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WELCOME



Wayne Wright's stunning street racer.

ne of our favourite tasks on Mini Magazine is producing our 'On The Job' features. We get the chance to visit someone else's workshop/ garage/front drive, check out how their project is coming along and then write about it in the magazine. It's inspirational, and we always come away with a few ideas of what we might incorporate into our own future projects.

The icing on the cake is when one of these projects is completed. Shooting a feature on a Mini that we saw in build is a great feeling. To see if all the plans came together, how they changed and why. And it gives us just one more chance to talk Minis...

This month's cover car, Wayne Wright's 'Storm', first appeared in Mini Magazine November 2019. It was a bare shell and a collection of parts, and he was full of ideas of how the finished Mini was going to look. In just over a year he has completely transformed the Mini, and not only has he turned his ideas into a very solid reality, he's gone so much further than he planned. It's a great car, and you can see the full story starting on page 12

And once you're read it, drop us a line and tell us about your current project. You could be our next cover star.



We hope you'll enjoy all of this month's stories and we really appreciate your continued support of MM. If you can, join us on our social media channels, or visit https://shop.kelsey.co.uk to either subscribe or order single copies, delivered direct to your door, or for immediate download in digital form. Stay well, and stay safe,

Gerard Hughes Editor, Mini Magazine @geztheed







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storm COOKING ASTORNIG

An unexpected injection of cash meant that Wayne Wright could build the trick engine Mini he'd always dreamed of.

YNNY TRYNY YNN

Words Holly Daffurn Photography Gerard Hughes



(generation)

hen we first clapped eyes on Wayne Wright's latest project (for November 2019's On The Job feature), it was a primered rolling shell and the engine was just a dirty ball on the workbench. You'll remember Wayne's work on his partner, Caroline's 998cc '86 Mini. Since he's finished that, he's had more time to pour into his own project meaning they can now drive separately to car meets and make double the impact.

"She's a little different to what my original plans were!" Wayne muses. "Some of it's the same. I wanted the exhaust coming out from the rear valance. I wanted the louvres, fibreglass boot and doors, fibreglass flip front and all Perspex windows (apart from the windscreen)." As anyone who has ever built their own car knows, early plans are apt to change. But Wayne is more than delighted with his finished project, and justifiably so.

"I was going to get rid of the door handles, but the doors I had turned out to be pretty shoddy. I went the fibreglass route again, and I'm glad I did. The weight-saving is phenomenal. The only thing was, getting rid of the door handles on the fibreglass door would have been a bit tricky because all of the weight would have been at one end."

INTO ACTION

For the most part, the car is where he wanted it to be – aside from a few durability upgrades. "I painted these rings on the lights black, but it scratches easily so I'm going to remove them and get

J44I TOE

STORM





Roof mounted console with bullet switches.







Momo wheel fits with red alloy detailing.



Cobra Clubmans were an early purchase.

"We do get a lot of comments about the colour and the number plate"

them powdercoated. There are a few things like that, they aren't quite as industrial as I'd like so I'll improve on them eventually."

One of the things that he was clear about from the off, was in keeping the car as light as possible to really enhance its performance. "I've managed to keep her under 500 kilos, so I reduced quite a lot of weight. She feels really quick, but how quick I don't know yet! She needs to go on a rolling road, but until I've broken the engine in there's no point."

As the MoT was only a week prior to our visit, Wayne is still running the car in and

getting up the miles. He's certainly having fun doing it.

"We were toying between the green and the sandy colour but I'm glad I went for this colour. It's an oldish colour, standard flat paint. We like to stick to traditional colours with our cars." Wayne explains. When it came down to it, their choice in wheels helped to finalise the colour decision. "The wheels were 8 inches before but I couldn't get the tyres for them. Dunlop did them, but they are around £240 a tyre and I thought I'd go through too many tyres for that, so I dropped an inch on them." The car is still pretty wide,

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A mid-project cash injection meant a leap in engine spec - it's now a flying machine!



for other people.

which is what Wayne was going for. He spotted the wheels on eBay, and managed to get a great deal on them. "I haven't seen them again in the bronze colour. We knew the bronze would really pop with the sandy shade, so the colour decision was made for us! We do get a lot of comments about the colour and the number plate! It says toe... and the colour is... camel. Hence, the camel decal!"

The number plate and colour combination aren't the only things that are getting the car noticed. "Because I'm ex-military, people started offering me

stuff. Like a bullet for the gearknob! So, I've got a 20 calibre bullet for a gearknob and the top switches are empty bullet cases! I've gone for the lest we forget with the soldiers. I was going to put more on, but I think less is more."

J44I TOE

ALLOYED ACTION

Wayne has given the car a racier feel than first intended, with a lot of trick gear under the bonnet. He came into some money part way through the build which meant he was able to go for what he really wanted; but didn't waste money on



Louvres were planned from the off.



How about a 20 calibre gearknob?

anything needless and has kept it sensible for the road, which was always his intention. He's got four-pot callipers on there now, and slightly better suspension. Wayne admits that these elements have made all the difference. "There are a lot of DSN parts under the bonnet. There's an electric fuel pump in there now, with a filter and regulator and an aluminium fuel tank in the boot. I bought a couple of bits from DSN, and before I know it I've ->

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STORM



bought the whole shebang. I think I've got shares in it now... I should have the amount I spent! The colour scheme was going to be black, but when I saw the red anodised stuff I couldn't resist it. I've still gone for the bargain if I can get it, but sometimes it's not worth compromising because you just need the quality."

Everything is now inside, including the fuel lines, brake lines and the electrics. Wayne wanted to make space for his exhaust, but was also wary of anything getting pinched when mounting the many speed bumps where he lives. "I've hidden a lot of the wiring but there is only so far you can take it. I did toy with the idea of taking away the servo and having standard brakes to tidy it up a bit, but it's





Black details include aero filler...



...and carries through on the arches.

"It's not worth compromising because you just need the quality"

much more practical especially now I've gone for four-pot brakes. I've tried to keep it tidy and the fuse box and everything has been moved into the car now."

Wayne has rebuilt the gearbox. He's kept the 1275 close ratio gears, but has added a central oil pickup, a racing layshaft, and a cross pin diff. The engine has been treated to a new head, as the other one was cracked. "JW Engines built it for me, it's all been ported and polished. It's got +60 Omega pistons (displacing 1330), a re-ground crank, the con rods have been balanced. It's got an SW8 cam, electric water pump and fan, and a lighted MED clutch and flywheel. She's quite nippy now - a proper little flyer!" Wayne decided that there was enough heat coming from the exhaust to warrant a heater, but he did add his own homemade air conditioner. "It's basically a bilge pump from a boat! You can buy them with CPU fans on, but they are so expensive. That only cost me £25 and it really kicks out some good fresh air. With these tiny, little windows it can get quite warm in there!"

MOUNT UP

The sub-frame is solid mounted but everything else is semi-solid. The bars for the engine are solid one end but have nylon bushes the other end. The suspension is all rose-jointed where he lowered the car a bit. He's also gone for







Everywhere you look, there's DSN goodies.

longer ball joints, to adjust the centre of gravity. "Everything has been lowered, so I took out an inch and three quarters. I found that unless I had everything set really hard, she was bottoming out and wasn't comfortable, so I've raised her up a little. Though she's still a good inch and quarter lower than a standard."

Wayne had hoped to complete the build in a year, but it took a couple of months longer due to an influx of requests from club mates to help him with their cars. In fact, Wayne has been so in demand that he's now decided to ditch the day job and focus on restorations. He's got his fibreglass expert brother-in-law Garry Bull on board too.

The new venture in named Tubbies' Customs, which came about when they were all sat down to breakfast one day





Unique rocker cover came via a friend.



