 6x14-inch alloy wheels, refurbished, polished, painted. 4x100mm PCD. Continental ContiSport Contact 195/40x14 radials. **Interior:** SAAS Automotive 1980s front buckets, refurbished locally, modified mounts. Dynamat sound-deadening under carpets, dash. new black carpet set, head lining. OE Mini

black cards, trim. later Mini door pulls, OE door furniture. sprung wire door checks. new OE Mini handbrake system. new Klippen inertia-reel front seatbelts. Mini K OE oval central dash pod, OE Smiths speedo/fuel gauge, Stewart Warner auxiliary oil pressure, water temp gauges, warning lights. additional line-of sight gauges: Equus electronic analogue (3-cyl-compatible) tachometer. Stewart Warner turbo boost. Holden heater mounted under dash. Greddy Profec B Spec 2 turbo boost controller set to 8psi low, 15psi high. Nardi leather-trimmed steering wheel. Honda Civic 5-speed gear knob. Sony Xplod Bluetooth head unit. Sony two-channel amp. Sony rear-under-seat 6x9s. **Exterior:** 1971 Australia-built Mini K 1100 round-nose saloon bodysheet, all panels believed to be OE. OE Australian Mini arch extensions (flares), black side seam trim. offside inner wing modified for Daihatsu alternator clearance. modified, repositioned slam panel. front panel modified for clearance. some front arch lip trimming for tyre clearance. full bare-metal respray on rotisserie: under-floor black stonechip. two-pack Toyota Blue Mystique Mica (code 8R0, also called Pale Blue Pearl). round door mirrors. OE Mini K brightwork. OE badges removed, rear twin-cam 12V badge added. nearside front wing aerial.



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[ 1961 Morris Mini-Minor Deluxe ]

# MUSEUM PIECE

**When Carl George spent £5,000 on a Mk1 he never imagined the steep learning curve that was ahead of him.**

**Words and photos:** Rob Hawkins.



**H**aving owned a Mini, many people can confidently fix just about anything on them. And there are detailed workshop and technical manuals, online videos and lots of enthusiastic owners to provide guidance and encouragement. When 41 year-old Carl George bought his Mk1 Mini, in 2012, he hoped it was going to be as straightforward as the ownership of the Mini Mayfair he already had but things never go quite to plan.

"I've always loved the Mini and grew up around them," he explains. "I learnt clutch control driving a white Mini City up and down the drive. They always make a simple journey into a joyful experience." In 2012 his Mini Mayfair was off the road for some rust repairs so he was keen to buy a roadworthy Mini. The classic car boom for non-Cooper Minis hadn't quite kicked off so he found a Cherry Red 1961 Mk1 Morris Mini-Minor Deluxe for sale, apparently in sound original condition, in Lancashire which is almost 300 miles from his home in Suffolk. With a price tag of £5,000, the Mk1 had seven previous owners, 72,000 miles on the clock, a build date of 9 June 1961 and a Heritage certificate to back it up, revealing matching numbers for the chassis, body and engine.

"When we got there I fell immediately in love and took her for a test drive and bought her there and then," he says. The rose-tinted glasses soon cleared on the way home when the windscreen wipers stopped working and then the car broke down near Harrogate in North Yorkshire. Luckily, it was a typical non-running problem, fixed by the RAC with a hammer to wake up the starter motor solenoid. As for the wipers, they started working

again once they had rested and the motor had cooled down.

The Mk1 wasn't in show condition back in 2012, with light rust around the external door hinges, a worn interior, occasional belches of black smoke from the exhaust and lots of oil drips from the engine.

"The first job in the summer of 2012 was to investigate a few fairly significant oil leaks from the back and bottom of the engine," he recalls.

One of the causes of the oil leaks was the tappet chest covers, which didn't have any seals. This was fixed by East Anglian Mini Centre in Ipswich.

"Then the clutch started to slip," Carl remembers. "So a new clutch and primary gear oil seal was fitted. Also, the timing chain and gears were replaced as they were rattling excessively."

Whilst several parts of the engine were being repaired there was no escaping the fact that its oil pressure was always low when warm. Over the winter of 2012 and into 2013, the 848cc A-series was removed, stripped and rebuilt with a +0.020-inch rebore and new pistons, resulting in a displacement of just over 863cc. This was all completed by East Anglian Mini Centre. The final bill came to over £2,000, which included a crack test and skim of the head, new

pistons, rings, a new old stock crankshaft because the old one was beyond a regrind, all the usual seals and gaskets and a full gearbox rebuild.

As these occasional jobs continued to appear and be fixed, Carl also learnt more about the history of his Mk1 and realised he had landed himself a car to keep. "The original owner had it from 1961 to 1983," he recounts. "It was originally registered in Shrewsbury and was supplied by Kennings." It spent most of its life in Kent because the first owner, Marjorie Tee, was a civil servant who had worked at Bletchley during the war. "Unfortunately she died quite a few years ago and she had no descendants," Carl explains. "I was, however, able to trace a close friend and I now know quite a bit about Marjorie. It was a fair-weather car, well maintained and garaged, which is probably why the shell has survived so well."

Looking over the bodywork of this Mk1, Carl believes that the non-fluted »



Front grille is an OE pressed steel Morris item. Headlights have been converted to halogen bulbs.

## OWNER PROFILE

### Carl George

**Age:** 41

**Job:** Regional Clinical Lead

**First car:** 1983 Mini City, bought for £300

**How many original Minis have you owned?** Four

**Other previously owned cars:** Peugeot 106

**Current cars:** This Mk1, a 1993 Mayfair, MINI One D Coupé and 2016 MINI Cooper Convertible

**Car skills:** Self-taught

**Does your Mk1 have a name?** Hetty

**Any pets?** Chickens

**Worst Mini moment:** My car not being used in the final cut of a film after telling everyone it would be

**Mini clubs:** Ipswich & Suffolk MOC



## [ 1961 Morris Mini-Minor Deluxe ]

exterior sills are original. He has also been in contact with a previous owner who resprayed the bodywork in 2008-2009, and he confirms that he didn't renew any panels. "It was originally intended to be used as a donor for a project. However they realised the car was so original that they repainted and sold the car," remarks Carl. The resprayed Mk1 was sold to the Cotswold Motoring Museum where it was an exhibit throughout 2009 for the Mini's 50th anniversary. It was then sold to the owner in Lancashire who, from what Carl has discovered, decided to sell it when a hip problem made it difficult for him to drive it.

Once the engine had been rebuilt and refitted in early 2013, the Mk1 was back on the road for the springtime. A combined oil pressure and coolant temperature gauge was fitted for added peace of mind

but electrical gremlins took over. Several annoying electrical faults occurred, including horn failure, the indicators not working and various ignition issues. The loom looked like it was original but the wires were difficult to identify. Fortunately, Autospark manufactures authentic replacement classic car wiring looms, and one appeared on eBay that was perfect for this Mk1, making it a little cheaper.

The distributor was sent to Distributor Doctor to be refurbished and Carl decided he wanted to stick with traditional points and a condenser instead of upgrading to electronic ignition (and retain the original positive earth system). He also found a period Lucas distributor cap in his in-laws' garage.

During the past five years of owning this Mk1, Carl has grown more and more confident at tackling repairs on his early

Mini, although he has East Anglian Mini Centre to call on when he gets stuck. He managed to rebuild the 1¼-inch SU carburettor, when it became impossible to tune, and achieve an even idle for the engine. "Upon investigation the spindle was very worn so I purchased a rebuild kit and replaced the spindle, bushes, butterfly and jets," he explains.

Confident he could rebuild ancillaries for this Mini, Carl also tackled the wiper motor which, as mentioned, worked fine for a few minutes, then seemed to overheat and stop. "On investigation, the coil winding was broken on the armature and the brushes were extremely worn," he explains. "A new armature was purchased (another eBay find) and the brushes were replaced. All the gears were fine so I greased them." He's also overhauled the wheel cylinders on the



Interior has been overhauled by repairing the seats and fitting new carpets from Newton Commercial.



Rubber stalk switch extensions are removable.



Smiths silver-faced (Morris) speedometer includes an early odometer without any digits for 10ths of miles.





Large GB sticker on the rear screen was required when Carl drove Hetty to the IMM in Belgium last year. 3.5x10-inch Mini steel wheels are painted in Old English White but covered with chrome hub caps with the correct D-cut-out Deluxe wheel trims. Original Ace Peak registration plates are fitted at the front and rear.

front drum brakes and discovered the date stamps on the drums are June 1961.

He wanted to revive the interior but didn't want to make it look as good as new, just sufficiently period and moderately worn, aka patina. Consequently, he hasn't renewed or refurbished the steering column surround, which is clearly sun-bleached on the upper half. He's also refrained from repairing the chips and scratches on the centre switch panel, explaining: "The marks and scars are all part of the vehicle's history."