TECH SPEC

BODY Flip-fronted wide arched shell in retro sandy brown with fibreglass doors and bonnet and Perspex windows.

ENGINE 1275 with +60 rebore, Omega pistons, SW8 cam, reground crank, reinforced centre strap, all new bearings, cam followers and push rods. 1.5lift roller rockers, JW Engines large valve ported head, Duplex Vernier timing chain, Craig Davies electric water pump and fan, MED Engineering lightened flywheel and clutch assembly, HIFF44 carb with uprated spring, close ratio gearbox, competition layshaft, central oil pick up, cross pin diff. DSN anodised parts.

SUSPENSION Lowered hard mounted suspension with rose joints.

TRANSMISSION

Straight-cut drop gears and 3.4 drive.

BRAKES

Servo, 8.4 inch brakes, drums and Minifins.

WHEELS AND TYRES 7.13 Superlights with Yokohama A539s 175/50R13.

INTERIOR

Cobra Clubman front seats, stripped rear, carpet throughout, electric dials, removable Momo drifting steering wheel, dash moulded from MkII Ford Escort (trimmed to size and covered in acoustic carpet). at the workshop. "One of the lads came by and said 'What is this? Tubbies' café?' When we were looking for a name for the resto service, it just seemed to fit. It won't just be Minis; it'll be any classic vehicle. I was in a position where the job I was doing wasn't the job I wanted to be doing anyway. My father passed away and I came into some money that could tide me over for six months or so. I thought, if I don't do it now I'll be too old to do it anyway. It's what I enjoy. It just made sense."

Caroline posted on the Midweek Mini page that Wayne was going to be doing up cars and he instantly had four Minis to do! He's planning to finish one a month, and they won't necessarily be full restorations. "People often haven't got the time, it's cheaper for them to work and pay out for someone else to do it than work on their cars themselves. There are a lot of people who do immaculate full restorations, but they aren't cheap. Some people just want their cars tidied up; they can't afford that level of resto. We are happy to repair panels rather than replace. We work The exhaust exits through the rear valance - really neat touch.

within people's budgets. I know for myself that it's not easy to stay within budget."

Wayne is also careful to keep people informed every step of the way. He knows from his own projects, how invested people get in these things. "It's their baby. We have people up here to look at what we are doing, and what options are available to them. We want them to have exactly what they want. I'm not going to be a millionaire, but it's a wage and seeing people's faces when they get their cars back makes it all worthwhile. It's got its rewards beyond the financial. You get to a point where you are thinking, is my job actually rewarding?"

FAST FORWARD

If Wayne could do it again, he'd have dry decked the engine block, using the water pump aperture and installed the pump at the other end.

"It was very tight getting it in there! But everything else that I've got enginewise is my dream. I did a lot of research and tried not to waste money gaining brake horse



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STORM









"I thought, if I don't do it now I'll be too old to do it anyway"

power. I chose to put it where it counts, for instance with the lightened flywheel. Even the water pump and fan give it a 4 brake horse power advantage. I tried to match the distributor with the camshaft so I've got an SW8 camshaft from Swiftune and the distributor is a Swiftune CSI one. So, it's got presets in there so you can pick what suits your drive."

"I would definitely make my own fibreglass front end next time. That took a fair amount of fitting to get right. The doors pretty much went straight on. They are from Arc Angels."

Wayne had originally intended to go for the de-chromed Cali look with this project, something that he's coveted since he was a kid. However, he wouldn't change a thing about the look of the car.

"I'm not quite sure if the Cali look will make it onto the next one. I'm thinking of going really mad with that one! I'm thinking a V8! I'm really busy working on other people's, but if it quietens off a bit in the winter then that might be the project for me. I'm not sure whether to necessarily



The military theme is carried right through.

go road legal, but it'll be fun for track. Caroline's got ideas too. She wants a Minivan. She's already on the look-out for another one. Whoever finds a shell first, we'll work on that one. So, she might just get in there first."

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Mini scene

Josh's first race saw him on the grid with both his parents...





GHTY MINIS

usband and wife - and regular Mighty Mini Racers - Paul and Lissette Ogborn were amongst those taking to the track with Mighty Minis at Castle Combe on September 19th. What made the day unique was the fact that they were being joined on the grid by their son Joshua, 22, racing for the first time...

As winner of the first race, it was Paul's job to draw the balls to establish the positions of the other cars. In a stroke of luck, Josh and Lissette both ended up at the front of the grid! A couple of other first timers, Mark Price and Bethany Hughes, were also taking part.

"It was exciting, but also incredibly nerve wracking as I couldn't help but wonder where Josh was during the race." Lissette explains. "Josh has done a track day before, but never raced. I was relieved that it was dry, but just before the race the marshals came around to tell us that there was oil on the track. After that I was super nervous!"

Despite the tricky surface, they all did really well. Paul also won the second race, with Lissette finishing 5th and Josh coming in 8th. "Josh kept it on track for the whole weekend and didn't finish last, so he was happy. Paul got a couple of wins and I got a 5th, so I was pleased. We had a lovely day! The feeling in the paddock is always so friendly and welcoming, so it was great for Josh to experience that too."

"When you're watching you don't realise the effort you need to put into it.



Photography Marvin Hall

Scrutineering is all done online at the moment. It's a big learning curve, there's a lot more involved than meets the eye. Josh was surprised how much work goes into it before you even race. The main idea when you start out is to keep the car on track and bring it home, so we were all really pleased with how Josh handled it." Mighty Minis is a great way to get into racing, with people of all ages taking part. Lissette didn't get into racing until she was 50 and she absolutely loves it!

If you fancy joining Mighty Minis or going along as a spectator then you can keep up to date via their website: www.mightyminis.co.uk

PLAYED AN ACE Acespeed Assist Mini Wedding

■ On Thursday 17 September, the team at Acespeed supplied a trio of Minis to a wedding at Bingley St. Ives Golf Club. Steve Waterhouse and his lovely bride Sarah were delighted with the Cooper Works, Italian Job and MPi Cooper. The bride specified that Ace wore his race suit and they also sent Liam Gallagher

Liam' and Andy ready to rock! Chauffeur the bride in his Cooper. A lovely day was had by all, and this is the first of many weddings that the team plan to be helping out with. www.acespeed.co.uk



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Gaydon Gatherings will take place in the museum's outdoor arenas.

GAYDON GATHERINGS Evening Events at BMM

The British Motor Museum is delighted to announce it is to host a series of brand new monthly evening gatherings aimed at motoring enthusiasts. The first 'Gavdon Gathering' took place on Tuesday 15 September from 5:30pm to 8pm and the next is on Tuesday 13 October. The Gaydon Gathering will then be a regular feature of the 2021 events programme, on the second Tuesday of every month starting on the 13 April 2021

These informal events will be held outdoors on the Museum's arenas and are free to attend. Visitors can just turn up on the evening, with no pre booking required. At 7pm the Museum will present the

'Gaydon Garage' feature when the Museum's workshop doors will be opened to reveal one of the fantastic vehicles from the collection that are not often seen out of the Museum.

The vehicle will be driven out onto the apron and introduced over the PA system.

Display vehicles will be parked in front of the Museum whilst there will be separate free parking for those that arrive in modern everyday vehicles. On the night visitors





RETURN OF THE MOKE A Great British Icon Is Back On Sale In The UK

MOKE International Limited has announced the return of one of Britain's great automotive icons. UK customers will be able to order one of 56 limited edition Mokes, signifying the number of years since it first appeared in Britain in 1964. The company will also welcome orders for standard spec vehicles, which they say confirms the permanent return of the brand.

Originaly designed by Issigonis as an air portable vehicle for the military and a lightweight utility vehicle for farmers and

tradesmen. Based on standard Mini subranes and running gear meant a lack of ground clearance and no four-wheeldrive and its usefulness was limited when the going got tough. While army rejected it, it quickly became a firm favourite with the 'Swinging Set', both in the UK and abroad. Mokes appeared in a number of iconic TV shows and films - to date it has appeared in four James Bond films.

The reborn MOKE will utilise modern engines, transmissions and running gear, while the look and styling is a clear tribute **https://mokeinternational.com**.





to the 60s original. It will feature a 1083cc four cylinder engine with MacPherson strut font suspension, disc/drum brakes and 13 inch wheels. The limited run of 56 cars, will be built for sale exclusively in the UK. Each is available in a choice of 14 colours and the Limited Edition 'MOKE 56' comes with the front grille and windscreen rails in chrome, a discrete union jack badge on the front wings, and a numbered plaque on the bonnet.

Price is expected to be £20,000. Visit

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News





NATIONAL METRO AND MINI DAY Far better late than never, the annual Metro and Mini celebration joined forces with the BMC and Leyland Show at the British Motor Museum.

You won't need us to tell you that the show calendar has been fraught with cancellations this year, but there was a notable exception as Minis joined an intriguing mix of the nation's favourite at the British Motor Museum on September 6. The event saw the BMC and Leyland Show combined with the National Metro and Mini Show for a one-off reboot after both had been postponed earlier in the year, but the delay certainly didn't dampen any enthusiasm. All available tickets were duly sold out and the gates were closed once the venue's safe capacity was reached.

It wasn't exclusively a Mini show of course, but they played a major role. Clubs present



Lorraine Noble-Thompson gets her Cooper signed by Paddy Hopkirk.

included the Cooper Sport 500 Register, Thames Valley Mini Club and the As of Herts, Beds and Bucks MOC, with Minis also well represented amongst the traders.

Elsewhere, we were delighted to see a a 1970 Australian Mini Cooper S and a decent gathering of Mini 1275 GTs, while a multimarque display of rally cars included ex-Works cars to complement those on display inside the museum. Amongst them was 977 ARX, owned by Patrick Walker and driven by Rauno Aaltonen on the 1963 Monte, CRX88B, piloted by the Flying Finn two years later on the same event, and LBL 590E, campaigned in 1967 by Paddy Hoprkirk amongst others. Paddy himself was present at the event, as well as one of his illustrious contemporaries, Alec Poole.

The event was particularly special for one of the Mini's stablemates, as it finally gave Metro enthusiasts the chance to celebrate the car's 40th anniversary with like-minded enthusiasts. The Metro Owners' Club



squeezed an incredible 71 Metros and Rover 100s on to its display, with others dotted around the rest of the show. With the Museum and Collections Centre also to explore, the show certainly offered a welcome highlight during what's been a difficult year.

"I was amazed at the turn out Sunday and the fact that we sold all our available tickets for the event," said show manager, Tom Caren. "The number of cars and the sheer variety were brilliant, and it certainly made the effort worthwhile for the Museum to put the event on."





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10x7" split-rim wheels, Dunlop slick tyres, Ohlins dampers, regulation

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RACE RESULTS

BRANDS HATCH GP 8-9 AUGUST – ROUNDS 3, 4 & 5

RACE 1 - 12 LAPS/20 MINS 14th 500 R Davis 18th 01 J Smith

RACE	2 – 10	LAPS/20 MI	NS
1st	21	A Smith	Μ
12th	171	D Lewis	L
18th	77	A Deviny	7
27th	712	G Daw	S

RACE 3 - 9 LAPS/15 MINS AJordan R Davis

26th

For full results details, go to Results section on www.mini7.co.uk or visit **www.tsl-timing.com** For latest championship points, go to Standings section on www.mini7.co.uk

R Billison

FAstin

BLISTERING BRANDS Words Richard Williamson Photography Matthew Barrington Scorching temperatures matched on-track Mini action at Brands Hatch

t Brands Hatch TOCA meeting on 8-9 August, the Mini 7 Racing Club were once again star performers on the support bill to the British Touring Car Championship, with all three races producing sizzling performances from full-to-bursting grids.

In the top-tier Mini Miglias, local ace Aaron Smith came away with a pair of overall wins to strengthen his points lead, while on his series debut, BTCC star Andrew Jordan worked his way up the podium positions from 3rd on Saturday, through 2nd on Sunday morning before edging out Smith in the live ITV4 broadcast in the afternoon finale. Others to feature at the front included former champions Rupert Deeth, Kane Astin and Endaf Owens, along with Nick Padmore, Sam Summerhaves and Lee Deegan.

Not far behind in the Mini Libre 'free formula'. Rob Davis eked out a series lead with a brace of class maximums, while Dan Lewis bagged the other winner's trophy as Josh Evans and newcomer Darren Cox also accrued top-3 silverware.

Equally competitive up front were the Mini Se7ens with three different winners. Reigning champion Jeff Smith took the opener on Saturday after Max Hunter's

engine died on the last lap when poised to Daw and Thorburn Astin to reap the strike, while in Sunday morning's safety car-interrupted race, three-time former champ' Andrew Deviny timed his run to perfection to pip Hunter on the line, and then in the later encounter it was a similar outcome as Ross Billison nosed ahead of Spencer Wanstall to finally break his duck to record a very popular first-time victory.

S-Class honours went to Connor O'Brien in the opening race, although engine issues saw him drop out of the second and miss the third, leaving Greg rewards respectively. Ben Butler, Matt Ayres, Jonnie Kent and Ben Cutler also picked up podium finishes.

New lap records for the 2.4332-mile GP circuit fell to Kane Astin, Dan Lewis and Jeff Smith in Miglia, Libre and Se7en classes respectively.

With five of the re-scheduled 2020 National calendar rounds complete, the M7RC will now head off to Snetterton in East Anglia over the 19-20 September weekend for Rounds 6 and 7.





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Team Slark showing the form that would bring them top Mini honours.



24 HOUR 2CV MINI RACE 2020 Tim Harber joined Lyford Racing to battle the 2CVs and the weather.

here are several 24 hour races for mundane cars in Europe (even for Ford KAs). One of the most popular of which is for Citroen C1s which regularly attracts grids of over 100 cars on long tracks like Spa or 40 or 50 for shorter races in the UK.

By chance, some years back the 2CV racers seeing an exit of racers to C1s allowed some Minis in; essentially late 80's/early 90's cars with a largely unmodified 998 engines, standard 1.5 inch SU carburettors, some safety gear and using standard alloys with road going tyres. Interest has been steady, headed by Andy Slade and several ex-Mighty Minis racers.

The rules aren't too complex. All cars are checked for power on a rolling road beforehand. Each team can have up to four drivers and there is a limit on total time each driver can be on track. Each driver has to do daylight and night-time sessions in practice and there has to be a team manager who is responsible for the organisation of the team and answerable if anything goes wrong.

Someone to work out fuel consumption is also vital to keep the car out on track for as long as possible between pit stops. Apart

from that, there is usually a number of helpers, one of which is allowed to refill the car with the special 20 litre Tuff jug whilst another (often the driver getting out) has to hold a extinguisher as they will already have their helmet and flame proof overalls on.

SUPPORT NETWORK

Whilst the fuel is going in, the next driver is not allowed to get in and belted but someone else can attend to the front end during refilling. If a car breaks down on track and has to be towed in, you get a three lap penalty. Lastly, there is the army/family of supporters who provide food/drink/ encouragement. A proper team effort/family do in most cases!



For 2020, no French or Belgian entries came due to virus restrictions but a grid of fourteen 2CVs and seven Minis lined up. There are three classes: Largely standard 2CVs (slow in straight line but remarkably good at corners), Minis (bit faster in a straight line) and Specials based around a 2CV but with a BMW 850cc bike engine (fastest in a straight line, but good at spinning in the wet).