The carpets however, definitely had to be renewed because they had already been replaced, by a previous owner, for a set in a vivid shade of red, which clashed with the colour of the original upholstery. A new Cherry Red set from Newton Commercial was fitted. As for the grey fleck and red seats with red piping, these were worn and slightly torn but he wanted to retain some of the charm of the old vinyl, so he removed, repaired and refitted the original covers himself. "I removed them very carefully, then used a leather/vinyl repair kit to repair any splits or tears. I replaced the inner squabs and padding with new ones sourced

from Newton Commercial. It was actually easier to undertake than I expected."

More recently, he removed the two-core Coventry radiator to have it re-cored by Sheldrake and Wells in Ipswich. At the same time, he noticed the mechanical fan was the wrong type for his Mk1, having 16 steel blades, which wasn't introduced until later on, so he replaced it for the correct one, which is in fact two twin-blade fans. He also discovered the wrong type of exhaust system had been fitted, with two silencers instead of one, so this has been rectified. And the original combined inlet and exhaust manifold had been replaced with a cast iron three-branch exhaust manifold and separate alloy inlet manifold, but these have been kept.

Having completed most of the minor jobs himself on his driveway at home, Carl admits that problems have sometimes left him scratching his head. "I once spent a whole afternoon completely flummoxed after changing the points and could not get the engine to start," he recalls. "After thinking I was losing the plot, I realised I had forgotten to attach the insulator!"

We've all been there and, hopefully, learnt from our mistakes. Carl remembers another calamity after changing the »



Black plastic mouldings on the kick plates were fitted to early Morris Minis.



Recreated dealer sticker was copied from another Mk1 Mini.

## [ 1961 Morris Mini-Minor Deluxe ]

engine oil. "One comedy moment was not getting the seal quite right on the Purolator oil filter casing – a job where you need four hands at the best of times – and proceeded to watch the car vomit a jet of 20W50 across the driveway when started, which didn't go down well at home."

Thankfully, he can look back on such events and laugh, and he now has the confidence to keep working on his Mini. "I've learnt a great deal from owning this car and now do most of the servicing and brake adjustments myself," he says. "I'll tackle anything really and, if I'm not confident, I usually take it to Ted at EAMC."

He has every intention of driving this Mk1 whenever the opportunity arises, explaining: "This car has been used and enjoyed throughout its life and I want that to continue. I never wanted a museum piece, which is ironic as she did spend the best part of a year in a motor museum!"

Carl has well and truly fallen in love with the classic looks of a Mk1 and, after finding an example that appears to have many of its original features, he's been keen to keep it that way. "My philosophy is to keep her as original as possible, repairing and only replacing what absolutely must be for safety reasons," he says.

Driving a Mk1 also appeals to him and this is one of the main reasons for trying to keep the car original and ensuring it doesn't become too pristine to be used. "Mk1s are the purest Mini experience and, once you've driven one, you realise why they made such a big impact at the time," he explains. "They have handling that makes you feel totally at one with the car, which lives and breathes in a way that no modern vehicle does today. Whilst I like the show 'n' shine and concours cars, I always find them a little sad. We can all take some aesthetic enjoyment from a pristine example but I think the best part of Mk1 ownership is driving one around some windy lanes. That's when you transport yourself back in time." 📷

**Carl would like to thank:** "Ted Sparrow, aka uncle Ted, and the guys at East Anglian Mini Centre ([www.eastanglianminicentre.co.uk](http://www.eastanglianminicentre.co.uk)); my partner Alex for putting up with my obsession (although Alex now owns a 1997 Cooper Sports Pack)!" **MiniWorld would like to thank:** Woodbridge Tide Mill museum ([www.woodbridgetidemill.org.uk](http://www.woodbridgetidemill.org.uk)) and Woodbridge Tide Mill Yacht Harbour ([www.tidemillyachtharbour.co.uk](http://www.tidemillyachtharbour.co.uk)) for the photoshoot locations.

### Useful Mk1 resources:

Mk1 Mini Forum (<http://mk1-forum.net>)  
1959 Register (<http://1959miniregister.com>)  
Mk1 Minis Facebook page (<https://en-gb.facebook.com/groups/42221565125/>)



Original steel sliding window catches have some traces of corrosion but their rarity means Carl is reluctant to dismantle them.



Holes in the roof guttering became standard by the time this Mk1 was manufactured.



The boot has a few battle scars caused by carrying luggage over the years and has been treated to a Cooper style boot board.



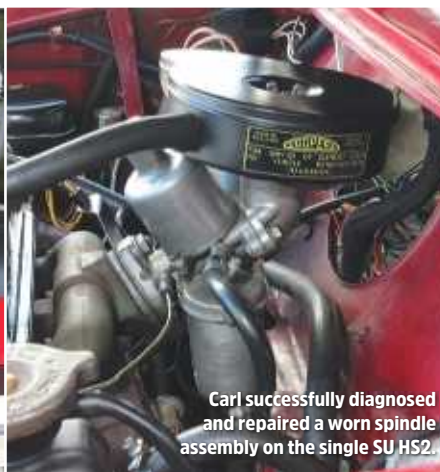
848cc A-series was rebuilt and rebored by +0.020-inch in early 2013.



Tudor plastic screen washer bottle was introduced in 1961.



New old stock Lucas distributor cap was found inside the in-laws' shed.



Carl successfully diagnosed and repaired a worn spindle assembly on the single SU HS2.

## TECHNICAL SPECIFICATION

### 1961 Morris Mini-Minor Deluxe

**Engine:** 848cc A-series, bored +0.020-inch to 863cc . new old stock crankshaft . Nural +0.020-inch pistons . 12A1456 cylinder head (unleaded conversion) . single SU HS2 1¼-inch carburettor . Coopers pressed steel air filter housing, paper air filter . electric fuel pump . non-OE alloy inlet manifold . non-OE cast iron exhaust manifold, single silencer mild steel system . OE small impeller water pump . Coventry two-core radiator, brass headers . OE steel four-blade mechanical fan (two twin-blade units) . Lucas DLB105 sports coil, Lucas HT leads . Champion caps . Lucas 25D4 refurbished distributor .

NGK BP6E5 spark plugs . positive earth . Lucas C40 dynamo . **Gearbox:** OE 22A145 four-speed manual, three-synchro . magic-wand gearbox . coil spring clutch . cast iron flywheel . Lockheed clutch master cylinder . copper pipes . 3.76:1 final drive ratio . **Brakes:** Single-circuit non-servo assisted system . Lockheed brake master cylinder . single leading shoe drums all round . **Suspension:** OE front, rear subframes . rubber cones, trumpets . Sachs dampers . OE front upper, lower arms, tie-rods . **Wheels/Tyres:** 3.5x10-inch Mini steel wheels, Old English White (WT3) . 145/80x10

Camac BN313 radial tyres . **Interior:** OE seats, grey fleck/red covers . Newton Commercial red carpets, dash trim . new old stock BMC/Kangol adjustable seatbelts . two-spoke steering wheel . Smiths SN4410/00 silver-faced 90mph speedometer, fuel gauge . additional combined coolant temperature and oil pressure gauge . **Exterior:** Morris Mk1 Mini saloon bodysell . BMC Cherry Red (RD4) . halogen headlight conversion . orange glass front indicator lenses . MK1 rear lights . clip-on overtaking mirror . chrome reproduction bumpers, overrides . pressed steel Morris front grille, Old English White (WT3)

# 2017 CLASSIC EVENT CALENDAR

## **VOLKSWORLD SHOW**

25TH - 26TH MARCH > SANDOWN PARK  
VOLKSWORLDSHOWS.COM

## **LONDON TO EASTBOURNE JAGUAR RUN**

14TH MAY  
JAGUARRUN.CO.UK

## **CLASSIC FORD SHOW**

4TH JUNE > SANTA POD  
CLASSICFORDSHOW.CO.UK

## **THE PETER JAMES INSURANCE**

### **BROMLEY PAGEANT OF MOTORING**

18TH JUNE > NORMAN PARK, BROMLEY  
BROMLEYPAGEANT.CO.UK

## **CAMPING AT THE CASTLE**

28TH - 30TH JULY > EASTNOR CASTLE  
VOLKSWORLDSHOWS.COM

## **MINI IN THE PARK**

13TH AUGUST > SANTA POD  
MINISHOW.CO.UK



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# Brooklands Mini Day

**Words:** Karen Drury **Photos:** Karen and Kay Drury.

Minis are allowed to park up on the remains of Brooklands' historic circuit.



**M**ini fans noticed many changes since our last visit to Brooklands Museum for its annual Mini Day. Buildings have been moved and new ones have been built, aeroplane displays have been rearranged and there are groundworks taking place to reinstate the start/finish straight of the old Brooklands racing circuit.


Minis began arriving at the museum, near Weybridge in Surrey, early on 19 March to park up on the historic circuit

banking and set up club stands. There was a number of local clubs in attendance and a few from further afield such as the newly formed Ipswich and Suffolk MOC.

The trade area was teeming with Mini owners hunting out parts in the autojumble as well as shiny new spares. *MiniWorld* helped to seek out Minis worthy of awards. We were surrounded by world class Minis but, in the end, John Pook's superb Woody won Best Classic and George Gordon's awesome motorbike-

engined beastie won Best Modified.