Of the Minis there was the return of APO Sport which debuted last year in a freshly built car that didn't finish. Some energetic vounger drivers such as Kieren Macdonald from the Mini 7 club meant that they had to be a leading car against the convertedsome-time-ago Mighty Mini cars that have been racing on surprisingly small budgets



mini # spares

Motorsport



and several with more "mature" drivers.

Last year's winners Slarky Malarky were back with brothers Neil and Ian and team manager /father ex Downton Engineering Bryan along with other front runners the Toyshed team of father and son Slade, Misfits with Dave Rees and previous Mighty champion Steve Rideout and co, Mini-Uns team of father and son Tuckley and co, Mark Davies' team No Sleep Till Sunday in a freshly re-shelled car to replace the one he rolled last year.

Lyford Racing returned with youguessed-it father and son Lyford and two old duffers. Pretty much all ex-Mighty Mini folk with sense of humour intact but a hint of competitiveness.

Team Toyshed were organised enough to shake down their car on the road prior to the event but just to affirm the Law of The Sod, their car was leading the pack on the first lap of practice whereupon it conked out right in front of everybody. Coil.

Other problems got ironed out by all and it remained to get grid positions with APO at



the front. At least the rain held off.

The race started late Saturday in rain and high wind and the weather stayed the same for the first 12 hours. An unexpected bonus for the Minis as the hybrid 2CV had problems initially and Alex Osborne of APO was leading the race overall after the first hour. Thereafter Slarky Malarky and Team Toyshed gave chase but after the hybrid got to the front and staved there it was left to the Mini teams to fight for top Mini slot.

NIGHT SHIFT

The 2CVs were struggling in the weather so the Minis largely filled the top 10 positions. Disaster struck Toyshed after 6 hours; the bolt that holds the bracket for the clutch slave cylinder fell out, which meant that not much clutch was available for gearchanges. The car soldiered on but essentially the gears were fed up being selected without a clutch and the decision was made to come in and change the power unit; shame as they had the fastest lap of the Minis at that point.

Thereafter the remaining night time stints were completed in dismal weather, and the most humorous problem Slarky Malarky had was to change the wet cushion on the driver's seat and it wasn't due to rain coming in. The APO car had a misfire and a snapped fan belt which dropped them behind Slarky



Malarky so the two guickest teams were lined up for a battle towards the end.

As daylight came the weather eased up to even have some sunshine towards the end. The result was settled in effect when the APO team had further problems and had to be towed back. This allowed the Mini-Uns to sneak through into 2nd Mini at the 23 hour mark, which is where they stayed till the end behind the Slarks

It stayed tense as APO were only one lap behind Min-Uns at the end which relates to less than two minutes, which is not so far off the time of falling off the track for a bit, which most did at some stage or other (the Tuckleys car showing signs of just that with wheel arches removed). After nearly 1400 miles that really is quite close!







No Sleep lead with the Misfits chasing.

TWIN CHARGED CLUBMAN

Words Martyn Morgan-Jones Photography Jason Dodd

Looking like a refugee from the set of Mad Max, Michael Thumwood's Clubman packs 300 bhp and a ton of innovative thinking...

he classic Mini world has long-been home to an extremely diverse mix of cars. Some remain steadfastly true to Issigonis' original concept, some are modified for competition use, some have become the recipients of engine swaps, and some have formed the basis of a number of kit cars. However others, like Michael Thumwood's Mini Clubman, push boundaries... and then some.

MINI TO THE MAX

"When I was young, I'd hear stories about my dad's Mini," recalls Michael fondly. "There were pictures of racing Minis around the house too. But, it was only around five years ago that I became involved in the Mini scene."

When Michael says 'involved', what he really means is that he put an extreme plan into action: a plan that he'd been formulating for quite some time.

"I'd always wanted to build an extreme,

mid-engined, Mini," he explains. "It all started when I spotted a Mini Clubman for sale. To be honest, it was in an awful state. However, for the project I was planning, this didn't really matter. In fact, it made more sense to use a donor car such as this, rather than chop and modify a decent example."

He began by breaking the poorly Clubman down to a bare shell, which he then started cutting up in order to facilitate the insertion of a tubular chassis. And an MGTF rear subframe, suspension, and accompanying 1.8 K-Series engine.

Of course, fitting a K-Series into the rear of a Mini is something that's been done before. And a few brave and powerhungry individuals have even resorted to boosting its output by the addition of a turbocharger, or supercharger.

Michael, on the other hand, follows his own path. It was a path that led him in the direction of 'twin charging'. As a result, the engine is now somewhat perkier



TWIN CHARGED CLUBMAN

UHC 415T

100 31

With 300 bhp and not much in the way of bodywork, this is a brutally fast Mini...



AP Racing four pots all round.

thanks to his extremely clever, homebrewed system that features both a supercharger and a turbocharger. What's more, these items, like the majority of the parts to be found on this wild Clubman, are 'pre-loved' and were sourced via breaker's yards.

SCRAPPER

"It's a scrapyard build, but done and modified in a certain way, and rebuilt properly," he mentions. Everything works well, but I'm constantly tweaking things, moving things, and looking for ways in which to improve the car."





"When I showed him what I was doing he began to get this crazy look in his eyes"

Despite this build's apparent complexity, Michael doesn't do superfluous. Every single part, even the minutiae, serves a purpose. What's more, every facet of this build is pretty much down to him. This car is most definitely rooted in the 'built not bought' category. That said, he did get plenty of out-of-thebox input and advice, and some muchvalued help from Keith Hill.

"Early on in the build I was chatting with the guys at one of the scrapyards, and discussed my plans with them," he reveals. "They went on to mention that there was this crazy petrolhead, Keith Hill, who I

should contact."

"Keith seemed reserved at first, but when I showed him what I was doing he began to get this crazy look in his eyes... then his mind went into overdrive. Yes, Keith has been an important part of the Clubman's transformation!"

A transformation that has seen the Clubman morph from mild to wild, and make the leap from A-Series to K-Series.

ON A CHARGE

"I rebuilt the K-Series and, along the way, drilled out the waterways and oilways to improve flow, and gave the head a quick



TWIN CHARGED CLUBMAN







All the info, just where you need it.



required, Michael designed and fabricated the frame (including a rollcage), which is welded to the bodyshell, and to which the subframes are connected.

"I adapted the tubing to fit the shell and the front and rear subframes, and made the rollcage," he continues. "At the moment, the MGTF rear subframe is pretty standard, although I plan to modify and lighten it. The front subframe stated life as a MGTF, but it's been modified to quite an extreme level, so there's very

 Michael contemplates his next mods for the Mini...

port and polish," says Michael. "Because this was going to be a forced induction build, the bottom end is the lower compression MGZT item and the manifold is off an MGF 135 with a 56mm throttle body from a Metro GTi. The camshafts are standard, although the timing has been changed.

"To get enough combined airflow, I adapted a throttle body off a Nissan truck. This is served by 3 inch tubing and regulated by a vacuum chamber from a Fiat van, together with various solenoids. Pulleys are taken from a range of Fords and BMWs. The supercharger, which is from a Mercedes CLK, has its own intercooler, as does the MGZT turbocharger. The supercharger and turbocharger are integrated so that excess pressure from the supercharger recirculates into the turbocharger manifold to help spool the turbo."

Basically, the supercharger launches the car at a constant 6psi and around 2500 rpm the turbo kicks in and delivers a further 11 psi of boost. As the turbo opens there's a little back fill pressure, then the supercharger starts to balance the flow. By the time 5000 rpm is reached, the flow of both systems is equalized and there's a second wave of power. The engine is currently producing around 300 bhp with loads of torque.

FRAMED

As alluded to, this car is built around a tubular frame. To fit the K-Series engine and provide the structural integrity
TWIN CHARGED CLUBMAN

TECH SPEC

BODY

1979 Clubman steel shell with tubular frame, full roll cage, and GRP/Carbon fibre/steel wheelarch and bonnet extensions, 40-litre beer keg modified to serve as a fuel tank.

ENGINE

1796cc K-Series, MGZT bottom end, MGF 135 manifold, ported and polished head, retimed camshafts, Mercedes SLK supercharger, turbocharger, two intercoolers, fabricated exhaust system, silicone hoses. Frontmounted radiator with aluminium ducting. Power: 300 bhp (estimated).

SUSPENSION GAZ dampers, MGTF rear suspension, fabricated front suspension.

TRANSMISSION MGTF six-speed.

BRAKES AP Racing four-piston alloy calipers front and rear.

WHEELS AND TYRES MGF Trophy 7x16 inch alloys with 195/45/16 tyres.

INTERIOR Mamba driver's seat, Q/R steering wheel, extended handbrake lever, alloy gear knob, fire extinguisher, single wiper, extra instrumentation, exposed wiring and binnacle, drilled alloy door furniture.



little left of the original. It's really my own design and has been engineered as to optimise weight and balance. The front GAZ coilovers are mounted upside-down for clearance. They fit to the lower wishbones, on to which I've welded new mounts, and to the bottoms of the old suspension turrets.

"Wheels are 16-inch from an MGF Trophy. They are the only ones that would fit nicely within the frame and provide clearance for the AP Racing four-piston calipers that are fitted front and rear.

"The front radiator is tucked in the front framework and there's alloy ducting which is designed along the lines of what I've seen on Time Attack cars."

SURGERY

During the process of this build, which is in its fifth iteration apparently, and the result of a heck of a lot of research, plenty of trial and error, and a great deal of engineering ingenuity, the Clubman has



"This is one of those cars that never lets you relax"

grown not just in power, but in stature too.

The bodywork is Michael's handiwork, although he admits that this is definitely a work in progress. In fact, the rear bodywork wasn't even on the car until the morning of the photoshoot.

"I worked until 3am that morning," he says grimacing. "The bodywork is at the developmental stage and still needs to tidied and painted properly. All I had at my disposal before the shoot, were tins of fibreglass resin, chopped strand matting, pop rivets, foam filler, some sections of metal and a few rattle cans!"

Michael may well consider the body enhancements to be a work-in-progress. Yet, in its not-yet-finished state, combined with the rattle can paint finish, it sports a look that certainly fits in with this car's psyche. This is a car that doesn't even pretend to pay lip service to 'show and shine'. Rather, it exudes a raw, end-of-theworld apocalyptic look... inside the car, as well as out.

It fact, it's fair to say that the interior is even more apocalyptic than the exterior.



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True, there's plenty of instrumentation, a nice steering wheel, a decent bucket seat, and everything works. But it's raw, elemental, unkempt, and exposed – a manic manifestation that would render a concours judge mute.

Nevertheless, this is part of the car's raison d'être. It's a visceral, pared-back, rip-up-the-rulebook, anti-establishment car. Not that the build is quite yet finished. It's a work in progress.

SENSORY OVERLOAD

"There are still lots of things that I intend to do to the Clubman," explains Michael. "Nevertheless it drives, and it has an MoT. Mind you, this is one of those cars that never lets you relax, not even for a second. It's incredibly noisy, you can hear



everything, smell everything, and it's constantly trying to throw itself off the road! To be honest, it's not a car that you can ever relax in... especially in the wet!"

PERSONAL

This Clubman, which wouldn't look out of place on the set of a Mad Max movie, will undoubtedly divide opinions. All the same, this deeply personal project has to be lauded for its innovation, quality of engineering, and unique nature.

"I appreciate that what I'd done might cause controversy amongst some enthusiasts, and that it won't appeal to everybody," reflects Michael. "But it's my take on the Mini... and it certainly has a unique character and look. I'm really pleased at how it's turned out."



K-series is buried deep in the Mini.



Your Minis' pictures to minimag.ed@kelsey.co.uk

HOT ON THE TRACK

Name: Pascal Rajon Car: Yamaha-engined track Mini Location: Paris

Pascal's striking track day car was put forward by his close mate Benjamin de Fortis, both of whom are longterm Mini enthusiasts and Mini Mag devotees. Pascal only recently finished his dream track day car. His intention with the build was to keep it a Mini, but with the maximum amount of track potential. This absolute beast features a made to measure full roll cage, a channeled body on a tube frame, and as much aluminium as humanly possible to keep things lightweight. It certainly worked as the final weight is only 480kg with liquids! It has a Yamaha R1 engine driving the front wheels. The car has been finished to the highest possible standard using all special parts and benefitting from many hours of craftmanship. Since the photos, Pascal has added a few finishing touches such as fake lights. So now the car is all ready for the pair to take it to the track!



IN THE CLUB

Name: Marc Simpson Car: 1980 Clubman Location: Manchester

■ Marc bought his Clubman from a good friend, with the view of doing a budget restoration for his YouTube channel http:// www.youtube.com/simpsonsclassics. The main aim of this was to get people into restoring classics cars. He wanted to prove that you don't need loads of money to have a classic of your own and set the target of getting from a rusty accidentdamaged car to a painted shell ready to rebuild for under £1500. He managed to come in at just over that figure, £1568.86



with 248 man hours to get to the painted shell, this included the price of the car which was £500. The shell has had, new front floor pans, inner sills, outer sills, rear quarter panel, full front end, back end repair panels, door skins and door repairs. He plans to finish the car and get it MoT'd and road legal. Marc already has four



minis to look after, two of which are already on the road...

The Clubman was originally black and has been off the road since 2001. He wanted to give the car a little more retro flavour and so has taken influence from the very early Clubmans and painted it BMC Bronze Yellow.

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Your Minis

FAMILY MAN

Name: Jim Rider Car: 1960 Mini Location: Essex

■ Jim's mum bought his early 1960 Mini back in 1963. He learnt to drive in the car and the whole family used it as a daily run around until Jim took it over and modified it slightly over the years. When his children came along, it was garaged for the best part of 30 years.

But 3 years ago, Jim decided it was time to start the rebuild, with the intention of putting it back to how it was when his Mum brought it home. It's currently in the paint shop.

Jim has done all of the fabrication work himself, he was an apprentice coppersmith in his youth so has picked up a variety of skills working with all kinds of materials. For his next project, he's tempted to make a whisky still – which he thinks would come in handy right now! The family love of Minis has never faded, and Jim's daughter, Jo, also has a much loved 1960 Mini.



MOTHER OF PEARL

Name: Ian Wilcox Cars: 1994 Mini Sprite Location: Walsall, West Midlands

■ Ian's Wilcox's Pearl White Mini Sprite is affectionately known as Mabel. It was bought 2 years ago off the Brown family in Scarborough. Mabel has enjoyed a quiet retirement with Ian, as she lives properly dry stored though autumn and winter. Only coming out to do the odd wedding, school prom and local meets. Ian has done some upgrades including fitting a stainless exhaust and larger carb, but otherwise has kept her standard including original interior and paintwork.

lan is planning to keep things simple with any future upgrades, but he is planning to fit new carpets and trim around the arches. He certainly won't go to the extreme with upgrades as he prefers her just the way she is... mo





ON THE ROAD

Working for yourself, with your best friend, driving Minis around Europe might sound like a dream... for Jake Dennis and Emma Mason it's reality.

hen eight-year-old Jake and Emma met, they had no idea they'd be running a thriving business together in their twenties. Their shared childhood was packed with fond memories of Words Holly Daffurn Photography Gerard Hughes

bombing about in the back of one of Jake's mum's Minis, which it's safe to say is where their mutual love of the car came from.