There were a couple of sessions on Brookland's famous test hill during the day, although a few Minis struggled to get to the top, but that just made the excited crowd cheer even more.

We're keen to see what more has changed by the 2018 Mini Day. 

**Learn more about Brooklands' involvement in the history of British motorsport and aviation at: [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)**



George Gordon won the prize for Best Modified Mini.



The Cooper Club put on a great display.



Left to right: Californian Moke, English Moke and a prototype Moke.



David Freeman's Elf was bought new by his father.



Roger Agate's cool Innocent racer.



John Pook's stunning Countryman won the Best Classic award.



There are many interesting exhibits at the museum.



The test hill always attracts a good crowd.



# 2017 EVENTS CALENDAR

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entertainment

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THE  
DATE!

## JAPFEST

30TH APRIL > SILVERSTONE  
JAPFEST.CO.UK

## CLASSIC FORD SHOW

4TH JUNE > SANTA POD  
CLASSICFORDSHOW.CO.UK

## PERFORMANCE VAUXHALL SHOW

11TH JUNE > SANTA POD  
PERFORMANCEVAUXHALLSHOW.CO.UK

## JAPFEST DONINGTON

1ST JULY > DONINGTON  
JAPFEST.CO.UK

## THE FAST CAR FESTIVAL

2ND JULY > DONINGTON  
THEFASTCARFESTIVAL.CO.UK

## FORD FAIR

6TH AUGUST > SILVERSTONE  
FORDFAIR.CO.UK

## MINI IN THE PARK

13TH AUGUST > SANTA POD  
MINISHOW.CO.UK

## FORDFEST

17TH SEPTEMBER > SANTA POD  
FORDFEST.CO.UK

## TRAX

1ST OCTOBER > SILVERSTONE  
TRAXSHOWS.CO.UK

## PERFORMANCE VAUXHALL SHOW ROCKINGHAM

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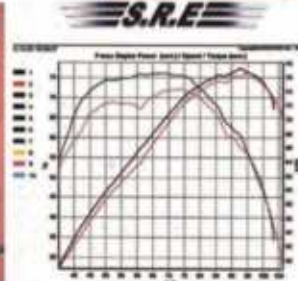
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Interview: **John Fitzpatrick**

# SPORTING SUCCESS

**When he was 17, John Fitzpatrick got a driving licence and a Mini Seven. When he was 21, he won his class in the 1964 British Saloon Car Championship in a Cooper S. Mike Taylor talks to a Mini racing legend in part one of a two-part series.**

**Words:** Mike Taylor. **Photos:** Mike Taylor and John Fitzpatrick's archive.

**L**eafing through his recently published autobiography, *FITZ – My Life at The Wheel*, John Fitzpatrick pauses at a page depicting two photographs of a trashed dark red Broadspeed Mini Cooper S. The pic was taken in 1965, at Oulton Park, at the notorious Druids Bend where John had drifted on to the grass before turning the Mini end over end. Luckily, team boss Ralph Broad saw the funny side of it when John walked into the pits later.

Like many internationally acclaimed racing drivers who have reached the top echelons in this exciting and demanding sport, for John it all started with an early 850 Mini in

the unlikeliest of circumstances.

John Fitzpatrick was born in June 1943, in Birmingham, where his father had started a commercial vehicle business, Silverdale Motor Bodies in Kings Heath, six years before. "My father loved cars and, as his business blossomed, it gave the family a comfortable standard of living, enabling him to indulge in his passion for buying fast cars. For example, in 1961, he purchased the very first Jaguar E-type from P J Evans in Birmingham."

In his youth John's father Frank had done a bit of motorcycling, though he never took to the track. Sadly, a good friend of his was killed while racing

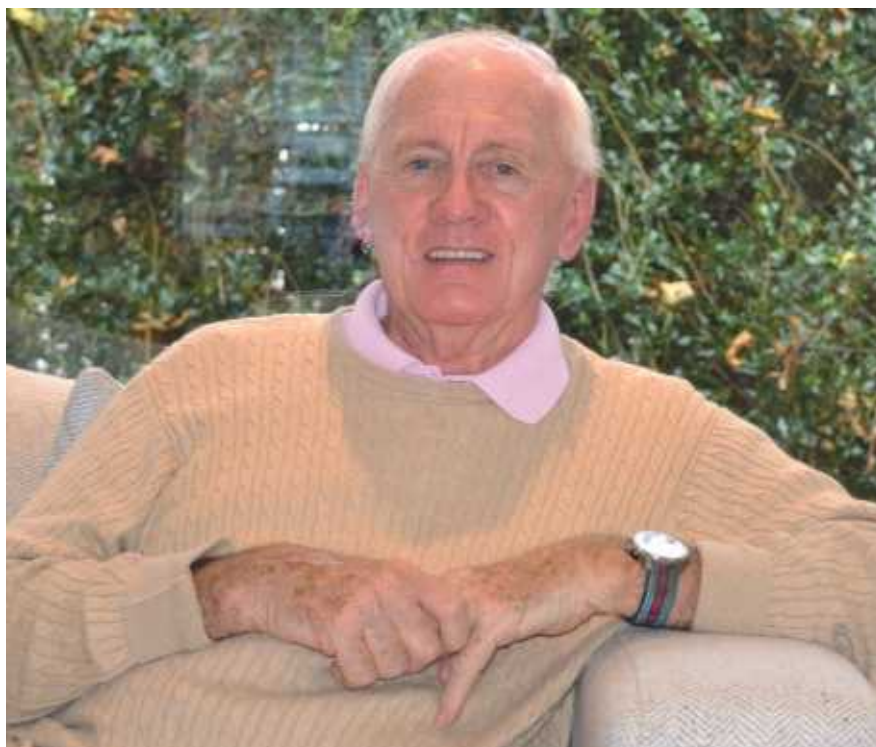
a motorcycle on the Isle of Man, the incident leaving a lasting impression on his father's attitude toward motorbikes. "When I was 12 years old he promised me that if I didn't ride a motor bike or smoke he'd buy me a car for my 17th birthday," recalls John.

Throughout his early teenage years John was totally focused on golf, his deep-rooted competitive spirit forming the foundation for his notion to become a golfer. However, a nasty fall, in which he fractured both wrists, dashed all thoughts of becoming a golfing professional.

Upon leaving school, he joined Frank's business as an apprentice and his dad's passion for fast cars sparked John's interest in motorsport and the launch of a certain front-wheel drive car in 1959 sparked something within him: "The Mini was introduced when I was 16. It was so different and modern at the time. I couldn't wait until I was old enough to have a license to be able to actually drive one. The Mini really did signify the start of the swinging 60's, along with the Beatles."

In early 1960 the pair drove down to Monte Carlo to watch the end of the Monte Carlo Rally in which Works Mini 850s came 23rd, 33rd, 55th and 73rd. They returned the following year to watch the Monaco Grand Prix where Stirling Moss won this prestigious event in a Lotus-Climax. "I knew who he was, of course, but never thought that I'd become involved with the sport myself," grins John at the memory.

His mother drove a Morris Minor, in which the underage John would sneak out for a drive when the opportunity arose. One result was that, on his 17th birthday in 1960, he took his test and passed. Better yet, true to his word, his father bought John a brand new Austin Seven Mini, which arrived just days after





John racing in his first hillclimb event at Château Impney in Worcestershire in 1962 which he went on to win.

his momentous birthday. "I remember getting in and driving the Mini for the first time and thinking, 'This is something else.' It went well and handled so much better than my mother's Morris Minor 1000 which seemed to be so old fashioned in comparison. As a new driver the difference felt like getting into a Porsche today."

During late 1960 John and some friends went in his Mini to The Bull pub at Shenstone, near Litchfield, where the Shenstone and District Car Club held regular meetings. "In the car park were MGs, Triumph TRs and Austin Healeys. The club was frequented by some aspiring young race and rally drivers including David Higham, Ron Crellin and Mick Webb. We got chatting to the members, some of whom drove Minis in club events, that was how it started."

Two of John's friends were apprentices at Morris Commercial Cars Limited, in Birmingham. One had a Morris Minor and the other owned an Austin A40 Farina. They were always tinkering with them and trying to make them perform better. It was around this time that John's father's business became tangentially involved in motor racing as Silverdale Motor Panels began fabricating

body panels and tuning engines for Kieft Racing Cars which was owned by the father of Works Mini rally driver Pauline Mayman. Her husband Lionel also worked for Kieft. "On one occasion I went to their garage," recalls John, "and I remember mentioning that I was thinking about tuning the engine in my Mini, whereupon Lionel suggested that

he could do it for me. But, when I drove the car home afterwards, I was very disappointed. The improvement in the Mini's performance was marginal at best."

It was through the S&DCC that John began entering a few all-night rallies. "It was late 1961 but I wasn't smitten. I couldn't find a co-driver who wasn't sick and, though I enjoyed driving, »



John began his motorsport career in 1961. By the following year he had copied the racing stripes used by Stirling Moss, which he bought from Les Leston's tuning emporium.