Jake is often recognised as 'the face' of MiniRunUK, but the seamless management of their car tour business is



reliant on the pair of them, with best mate Emma working hard behind the scenes to make Jake's ideas happen. Jake comes up with concepts and acts as tour guide, while Emma works on the design, admin and business elements of the venture.

Entering the new MiniRunUK headquarters in Tamworth, you'd be forgiven for thinking the business had benefitted from a large cash injection at some point. It's bright and spacious, with reflective floors, a well-stocked shop, striking art and the capacity to fit in plenty of cars. However, this success comes from humble beginnings and hard graft. "Back in 2016, I was in a Mini club." Jake recalls. "I used to go out to shows. I often used to enjoy the drive to the show more than the show itself. We'd have a breakfast meet and take the scenic route. It was great fun. One Bank Holiday, I posted on facebook to see if anyone fancied going for a drive. Quite a few people signed up and we had such a

MINI RUN UK





good time that I decided to do it again."

What started as a hobby, quickly grew and it made sense to work on it full time as a business – which is precisely what Jake did, two years ago, which is when he approached Emma to help out. Emma studied media at university and had been working for the family business when Jake came to her with his idea. Jake had worked for UPS since leaving school, progressing to management level. Jake's driving experience has really helped with all the route planning and map reading, and Emma's flair for design and business knowledge has been invaluable too.

"We started doing more runs and camping weekends at small festivals. We went on to doing driving holidays, starting with week long runs in Scotland. We got a message from someone in the States who was looking to rent a Mini for their honeymoon. We thought, that



"We had such a good time that I decided to do it again"

shouldn't be too hard and we pulled it off. They posted about it on social media, and as if by magic overnight we had over 30 bookings from the States!"

"We love what we do, but it is stressful at times!" Emma admits. "We're just a two man band doing all the jobs. We work every night of the week. Monday to Friday we're in the office and at weekends we're on runs or at shows. We work evenings because of the time difference in America. It's full on, but we love it!"

"To start with we didn't have two pennies to rub together." Jake recalls.

MINI RUN UK





The guys have recently moved into new digs.

"When we had to drive to shows to plan routes we couldn't afford hotels or B&Bs we slept on a blow up bed in the back of a transit. People think it must be really easy, but it's not. I've got two young boys, so it's really tough for me being away from them over the summer. That's one good thing about this year, I've got so much more time with them."

Jake has completely transformed his life since starting MiniRunUK. "I fell ill with a mental breakdown. It's common knowledge. I was in a mental home, that's where I decided to go fulltime with MiniRunUK." It was a great decision, and one that Emma was fully in support of. "It was time to cut the ties and start afresh. I told Jake, you need to do something that makes you happy!"

"All of the hard work has been worth it though" says Jake. "We have so many plans, I can't tell you yet... but we have something coming to the Mini scene that it's never seen before. It'll be for 2021, maybe at Stanford Hall..."

They also have an ambitious five year plan to have their own venue and guesthouse with space for camping, to cut down on the amount they spend on hotels. This sort of venture would be a sure fire hit with foreign visitors, as well as a great venue for UK weddings and parties. "Our guests from overseas like

"Just because you're in a classic Mini doesn't mean you can't go abroad"

that everything is taken care of for them so they don't have to worry about a thing." Emma muses. "We pick them up from the airport, sort hotels and food. Jake acts as their tour guide."

"Yeah, I research everything about the area before they arrive. I spend weeks reading up on castles. It's hard work, but it's fun." Jake interjects. "For the overseas visitors, Scotland is a trip of a lifetime!" Adds Emma. "They love the heritage!"

The pair also have plans to provide their own break down service. For instance, for the Italian IMM they'll bring a mechanic and a van full of spares. "Just because you're in a classic Mini it doesn't mean you can't go abroad!" Is Jake's philosophy. "It's all about giving them the whole experience, so they have nothing to worry about. We plan it all and they just turn up." Adds Emma.

Although they love their classics, the pair also own a GP2 which they often use on tours. "Classic Minis are great, but we try to represent both." Says Emma. "Most people who have a classic own a modern one too. They don't want to get their classics out in the winter! I love how



MINI RUN UK





individual the classics are. I love how you Jake also host runs and events for go to a show and they'll have personalised the car, you can tell a person by their car. There is no other scene where everything is so individual to a person. They've rebuilt their cars from scratch to reflect who they are!"

As well as the Mini tours, Emma and

Porsches and Aston Martins. There is great potential in their new venue. It has an airfield, they can fit up to 200 cars in the carpark and there's an overflow field. They have plans for camping, festivals and events including outdoor cinema. Though Jake insists that he won't be

showing The Italian Job! "I love it, but it's been done to death!" The venue will also host cars and coffee meets, regular runs, detailing services and photography packages. So it's worth following them on social media to see what's on. There will be a grand opening in October, so watch this space!

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Words Martyn Morgan-Jones Photography Jason Dodd

Union Car Sales

PRETORIA 23365

With many projects already under his belt, Ray Austin's first foray into Mini ownership is this stunning South African Minivan.

ver since the Mini was first mooted, commercial variants: namely the Pick-up and the Minivan, were part of the plan. A plan that saw these utilitarian carry-alls go on to become a huge commercial success with the Minivan the smallest van available on the British market, punching well above its weight.

Yet, understandably, due to the nature of the work they undertook and the negative effects of ageing, only a very small percentage of the 580,000 Pick-ups and vans produced have survived. However, largely thanks to their modest number and to their inherent charm, they have become hugely collectable and, hence, very sought after.

CHANGING DIRECTION

Whilst some of the survivors have been modified, others, like the one featured here (belonging to Ray Austin), have been brought back to period perfection.

Although a marine engineer by trade, Ray Austin has been passionate about cars for as long as he can remember. It's a passion that has seen him build some of the very best hot rods in the country, including one based on a 1935 fivewindow Ford Coupe that he imported from the USA back in 1991.

He's built Beetles too and various kit cars. And, until very recently, he spannered on, and looked after, a mate's F1 Lotus 101; a car that was raced in

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the late 80s by Japanese single-seater hotshot Satoru Nakajima.

Nevertheless, relatively recently, Ray had a change of direction. It was a direction that led him into the world of the classic Mini. He may have downsized his cars, but he certainly hasn't

"I could see that the van had potential, so I ended up buying it"

downturned his quality. Ray is known for the excellence of his builds and his Minivan is a prime example. It's also a very rare survivor. One that has hailed from foreign climes.

OUT OF AFRICA

"Tony Bowles, a good mate of mine who runs a plant repair firm, bought this 1978 van a few years back," recalls Ray. "It was blue, with Union Jack graphics draped all over it. It was originally a South African car, built in a Leyland facility set up in Blackheath, a suburb of Johannesburg."

Although Tony planned to restore the van, and had even had the front floors replaced, a new front subframe fitted, and a disc brake conversion, a change of plan saw him put it up for sale.

"I'd popped around to Tony's for a chat and a coffee, and we got chatting about the van," says Ray smiling. "I could see that the van had potential, so I ended up buying it. Although I'd mainly been





involved with the world of hot rods, which were built purely for show use, I decided that the van was going to be brought back to a period look, have very little in the way of modifications and be very driveable."

THE DAILY GRIND

Despite being a very small car, it took Ray almost six months of very hard graft to remove the original paint.

"The paint must have been a quarter of an inch thick," grimaces Ray. "And it had been baked on hard due to the intense South African heat. I had to use 40 grit, machine sanders, and a variety of boat scrapers."