John looks on with some concern and trepidation as his Mini is about to be loaded onto a ship at Harwich to take part in his first international rally, the Tulip in 1962.

being behind the wheel all night did not appeal to me. Also, along with some of my pals, I took part in a few sprints and hillclimbs at places such as Curborough but, despite the work done by Lionel and his brother-in-law John Turvey, the Mini was nowhere near competitive enough."

A chance meeting at a garage on the Stratford Road in Sparkhill, South West of Birmingham, in late 1961 was to change John's life forever. Above the door was the legend 'S R Broad & Son'. "It turned out that it was the son Ralph who was serving me with petrol. He noticed the rally lamp stuck on the windscreen and a conversation sprang up about rallying. Proud of my converted Mini I lifted the bonnet to show my new-found friend what had been done. In a true Savile Row tailor response he replied: 'I think we can do a little better than that.'" Ralph went on to significantly improve the Mini's performance and a strong bond of friendship, which would last a lifetime,



John's black Mini in a line-up of cars in 1961 at a driving test at Southport. Events like this gave the fledgling racing driver valuable experience.



1961. Working on his car in the early days helped him tailor its set-up to his racing style.



John's white Mini (3rd from front) queuing for a driving test at the Nürburgring on the Tulip Rally in May 1962. Red Works Mini 737 ABL was the victor, piloted by Pat Moss and co-driver Ann Wisdom.

began. It turned out that Ralph was one of the first people to win a race in a Mini at Goodwood in 1959 and had been tuning Minis ever since. He went on to set up his Broadspeed racing team in 1963.

"I recall walking in to Ralph's father's garage for the first time. There were four or five cars being serviced and repaired and alongside was a hydraulic hoist. In a corner was Ralph's Mini that he used for competition. He'd bought one of the very first Minis in 1959, modified it to his own specification and won his class first time out at Silverstone, smashing the 850cc lap record. It was a remarkable achievement. In stark contrast, the garage was chaos with no sense of organisation but I was quick to realise that what he produced for competition was world class."

When John drove his Mini home from Ralph's garage after the tuning work the difference was immediate. There was a grin all over his face. John continues: "Ralph had improved the gas flow through the cylinder head, raised the compression ratio and fitted a larger single SU carburettor. He'd also bought and fitted a Downton exhaust manifold. Immediately, I felt as though I had a car that was really competitive."

John's first test of Ralph Broad's

## "...despite being only 850cc, I was beginning to beat some of the 1000cc-engined cars."

handiwork was the following weekend in the Welsh Marshes Rally. Sadly, as in previous events, they got hopelessly lost and finished over time limit. Worse still, on the return home, John was involved in an accident, which put him in hospital. The crumpled Mini was taken back to the Sparkhill garage where it was reshelled. It was his last experience of rallying.

He started the 1962 racing year in earnest by adding stripes to the Mini, Stirling Moss F1 car style, bought from Les Leston's emporium. He recorded a third in class at Ragley Hall in Alcester in April, a second place at Little Rissington later in the month and a first in class back at Ragley in June. It was a promising start. He also took part in a hillclimb at Château Impney, in Worcestershire, which he won.

A chance look at a copy of Motor Racing, the organ of the BRSCC, sealed John's fate and his future in motor

racing. He joined the club, received a list of events and an entry form.

"I don't think I ever made a conscious decision to become a racing driver. I sort of drifted in to it. There was no grand plan," he concedes. "My inaugural race was at Snetterton during the latter half of 1962. It was the first time I'd been on a track. I was surrounded by larger and more powerful cars. Sitting there with my safety harness, crash helmet and goggles on, I felt completely overawed. It was a totally new experience. Suddenly, the flag dropped and we were away." Very soon, though, John began to enjoy the experience despite starting close to the back of the grid, which is where he finished. "I've always been a very competitive person and I wanted to be as quick as the other drivers, not an also-ran. After that first race one thing was for sure, my interest in taking part in sprints and hillclimbs had totally »

John racing for the first time at Oulton Park in July 1962. He finished a respectable 3rd in class.



diminished. I just wanted more racing."

Next, he went to a members' meeting test day at Goodwood, an experience which proved extremely helpful; mixing with other drivers and applying their tips during laps of the circuit. "I'd learnt to drive on a rear-wheel drive Morris 1000. From then on, for the next four years, all my competition driving experience, improving my driving style and technique was in front-wheel drive Minis."

John's second event was at his favourite circuit, Oulton Park. It proved a repeat performance of Snetterton. The final event of the season was at Brands Hatch. Although he finished midfield the event cemented his enthusiasm for racing.

"Running with Ralph Broad's improvements, the Mini felt very competitive. It handled differently with the extra power and, despite being only 850cc, I was beginning to beat some of the 1000cc-engined cars. Had this explosion in additional performance not happened I think I may well have given up racing altogether. It was at the end of the year that I decided to take the car off the road and prepare it for racing the following year, taking it to events on a trailer."

The car was sent to Ralph Broad for a full overhaul and transformation into a track-only vehicle. Working at home, using one of his father's barns as a workshop, John was helped considerably by one of Ralph's mechanics, David Griffiths. "Dave was a Broadspeed mechanic and around my own age. He was a first class engineer and, like most of Ralph's team, started as an apprentice." One night they decided to remove the SU carburettor and replace it with a twin-choke 40 DCOE Weber, which meant modifying the bulkhead so that the carburettor air trumpets could protrude into the car. Under test, the



John in 1964 racing in the dark-coloured Downton Engineering prepared Mini Cooper S at Silverstone.

increase in performance was marked, that was until it came to backing off the throttle. Immediately flames shot out of the trumpets and into the car, singeing the hair on their arms and setting their shirts on fire. John managed to pat out the fire with his bare hands.

A meeting between Ralph Broad and John, during the winter of 1962/3, resulted in an agreement to respray John's car in Rolls Royce Regal Red, Ralph's favourite colour. There was also talk of John entering the BRSCC saloon car series, whereupon Ralph decided to enter a car himself, John adding the notion to brand the cars 'Broadspeed 850' on the sides and rear of their Minis. This heralded the fledgeling start of the Broadspeed Racing team. "Entering the BRSCC saloon car series in the 1960s was no big deal. It was still just an extension of my hobby of racing," recalls John, ruefully. "But, it was a structured series, each event counting toward the BRSCC

trophy. Also, with Ralph attending there's no question that he began to get extra business from drivers who wanted their car to perform like ours."

In 1963 John was to take part in a total of 16 events, his first foray onto the track that year being at Brands Hatch, in April, where he finished first in class, an impressive achievement. He then repeated the performance at Mallory Park the following month before returning to Brands where he took the chequered flag: first in class and first overall, repeating the result at Cadwell Park in June. "Ralph was a member of the Hagley & District Car Club on the South side of Birmingham," John explains. "Several of the members were racing enthusiasts and Ralph would prepare their Minis as well. The group of friends, which included Don Jackson, Geoff May, Pete Tempest and Eric Barnard, formed 'Team Broadspeed', each investing in racing activities and

John chasing Paddy Hopkirk in heavy rain at Snetterton in March 1964. John was at the wheel of a 1071cc Mini Cooper S, racing under the Cooper Car Co banner. He finished 1st in class and 6th overall.



At Aintree in April 1964, again up against Paddy Hopkirk, but this time in the lead. During 1964 John drove for the Cooper Car Co a total of seven times; on this occasion he finished 1st in class and 9th overall.

At Brands Hatch in August 1964 John again had a pitched battle with Tony Lanfranchi. Here he is leading him in the Cooper Car Co Works Mini. Other notable races that year included Monza in which he finished 1st in class and 10th overall driving for Ken Tyrell.



taking part throughout the year."

At all these events John was surrounded by drivers like John and Mike Young of Superspeed fame, in their Anglias; Chris Craft, Frank Williams, John Aley and many more. Despite the age difference (John was some five to 10 years younger than the majority) he was quickly absorbed into the club motor sport clique. "It grew almost insidiously," he acknowledges. "My mates came with me and helped, holding out the marker boards and working on the car."

That year, John also raced a Broadspeed 997cc Mini Cooper, adopting his driving style to account for the additional power, and finishing 3rd in class at Silverstone. He went on to try a Broadspeed 1071 Cooper S at Brands Hatch, in August, where he crossed the line 4th in class. He finished the year on a high, also at Brands but in a 998cc Cooper, coming home first overall, a tremendous achievement for one just starting out.

"Ralph's passion was in engine preparation with meticulous attention to the components and assembly. Everything was polished and balanced, Ralph taking special care over the

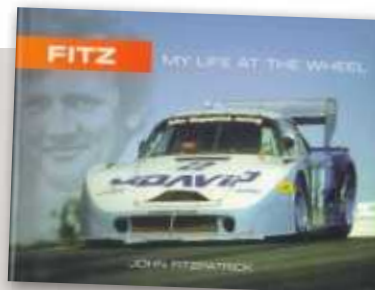
shape and finish of the cylinder head combustion chambers and valve seats. After Saturday's practice at a track the head would be off, the valves were lapped in and the engine rebuilt ready for the race on Sunday. Ralph was fanatical."

As he became more competitive in the 1963 BRSCC British Saloon Car Championship, John was helped considerably by his father, who bought essential items, such as tyres, through his business. Coincidentally, at the BRSCC awards dinner for the 1963 season, where John was awarded the 500 Trophy, his father bought five £1 raffle tickets, winning first prize: a red Mini Cooper. Frank immediately sold it, recouping some of the money he'd invested in his talented son's racing activities. "I was just 21 years old and, when I won the BRSCC Saloon Car Championship, I was the youngest driver to have achieved the title," he says, proudly.

John's first drive for the 1964 season was in a Broadspeed 998cc Mini Cooper, at Mallory Park, where he finished a sparkling 1st in class and 1st overall. Then he was invited to drive for The Cooper Car Company, which had been appointed by BMC as

representing the company, managing their Works Mini racing team. "It was through fellow racing driver, Sir John Whitmore, that I was given the chance to test for John Cooper." Sir John was moving to Ford and offered to mention Fitzpatrick's name to Mr Cooper and he was delighted to join the team. 

**See part two of *MiniWorld's* interview with John Fitzpatrick in the July issue of *MiniWorld*.**



**John Fitzpatrick's new autobiography: *FITZ - My Life at the Wheel* is published by Autosports Marketing Associates Ltd and available from Chatters and Amazon. (ISBN: 9780692725436).**

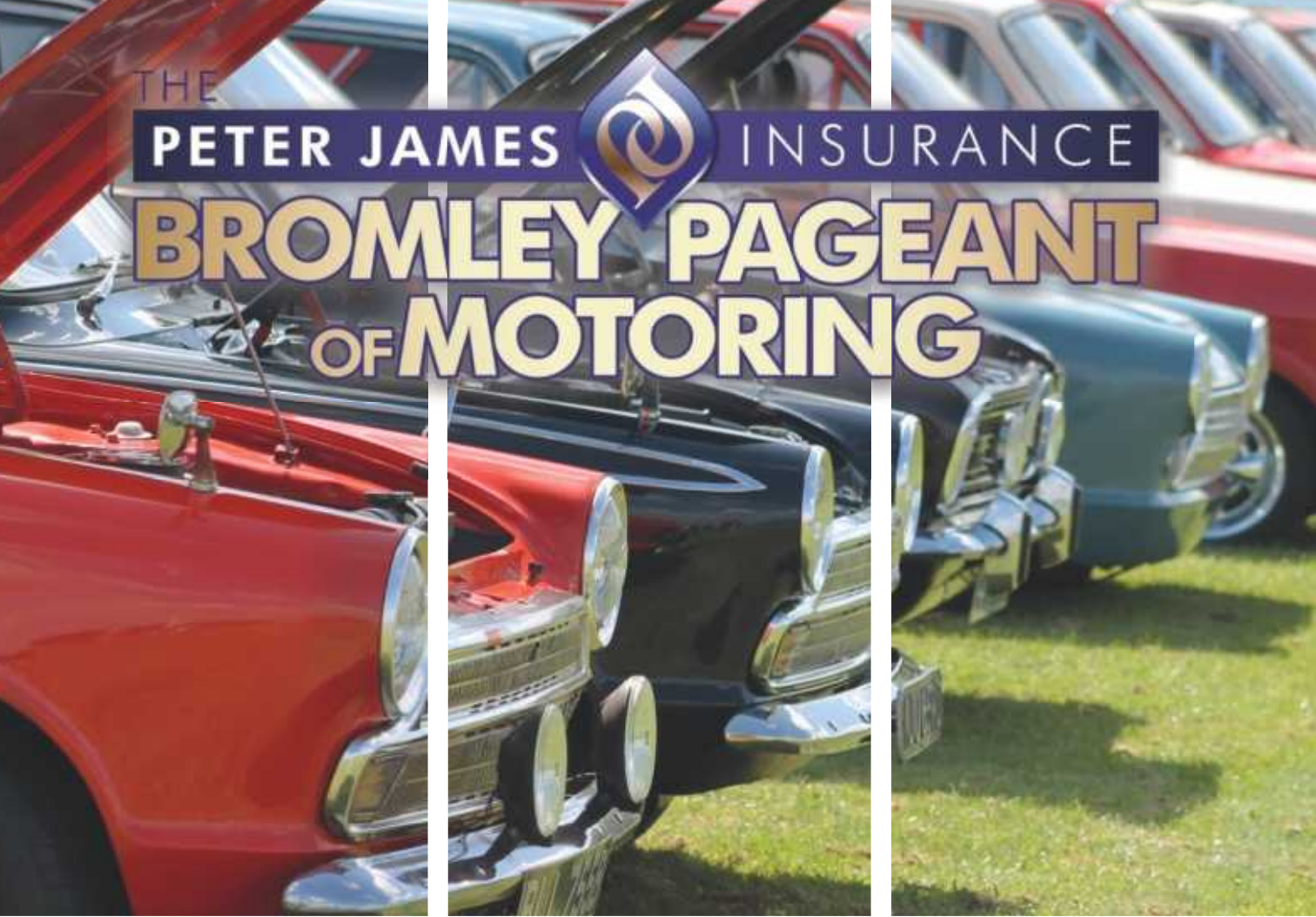
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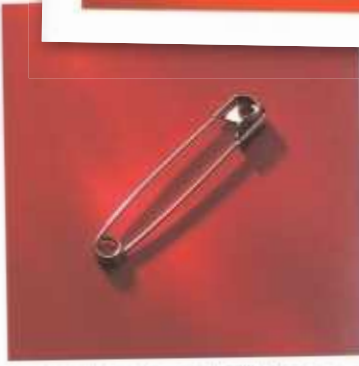
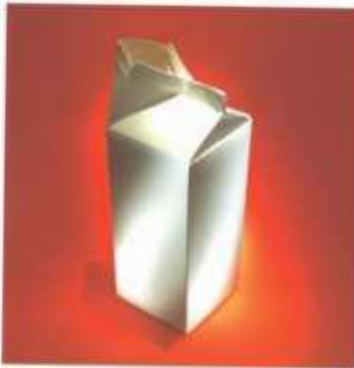
A nostalgic rummage through the *MiniWorld* archives...

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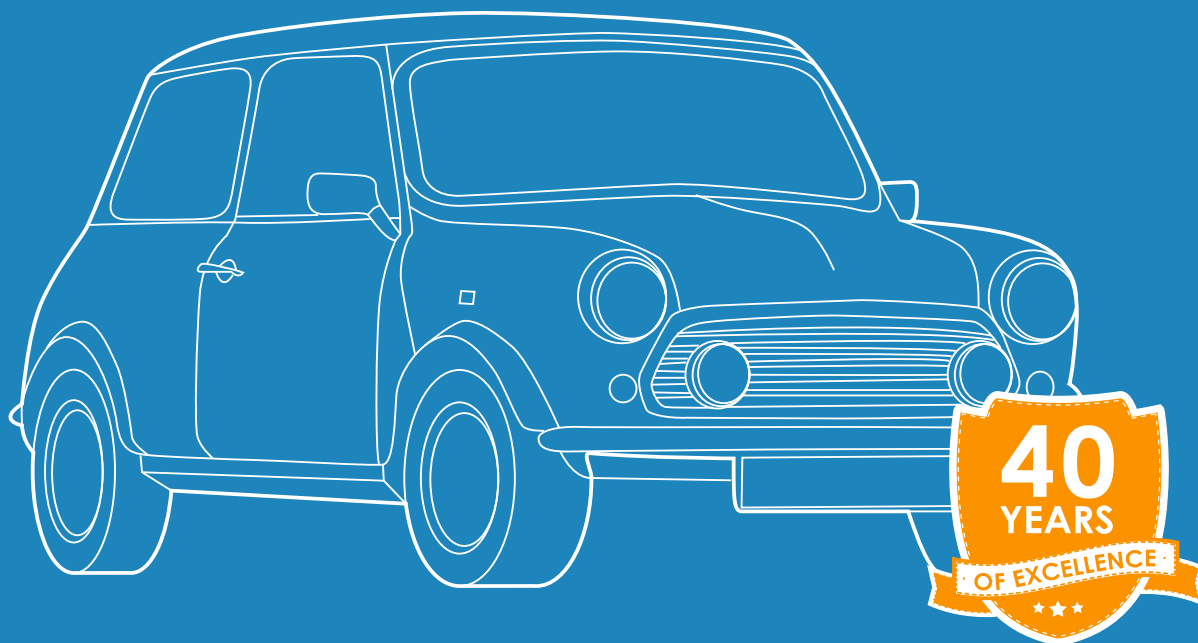


The most classic design solutions are always breathtakingly simple. They seem so obvious with the wisdom of hindsight. One of the great



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**1974, £3,750.** Automatic cabriolet with late rover engine and other modifications. Was fully restored now needs some work. Long MoT, tax exempt. Reliable fun car, call for more details. Maidstone Kent. 07958 675652 (MC)

**CLUBMAN**



**1975, 73,000 miles, £3,750 ono.** 1275 GT, MoT June 2017, new exhaust, tyres, water pump, radiator, battery etc. Solid body, cosmetics need improving, Webasto folding sunroof, original spec car. 07724 857140