"The shell was pretty solid though – only the doors had rusted. Luckily, I managed to find two good second-hand ones. There were also three small holes in the roof which must have been for a roofmounted sign, a nod to its commercial past. These had been filled and leaded



but were visible from inside."

The van floor also bore evidence of a hard commercial, life, as it was quite battered. Intent on making this good, Ray bought a repair section, then had a change of heart.

"I thought the floor would look better with a wooden covering," admits Ray. "Gary Webb, an ace chippy and good friend, panelled the floor in marine ply. He did a superb job. I then bought a load of veneer off eBay, Gary applied this to the plywood, and finished off with fifteen coats of lacquer. The end result looks fabulous!"

HOME-BREWED

As does the paintwork: a combination of Race Red and Diamond White. The colour scheme is complemented by the superb signwriting which, thanks to Ray's detective work, promotes a contemporary South African Leyland dealership.

"Having done the paintwork, I was 🛛 🔶

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TECH SPEC

BODY 1978 Leyland South Africa Minivan. Veneered plywood load platform. Paint: Race Red and Diamond White.

ENGINE 1360cc, SA A-series, big valve head, SW7 Camshaft, 1.5 roller rockers, twin 1.25 inch SUs, LCB, silicone hoses, hidden underbonnet wiring, LCB manifold. Power: 85 bhp (estimated).

SUSPENSION Rubber cone with Hi-Los. GAZ dampers.

TRANSMISSION

Standard four-speed with S/C drop gears.

BRAKES 7.5 inch discs, standard rear drums, servo.

WHEELS & TYRES 4.5x10 inch Cooper S steels with 145/10 tyres.

INTERIOR Standard South African front seats retrimmed. Wooden steering wheel and gearknob, USB ports, extra instrumentation.

keen to get the van sign-written," elaborates Ray. "But, being a South African van, the sign-writing really needed to have a genuine connection with the area where it was sold."

"Over a period of about a year, I was in contact with a number of South African Mini clubs trying to find out if there'd been a Leyland dealership in the Pretoria/

"The plan was as much as possible to go mild not wild"

Capetown area. However, no-one was able to confirm whether one had existed."

Then Ray had a brainwave. He searched out a 1978 South African sales brochure and this had some dealerships listed, including Union Car Sales of Pretoria.

"I contacted the South African clubs again, gave them this information, and someone came back to me with a sales receipt for a Mini," enthuses Ray. "It was from Union Car Sales! This company had been a Leyland dealership back in the day. Not only did it sell Minis, there was every likelihood that it would have had a Minivan as a local delivery vehicle."

So, Ray's Minivan is not only a South African build, thanks to his dogged detective work, it boasts appropriate signwriting. Plus it has a number of South-African specific parts. For example, the seats are unique to the South African vans (and required Ray to have bespoke seat covers made). Better still, it's powered by a South African A-Series.

"This Minivan was originally an 850,"

explains Ray. "However, at some time in its life this had been swapped out for a 1275. When I stripped it down, I was very surprised to find that a lot of the internals were stamped Leyland SA.

"Leyland South Africa had started making their own engines in 1966. This one is interesting because the spin-off oil filter is positioned at the top off the block, and the mounting boss is cast in."

The strip-down also revealed that the engine had led a very hard life. The bores were heavily scored, the timing chain was worn, the bearings were marked, and the head was in dire need of a refresh.

"I bored the block to 1360cc," continues Ray. "Then I fitted a lightened flywheel, new rods, SW7 camshaft, 1.5 roller rockers, twin 1.25 inch SUs, an LCB and had the head modified for unleaded and bigger valves. It's a very sweet engine."

"I built it this way so that it's easy for Carol, my long-suffering wife, to use. Over four decades she's had to put up with my other builds, builds that were







extremely powerful and very hard to drive! That's why it's also running a standard gearbox... although it does have S/C drop gears to provide that lovely period whine. For this reason, I haven't fitted a radio!"

QUALITY RIDE

As Ray decided that the Minivan would have a sporty, but very user-friendly engine, he was of the same mindset when it came to uprating the chassis.

"I didn't want to go overboard, so the modifications are quite sensible," acknowledges Ray. "It has new subframes, the aforementioned disc brakes up front, Hi-Los, adjustable dampers, and Cooper S reverse rims. These are fitted with 145/10 tyres. It rides nicely."



"The plan was as much as possible to go mild not wild, and also stick with a commercial look, including the interior. There are a few changes though. Brian Cobb, my late brother-in-law, had given me a wooden gearknob for this build, so I decided to complement this with a wooden steering wheel. I've also added some supplementary instruments and USB ports. Apart from these, and the wooden load bed, it's pretty much stock inside and out."

Stock, but significantly better finished, and with better road manners and performance than when it was doing the rounds in Pretoria. It's a beautifully built and detailed car. Ray's restoration is not just a success, it must be judged a 'commercial' success!





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Wayne Wright's 1330 Street Racer featured in Mini Magazine November 2020





RETRO CITY

 Words and Photography Gerard Hughes

When Joe Hall went shopping for a daily runabout twenty years ago, he couldn't have seen it transforming into this incredible retro machine.

hen you're new to driving, cars tend to come and go. First cars tend to be the most precious thing in the world when they're freshly stripped of their L-plates, but within a few months, the sheen is gone and they're just a hack like any other old motor. The fate of

second cars is usually even less glamourous... "I had a Mini prior to this one which I think I hought in

"I had a Mini prior to this one which I think I bought in about 2000," explains Joe Hall. "That was my first ever car, a D-reg City E. It was just a runabout and I paid about £600 for that back then. It was actually quite a nice Mini– it got hit by a Granada in Christchurch." And that was that for Joe's first car. His second came hot on its heels...

"I bought it privately from a guy in Dorset. He wanted rid of it so he advertised it in the local Free Ads back in 2001 for $\pounds 375 - I$ gave him $\pounds 300$ for it," he chuckles. "It was just a basic 1984 Mini City, B-reg, with a single speedo gauge and a standard 998. Nothing posh about it when I bought it."

That's difficult to imagine, looking at the Mini today. But it's not just this car which has transformed during Joe's two decades of ownership, but also the way in which the world views the Mini in general. Today, even the most humble Mini would justify having considerable sums spent on maintenance and restoration because the finished car stands a good chance of being worth more than the money spent on it. In the early 2000s, not so much. They were also much more likely to still being used as an everyday day. And this was very much the case for Joe, and everyday life saw him move from a prospective career in professional cricket,

B254 UBP

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RETRO CITY

THE BUILD

As a daily driver, the City has always been a work in progress - routine maintenance, MoT repairs and restoration or when Joe decided to upgrade. Its latest incarnation is the result of two decades of evolution...





and is a real one-off.





Seats are the work of JCS Custom Trim.

Centre console houses Clarion head unit.





"Stupidly, I chucked out the original seats"

through time as a full time student to a career in the Royal Air Force. And the Mini stayed with him right through.

"I started university in 2002 and the Mini failed its MoT. I was only in my early twenties and I thought, do I either just get another car and get rid of the Mini, or do I keep hold of the Mini and do some work on it in the four month long summer break at the end of first year?" Joe had already spent quite a bit on the car by this point, fitting various bits and pieces including a front disc conversion so he decided to stick with it. The fail sheet featured corrosion in a big way. "It failed dismally with rust and we did a lot of patching – over sills, that kind of thing. By the end of the summer in 2003, it was back on the road in baby blue. It had limited edition Mini Ritz seats, horrible 12 inch wheels, and it still pulled to the left and then pulled to the right every time you braked! It was a project car – very much so – and I spent the next, probably fifteen years, keeping it on the road," has says with a laugh.