**CLUBMAN ESTATE**



**1974, £4,995 ono.** In outstanding condition, drives very well, great fun and very useful classic in estate form, historic tax, MoT. North London. 07899 756450 (SN)

**COOPER**



**1997, £3,950.** Much loved and cherished, two lady owners from new, full listing of all work carried out, substantial service history, necessary reluctant sale. Warwickshire. 01789 764532

**COOPER**



**2006, 98,000 miles, £3,900 Or near offer.** With Zeemax body kit. Silver metal flake stripes, 18" Kahn Alloys, fully loaded interior, Harman/Kardon speakers. Climate control, leather seats, CD player, 4x brand new Good Year tyres. One owner. Staffordshire. 07977 584623 (SN)

**COOPER**



**1990, 83,500 miles, £6,000 ONO.** Excellent condition, MoT till 15th February 2018 this car is in excellent condition and runs well. Full restoration completed in July 2010. Selling as we have now started a family. Bicester. 07545 958537

**COOPER**



**1990, £19,750.** Rover special production. One of only 1000 produced. Red - white roof. 19 miles only. Surrey. 01483 893850 (SN)



### COOPER 1.3I



**1995, £5,600.** MoT January 2018, full body kit, coil-overs, 4 pot calipers. 07983 928330 (LH)

### COOPER S MK3



**1970, £31,500.** This time capsule is for sale on behalf of first current Austrian owner, fully functional it is loaded with period accessories and on the button. Immediately available. Please call. Austria. 00436 9913327138 (RA)

### COOPER SPORT



**2001, 36,000 miles, £9,000 ono.** Mot April 2018. Pristine condition inside and out original body, no rust, dry use only. Garaged, meticulously maintained. Owned 13 years. Absolutely Stunning!, No time wasters please. 02476 467000 / 07810 315012 (RA)

### EQUINOX

**1996, £5,995 ono.** Metallic Charcoal 29000, clean and tidy car with moon and stars interior and body decals. Sound car and excellent runner. O/E radio cassette player, original sales receipt, handbook and some service history. MOT August, I am the third lady owner, reluctantly selling due to ill health. Currently on S.O.R.N. West Sussex. 01903 245887 (RA)

### ITALIAN JOB

**1993, £4,000.** Good condition throughout. Two owners from new. Tasteful modifications. Well loved and maintained. Stored for past three years, hence no MoT. Very reluctant sale. Bedfordshire. 07759 927932 (RB)

### LIMITED EDITION



**£4,995.** In Tahiti blue and in a generally good condition, this 1994 Mini Tahiti has a 1275 carb engine and has a current MOT for 12 months with no advisory issues and doesn't require any attention from the MOT. Kent. 07771 720081 (RA)

### MAYFAIR



**1996, 37400 miles, £2,500 offers invited.** Classic mini Mayfair. Three owners since new. Manual gearbox. 1275 cc. Walnut dashboard. White exterior. Grey interior. Very good condition. Radio / CD player with iPod jack. Original manual and jack. 1 years MOT. Service history and original sales invoice. 07973 330095 (RA)

### MAYFAIR 1.3



**1992, 53,000 miles, £2,000.** No MoT but needs minor work. Good condition and excellent runner. Worcestershire. 07734 851571 (LH)

### MAYFAIR 1.3I



**1996, 35,000 miles, £5,000.** Green, Interior is in very good condition for age, and is kitted out with velour seats and walnut dash. Bedfordshire. 07912 939465 (MC)

### MAYFAIR 1275



**1993, 54,000 miles, £4,850 ono.** Sunroof, alloy wheels spot lights, new tyres. Walnut dashboard. Full service history one previous owner. Excellent condition. Hampshire. 01983 638971 (LH)

### MINI E



**1988, 24,500 miles, £Offers over £3,000.** 2 owners from new. MoT'd. Very good condition. £1,600 recently spent on bodywork. Always garaged. Regular use. West Midlands. 07792 513398 (RB)

### MINI E



**1989, £12,750 ono.** Specialist components, 16 valve injection, zeemax bodykit, deep dish alloys, coilovers all round. 4 pot calipers, vented discs, power steering, 4 pin diff, leather seats, walnut dash and much more. 01359 221971 (MC)

### PAUL SMITH MINI 1.3I



**1999, 63,000 miles, £7,950 ono.** Finished in 'Paul Smith' purple, full black leather interior, one of 1800 limited edition cars, W&P style wheel arches, Revolite alloys, vgc, full MoT, well maintained, reluctant sale. Devon. 07850 404458

### PICK UP BURGER WAGON



**1972, £24,000.** Burger wagon. Total refurb over 4 years. Taxed and MoT. Uprated to a 1000cc engine and has disc brakes. Looks amazing. Kent. 01622 745962 (PB)

### ROVER

**1994, £10,500.** 1.3i Reshelled in 1999 and only 1200 miles done since reshell. 36,500 miles Photos of rebuild. Zeemax kit, Superlite wheels, Hi-Los and SPAX dampers. Any inspection welcome. Denbighshire. 07738 587862 (RA)

### ROVER



**98,000 miles, £4,450.** Very Rare car 1988-Petrol Manual Saloon. MoT till end of January 2018. 3 owners from new, original Engine, complete new overhaul & renovation. Over £3,000 spent in the last 4 Years and over £700 spent recently on complete new rear sub frame. VGC Throughout-Garaged all the time. TLC All its life. East Sussex. 07711 149816 (MC)



## ROVER



**1999, 39,800 miles, £7,950.** In rare almond green. Full leather interior. New MoT. Low mileage for year. Looks and drives superb. Derbyshire. 07812 705754 (RB)

## ROVER 1275CC AUTO



**1994, 50,000 miles, £4,495 ono.** Fully restored, Body respray in British Racing Green and professional full length Sun Roof fitted. One Year MoT. West Sussex. 01243 535211 (LH)

## ROVER CUSTOMISED SPRITE



**1992, 53,675 miles, £5,995 Or near offer.** 1275 carb engine, MoT Jan 2018. P&L body shell renovation 2009. Solar red. Airbrushed graphics. Rear spoiler. Italian Job interior. Alloy wheels. Garaged. Always a head-turner. Sheffield. 07804 985448 (MC)

## ROVER MAYFAIR



**1995, 23,000 miles, £6,999.** MoT. The 4 speed auto box operates perfectly, the bodywork has been kept to high standard and its only just had over 2k worth of work done. Will make a great car for someone appreciating classic 2 owners, Next MOT due 23/06/2017. West Sussex. 07803 606025 (LH)

## ROVER MAYFAIR AUTO



**1992, £3,950.** Selling due to 5 cars. All welding done. Re-spray. Wooden dash. New carpets. Chrome good, seats good. MoT December. AM/FM stereo. 998cc. Devon. 01803 698554 (DS)

## SEVEN



**2000, £6,200 ono.** In good condition and a nice runner. 1275 engine, black exterior with cream and part red leather interior. Low mileage 57,628 miles on clock. Owned for the last 11 years and garaged, will provide 1 years MoT. Corby. 07745 631834 (LH)

## SEVEN



**2001, £10,500 ono.** Limited edition, garage kept, MoT'd and ready for summer fun. Zero rust with a great looking retro interior. Only had summer use whilst stored in the autumn and winter months. Middlesex. 07982 667343 (LH)

## SKY



**1989, £4,300 ono.** Beloved Mini for sale, is in great condition, runs and drives good. MoT until August. East Sussex. 07971 171360 (LH)

## THIRTY



**83200 miles, £3,500 ono.** With John Cooper Conversion, Twin carb conversion, John Cooper Garage, Worthing No. 136, Drives beautifully. Lovely sound. CatD 1999MoT failed Apr17, Project. Single owner. Devon. 01823 672905 (RA)

## PARTS FOR SALE

### BOX SET OF ALLOY DOOR HANDLES ETC

**£25.** 1 x Pirelli Cinturato 145 /12 as new £25 Various alloy rocker covers / Fuel cap / Gearknobs please email [graham.hughes1958@btinternet.com](mailto:graham.hughes1958@btinternet.com) or call. West York's. 01924 828151 (RA)

### COOPER 997CC



**£700.** Original standard engine/gearbox carbs etc. 07979 406536 (LH)

### METRO 1000CC

**£Offers.** A+ engine on pallet and remote gearbox for overhaul/rebuild, fitted with high ratio diff, c/w pinion from Mini auto. Berkshire. 01344 420198 (RB)

### MG MIDGET/MINI SPARES

**£POA.** 275cc Midget block. Good Midget rear axle casing. 1275cc Mini block standard bores. 998cc Mini engine less head with rod change gearbox. Sets 1275cc, 1098cc conrods. Sussex. 01435 866331 (PB)

## MINI 1000



**1977, £500 Offers invited.** Probably beyond restoration but useful to someone for original parts. Seats are excellent condition and original retro style. 07791 217475 (MC)

## MINI 850 CYLINDER HEAD

**1963, £25 ovno.** Complete, buyer collects. West Midlands. 01564 702118

## MINI CLUBMAN

**£POA.** Front and rear bumpers. Set of alloy wheels, gold Minilite style x5, new tyres. Set of 4 chrome 10in Clubman hub caps, as new 3x Denovo centre caps. Somerset. 07919 478441

## MINI REAR RADIUS ARMS

**1963, £50 ovno.** Pair, including hub assys and brake drums, buyer collects. West Midlands. 01564 702118

## MK1 850



**£130.** Gearbox. 07979 406536

## MK1 850CC



**£300.** Engine box. 07979 406536 (LH)

## MM FRONT SIDE LIGHTS



**£12 inc p&p.** No cracks & chrome is good. 01454 313768 or 07816952524 (RA)



## PAIR OF NEW INDICATOR LIGHTS



**£12 inc p&p.** For sale. 01454 313768 / 07816 952524 (RA)

## PAIR OF WING MOUNTED SIDE LIGHTS.



**£20 inc p&p.** For sale. 01454 313768 or 07816 952524 (RA)

## PARTS

**£Various.** Five Triumph Stag alloy wheels £120. Four Mini pistons with rings plus 850cc unused £70. Water pump for 3000GT Capri (new) £40. Ford 105E rear wing badge £25 (genuine). Norfolk. 01485 579358 or 07494 045941 (PB)

## REVERSING LIGHTS



**£50.** Original Wipac S210 SAE R66 in very good condition, just a small chip on one of the lens's not really noticeable when on the car, priced accordingly cash on collection from South Hertfordshire. 07860 246900

## TYRES



**£160.** Ultralite Wheels 4 x 12 x 6 with tyres. 07979 406536 (LH)

## PARTS WANTED

### 1071 COOPER S ENGINE

**Wanted.** Or Crank & rods or any Cooper S Engine or Gearbox. 07979 406536 (RA)

### INTERIOR TRIM

**Wanted.** In blue and grey/gold brocade, must be in excellent condition, Newton Commercial preferred, good price paid. Also 3.5x10 Cooper 'S' rims. West Midlands. 07879 261376

### MK1 MINI HEATER

**Wanted.** Early Mk1 Square Body Fresh Air Heater as fitted 1959 - 1963. Condition and paint not important. System including controls or just the heater body considered. 01256 359649 (RA)

### MORRIS AUSTIN

**1954-1972, Wanted.** Morris minor pickup back body panels ie pickup sides tailgate cab back. New old stock if possible. Lancs. 07745 470706 (RA)

## LITERATURE FOR SALE

### 2 X ORIGINAL BLUE WORKSHOP MANUALS

**£20.** For an Austin A 40. 1 x £20-00 Plus P&P1 x £15-00 Plus P&P. Glos. 01242 260970 (RA)

### HAYNES MANUALS X 150

**£150.** Varied selection, selling as one lot. Collection only from Cheshire SK12. Full details on request. Cheshire. 07904 207460 (DS)

### BRITISH MOTOR CARS



**£5 + P & P.** This a book published in 1955 by Foulis, and covers the models of all British Manufacturers. It is in good condition. 07765 527090

## MINI MAGAZINES FOR SALE



**100s good condition, make an offer All need to go, need space email grahamhughes1958@btinternet.com for pictures or call.** West Yorks. 01924 828151 / 07434 389228 (RA)

### MINI METRO FACTORY SERVICE MANUAL

**£Offers.** Good condition. Triumph Acclaim factory service manual good condition. Morris Marina indicator switch good condition, never used. North London. 07985 691137 (SN)

### MINI WORLD AND MINI MAGAZINES

**1991, £POA.** Both sets from issue No 1 to December 2015, good condition, buyer collects, best offer secures. West Midlands. 01564 702118

### ROVER 200 WORKSHOP MANUAL



**£50.** Genuine issued by Rover Co - 1967in original condition Collect ex Worcs or p & p £5.00. 01386 446877 (RA)

### WORKSHOP MANUALS

**£Various.** Volvo service manuals, 140, 1968 £10. Austin A40 Series GS2, G2S2, GS3 etc, 1954 £10. Ford Fiesta Oct 1995-Mar 2002 £10. Mini, all models 1959-1976 (autobook). Vauxhaul Opel diesel engines 1982-1996 to N reg. Volvo Polo 1982-Oct 1990 upto H reg. £10. Essex. 01621 819804 (PB)

## MISCELLANEOUS FOR SALE

### 2 MORGAN CAR CLUB BADGES



**£95 pair inc P+P.** Scotland sports car club bridge of Aln July 1999. Suffolk. 07580 313669 (SN)

### 3 DOG CLUB BADGES



**£45 each or £100 the lot.** Enamel finish MF by Butler Birmingham, British Alsatian Association, Association for German Shepherd Dogs, British Dalmatian Club. Buckinghamshire. 07905 135288 (DS)

### 3-PIECE SET OF HIGHLY COLLECTABLE JAPANESE SATSUMA IMARI PORCELAIN



**£Set of 3 for only £120.** Genuine handmade with beautiful traditional 'Craquelure' finish. For sale individually: 7in dia. 6-sided plate, £20. 5in tall ginger jar, £45. 11.5in tall temple jar, £75. Surrey. 020 8942 5151 (RB)

### ANTIQUA GARDEN BENCH SEAT

**£200 ono.** Part iron, part wood, amazing, could arrange delivery. Suffolk. 07434 303663



**6 USA PLATES**



**£50 LOT.** 1977, 1976, 1979, Illinois, New Car DL'R PA, USA. Surrey. 020 8399 7541 (SN)

**AA ROAD SIGN**



**£100.** Enamel, marked Franco Signs, fairly old, poss WWII. Hants. 01794 301082

**BARC BADGE**



**£45.** No. 745. British Automobile Racing Club. Excellent condition. Badge bar fixing. Free postage. Hampshire. 07794 775973 (PB)

**BRITANNIA TRUCKS ENAMEL LORRY BADGE**



**£200.** 7 inch x 6.25 inch. No damage. Studs on back. Postage free. Surrey. 020 8399 7541 (DS)

**BROOKLANDS SOCIETY BADGE**



**1960, £75.** Badge, early type, very heavy enamel, excellent condition. Surrey. 020 8399 7541

**CI SPRITE ALPINE**



**1978, £875.** Classic Caravan, 1 double bed, 2 bunks, refurbished, any leaks repaired. Brakes restored. Chassis refurbished. New Tyres. Toilet, dinette, cooker, sink, 240v + 12v + gas lights. Tows well. Very good condition for year. Monmouthshire. 01291 422732

**CLARKE LATHE/MILL/ DRILL CL500M**



**£700 ono.** Includes stand, 4 jaw chuck, tools and instructions. Good condition and on wheels for transportation. Price if new £1450. Essex. 01206 272943

**DINKY AND OTHERS**

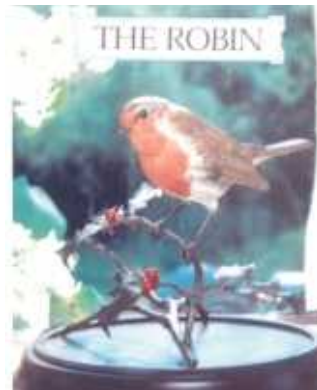
**£POA.** Selection of models. Some Corgies plus other models and items. All on itemised list with prices, posted on request. Northumberland. 01665 576351 or 07759 429137

**FINE BONE CHINA & BRONZE 'BLUE TIT' SCULPTURE**



**£80 plus p&pp.** From Coalport. Designed and sculpted by Michael Abberley. Individually hand made and hand painted. Mounted on to a 6.5in dia polished mahogany plinth. Life size, 5.5in tall overall. Surrey. 020 8942 5151 (RB)

**FINE BONE CHINA & BRONZE 'ROBIN' SCULPTURE**



**£80 plus p&pp.** From Coalport. Designed and sculpted by Michael Abberley, individually made and hand painted. Mounted on to a 6.5in dia polished mahogany plinth. Life size, 4.5in tall overall. Surrey. 020 8942 5151 (RB)

**GARRARD CLOCK**



**£30.** By Elliot in walnut case. Presented to an employee on retirement from the Directors of the Southdown Motor Services Limited for long service. Wrexham. 01978 757470 (LH)

**L2 MDL**



**£1,200.** Registration plate, on retention. Beds. 07989 476930

**GUNSONS COLORTUNE 500**



**£20 p&p extra.** Petrol-Saver tune-up kit. Suitable for most 14mm plug sizes in cars, motorcycles and boats. Surrey. 020 8942 5151

**HARROW CAR CLUB BADGE**



**1930, £150 pre war.** Original pre-war, blue enamel, 3 types blue red & chrome, this was a sporting club, size 3.58 3.25 inch, excellent condition. West Sussex. 07398 015688

**MOTOR CLUB BADGE**



**£50 post free.** Rochester Chatham & District Motor Club. Castle & Station enamel and chrome finish. Manufactured by Highly Jeweller, 28 High Street, Chatham. Kent. 07968 659967 (RB)

**PRIVATE REGISTRATION PLATEA27 KJC**

**£450 ono.** On Retention & Ready To Go. West Midlands. 01384 625724 (RA)



### PETROL PUMP



**1920's, £800 ono.** Made by Gilbert and Barker, in very good condition. Durham. 01913 866622 (MC)

### PRIVATE REGISTRATIONS



**£2,250 ono.** MHO 545, 5324 PK, £2,250 ono. LYJ 976, £2,000 ono. All on retention for your quick transfer. Please call for details. 07840 400569 (RB)

### PYRENE BRASS FIRE EXTINGUISHER



**1940's, £65 ono.** In cradle with no damage. Buyer Must Collect. West Midlands. 07981 171237

### RAC RALLY PLAQUE



**£45 free postage.** Torquay rally March 1936, 2 inch diameter, silver plated. 2 fixing lugs. Hampshire. 07794 775973 (MC)

### RACING BADGE



**£150.** J R Gaunt Cooper Junior 500cc, 1960s with coronet crown on top, small repair to white SQ on top. Hants. 07794 775973

### ROLLEI 35MM FILM CAMERA



**£55.** Works ok but very complex, suitable for collectors display or ex NASA scientist insomniac. North Yorks. 07971 952582

### SINGLE POST CAR LIFTER

**£POA.** Must be suitable for home electrics. Also front valance for Triumph Herald 1971. 1920-1930 restoration project, Austin, Morris, Ford car or van. Middlesex. 01895 237820

### STORAGE BOXES



**£11 free postage.** Thirty fibreboard boxes by "Storeline". Size 5.5in x 3in x 3in. Fold flat for postage. Keep your workshop tidy. Notts. 01909 721464 (RB)

### STRONG A FRAME

**£90.** For sale. East Yorkshire. 01964 670036 (RA)

### SUSSEX CAR CLUB BADGE



**post 1950-1960, £45.** Chrome, bar fixing nice condition. Hants. 07794 775973 (MC)

### TRAILER



**£4,250.00 ovno.** December 2016. Covered car transporter trailer. Led lights. 15 ft. L X 6ft 10 ins. W. X 6ft. H 2700kgs. Alloy ramps. Winch and spare wheel. It has both side doors and rear door all with telescopic arms. As new only used to store classic car. Southampton. 07939 264653 (SN)

### WD DESPATCH RIDERS LEATHER JERKIN

**1944, £65.** Sound condition, original buttons, size 2 chest 37-43". Genuine WWII khaki dessert trousers, Approx waist 34" leg turned up inside £30. Surrey. 01293 410976 (SN)



**£125.** By JR Gaunt. Cornet on top bar fixing. Original 1950/60s, badge size 5 inch x 3 inch. West Sussex. 07527 635372 (MC)

### WD DESPATCH RIDERS LEATHER JERKIN

**1944, £65.** Sound condition, original buttons, size 2 chest 37-43". Genuine WWII khaki dessert trousers, Approx waist 34" leg turned up inside £30. Surrey. 01293 410976 (SN)

### WIG AND PEN CLUB LONDON BADGE



**£120.** For all barristers and hacker. From London Chambers near the Old Bailey. No damage to enamel. Very rare badge. Surrey. 07534 431198 (DS)

### 'X5 CDR' NUMBER PLATE



**£offers.** Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

### WANTED

#### CLASSIC CAR

**Wanted.** In any condition from the 1920's to the 1980's, please call. West Midlands. 07858 705005 (LH)

#### CLASSIC CAR

**Wanted.** Any make or year as long as tax free. Work not objected too please. Lancashire. 01282 831247 (RA)

#### COOPER

**1990/1991, 20,000 miles, £12,000, Wanted.** Cooper or Italian Job would be ideal but would consider other models. Must be concours/ show condition. Carrickfergus. 07842 460700 (LH)

#### MINI

**Wanted.** Auto or Manual. In good condition. Bristol. 07502 032532 (SN)

## Rallying round

Ger Roberts, from Snowdonia, has been into Minis since he passed his driving test. A founder member of Snowdon Minis, he has embraced all the fun aspects of Mini ownership, including motorsport.

**W**hen I was 17 years old my first car had to be a Mini, of course. It was a Mk1 850, with magic wand, that got from zero to 60 eventually. I knew I had something special but didn't know I'd come back into Minis at a later date in my life.

It all happened one day when I wanted to go rallying, like you do. My sidekick, Andy Whitehead, agreed with me and we decided to go buy a Mini. We did so and entered the Tour of Anglesey in 2003. It was the hardest two-day, one-night event we ever did,

which incorporated everything a rally could throw at us including a night event on the best back roads we have here in Snowdonia and a series of tests at Anglesey Racetrack that we struggled through with a slipping clutch and smoking engine. But, through determination, we finished second in class and got a trophy too.

In the following years local Mini owners Andy, Justin, Mark and myself decided to start a club here in Caernarfon, North Wales, now known to all as Snowdon Minis. With me at the helm and with everybody



helping each other out (all for one and one for all) it became a success.

The show factor took over from the motorsport scene as it helped the club thrive. We loved driving to shows in convoy on the fantastic A and B



I got my first Mini when I was 17.



We enjoyed competing in Drag Wars at Shakespeare County Raceway.



Ty Groes circuit on the Tour of Anglesey in 2003 with Andy Whitehead navigating.



Me and my first Mini.





Engine bay is home to several special tuning parts.



The interior set up for the navigator's needs!

roads and the socialising was first class. We especially enjoy Drag Wars at Shakespeare County Raceway and we always attend Wirral to Llandudno Mini Run, Mini Fair, Himley, Stanford and Stoneleigh shows and several local country shows and charity events.

In 2009 we did a mahoosive charity run over a glorious weekend, called the G2G, where I was approached by member Aled who had this idea of an epic run in aid of Alder Hey Children's Hospital. We raised thousands and he comes up with classic rally scatters now and again for us to enjoy, in aid of the Air Ambulance. It's amazing how people come together for a worthy cause.

I have gone back into motorsport and am marshalling for Caernarvon and Anglesey Motor Club. In fact its chairman, Huw Gwyn and his family, have Minis! I'm really passionate about marshalling and I was lucky to marshal on the Rally Wales GB at Clocaenog Forest in 2014 and I guess it was while I was there that I decided I wanted to get back into rallying.

I had a dismantled Clubman shell in the garage corner, being used as a shelf, and 'ding' the penny dropped. Over the course of a year or so it was fully rally prepared for night events (and the occasional show), with a BBA (Built By Andy) engine and a respray by Gazzo. With help from Jon's engineering wizardry, I built it myself by burning the midnight oil and using the abundance of parts I've accumulated over the years and some bought from eBay. I'm so thankful for good friends!

I also found myself a navigator in Meirion Gadd, who also has Minis. Our first event was the local JJ Brown Memorial Rally in December 2016. We lost power and had to retire. We were gutted but we certainly weren't put off Minis! 🏁

**"We were gutted but we certainly weren't put off Minis!"**



My current rally Mini took me around a year to build up from a shell.



All ready for the Valentine Rally in April.

# Next issue...

Get your Mini featured in  
**MiniWorld**

Email pics to: [mw.ed@kelsey.co.uk](mailto:mw.ed@kelsey.co.uk)  
Post pics to: MiniWorld, Kelsey Media, Cudham  
Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK



## July 2017 issue on sale 12 May

- Fantastic turbo twin-cam GT
- The lowdown on Mini gearboxes
- Essential summer show diary
- NEC Restoration Show pics



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## Every part you need to rebuild your Mini engine - from the bottom end up

No matter if you are rebuilding your Mini's engine for restoration, road or race you'll find all the parts you need on our shelves. All the most successful Mini racers depend on our service to keep them out in front. Just ask the drivers in the Mighty Mini, Mini Miglia and Mini Seven Racing Series. They'll tell you it's parts from Mini Spares that keeps their cars competitive.

We offer genuine BL/Rover parts for the purist, but also offer customers the choice of more affordable or better value alternatives of the best quality available and high performance parts for the Mini racer.

The new ACL end and main race bearing shown above are a case in point. They are

precision manufactured to a wall thickness tolerance of  $\pm 0.0040\text{mm}$  giving engine builders close control of vertical oil clearance, thereby optimising high pressure oil film generation for better bearing load transmission and increased durability. Feedback from race engine builders is already proclaiming these bearings as probably the best available and that's precisely what Mini Spares strives to provide. The very best parts for your Mini at sensible prices - ACL race bearings start at just £59.60 + VAT per set; a most reasonable price for ultimate quality race bearings.

With quality and value like this you can rely on Mini Spares to keep your Mini where it belongs; on the road or track.



**mini  spares**  
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Parts available on line and by mail order - or visit one of our three shops

### Minispares - NORTH

Units 2E and 2G Harwood Road  
Northminster Business Park  
York YO26 6QU

Tel: 01423 881800

### Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE  
Cranbourne Industrial Estate, Cranbourne Rd.  
Potters Bar, Herts. EN6 3JN

Tel: 01707 607700

### Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury,  
W. Midlands. B69 4RJ

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