Long term ownership saw the Mini slowly develop, but at the same time, slowly but surely deteriorate. "At various points, it was off the road for six months or a year waiting for things to be done. It got to the point where I put 13x7 inch wheels and big arches on it, and I had to cut away a lot of the front wings. When I drove it for the first time, I didn't really like the way it handled, especially at speed – it was a bit twitchy. It was very, very heavy at low speeds as well and I

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Colour choice was inspired by his parents' first Mini, and Joe's dad loves it!



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thought I'd actually taken away the character of the Mini by modifying it to this point. I realised this probably seven or eight years ago, which was the start of the idea to renovate it, back to bare metal as I've done."

"In 2018-2019, I didn't drive it at all. It went through the MOT and they said, 'You've done well to keep it on the road for the last five years with rust being advisory but it's now got to the point where it's major and if you drive it now, it's dangerous.' And I thought, OK, let's wait until I'm fully in the process of leaving the military because money will be available, and I'll have the capacity in which to do it. So, about June of last year (2019) it was back to bare metal on the rollover jig."

While Joe was happy to handle the project himself, he did consider handing the whole thing over to a restoration company. "It was a bit of a shock, I contacted a few companies and they said that if you want us to renovate it for you, it's going to cost £25k. I hadn't got anywhere near that, so I contracted out



the shotblasting, the powder coating, that sort of thing, to companies locally." It turned out to be the right approach, as Joe has managed to transform the Mini from bare shell to stunning finished car in around twelve months.

COLOUR CHARTS

All of the usual panels were replaced including the complete front end, inner wings, scuttle, floorpans, boot floor and rear valance. "The roof is original," Joe jokes. "All the panels are Heritage. I didn't skimp as I'd learned from previous experience not to cut corners on quality."

Even though Joe had contracted the major work out, he still had an eye on the budgets. "I managed to save a little bit of money by going into the paintshop and doing some of the prepwork myself. This was back at the beginning of pandemic, and there I was in full face gear and my skanky old work clothes. It was quite



enjoyable doing it, if a little monotonous."

The colour choice of Almond Green for an 80s car may seem a little unusual, but Joe had his reasons. "It was the colour of my mum and dad's first Mini, which they bought in 1962/63, which was also when they were married. It was painted in the early part of this year over at Kustom Kolors. It came out of the paintshop with a green roof, and it didn't look right, so they resprayed it that day and it was back with me a few days later. It's not an exact match for my parents' Mini in the 60s but it's close enough. And my dad loves it when we go out in it!"

One of the City's stand out features is that stunning interior with the upholstery executed by JCS Custom Trim. "Stupidly, I chucked out the original seats. Back in 2003 and aged 22, where you could still buy a Mini for £100, I thought there's

@@ 57

RETRO CITY









"I've really got something to be proud of here"

plenty of them around. It's a shame because it's now got virtually the same kind of seats. But as soon as I put the carpets and those seats in, it just transformed it instantly, and I knew this is how the interior of a Mini should look."

The dash is all Joe's own work, and has developed over a long period of time. "Originally, I bought a piece of MDF and some original Brazilian walnut veneer. I laminated it and clamped it all together myself, then cut the holes and put all the gauges in, and that sat under the bottom rail by the passenger seat. But whenever I had a passenger, they always kicked it, so it ended up just being a collection of rattly gauges. I thought this needs to change. I quite liked the aircraft cockpit look, and I know that to drive properly, you need to have vision of the vacuum gauge so that's the main gauge just through the steering wheel – I know how efficiently I'm driving based on that gauge."

"All the rest are put in as and where, it's a one off design. Every Smiths gauge that's going I wanted in so I could actually understand the engine and understand the car, so if there's a problem you could fault find. Whereas with just the original single centre gauge there was no chance..."

MORE HORSES

Incredibly, the original 998 engine still sits under the bonnet, although it has been carefully examined and refreshed by Brett Simms. A fast road-spec head and cam now means it has a little more urge than the factory blessed it with. "I bought the car at 12000 miles and it's done about 80000 now – it was my daily driver for well over a decade, driven to work every day through all weathers. Brett's done a fair bit of work to the engine, and we're about 100 miles away from taking it back to him and him tightening bits and bobs up. I do want to take it on the motorway and do a top speed test - I reckon I might get 65 out of it!"

Now the Mini is looking great, Joe is determined to keep it that way and has gone to quite extraordinary lengths. "I

58 መ

There's no clutter at all. Cooper rims help, as does the lack of mirrors.

It's come a long way, but the City is now set for the next 20 years.

bought a fibre optic camera and I attached it to the nozzle on the Dinitrol gun to make sure I got into every nook and cranny. Guaranteed you're going to get some kind of moisture in the sills and box sections, even in storage and I'm not willing to take that risk."

The Mini which Joe originally bought as a daily hack has now earned the right to take life a little easier. "It's really just a social car," he explains. "I'm on a really basic Gentleman's insurance policy with Adrian Flux for 1500 miles a year and I think I'll be lucky to do that. It won't be driven in the rain, it won't touch road salt – it's gone from daily driver to get me to and fro from work to a project car, to now, almost a show car."

"It's had a good life. It's always had really good quality oil, always been maintained well but now it's time to say, you know what, I've really got something to be proud of here and next year, there's going to be shows, so I'll go to some. Even when it was in its previous blue livery I'd park it at Bournemouth beach and get so much attention, people would always come over and chat. But now people are even more shocked to see an original Mini with paintwork in this condition, so yes, I guess it's a show car..."

THANKS TO:

To my Dad, for his support and the space to do the project. Geoff Patten and Nigel Pipe for their help over the years, the guys at JCS, Brett Simms for the engine work, Colin and all the guys at Kustom Kolors, Mini Spares for their help and advice.

TECH SPEC

B254 UBP

BODY 1984 Mini City. Restored as standard with new front panel, wings, inner wings, A-panels, sills, floors, boot floor and rear valance. Interior lined with Dynamat. Paint: Almond Green with Old English White roof.

ENGINE 998cc A-plus. Rebuilt with new competition bearings, balanced bottom end, honed bores, new piston rings and refaced block. Oil pump. Head modified to fast road spec. Fast road cam and followers.

TRANSMISSION

Standard four-speed manual.

SUSPENSION New (NOS) standard rubber cones. Spax adjustable dampers. HiLos. Heavy duty front tie bars.

BRAKES 7.5 inch discs, Super Minifin drums at rear. Mintex pads/shoes.

WHEELS AND TYRES Cooper S 4.5x10 inch steel wheels with Falken 145/80R10 tyres.

INTERIOR Standard low back seats, rear seat and door cards reupholstered in perforated/ basket weave leather JCS Custom Trim. Full width walnut dash with speedo, rev counter, oil pressure and temperature, water temperature, vacuum, volt and amps gauges. Clock. Wood rimmed steering wheel. Wooden gearknob. Centre console. Clarion NX302E head unit. Newton Commercial carpets.



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Our tech experts answer all your Mini technical queries.

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

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We visit Mike Brewer's #ProjectFrankie at the Acespeed workshops.

78 OUR MINIS

The latest from our Mini fleet, this time featuring the cars of Ryan, Tim and Gerard.

BEFORE STARTING

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

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts. **Words and Photography** Jon Betts

GO WITH THE FLOW

Buried deep in the engine bay, replacing the water pump can look like a daunting task – we show you how...

ater pump failure is an all too common problem on the Mini, noticeable from either a leak, engine over heating or a noisy bearing. Replacing it is a fairly simple task once you get to it, but to do that, you do need to drain and remove the radiator, as well as the alternator. To make access easier and avoid Our particular engine is one of the later A-plus engines and so doesn't have the small by-pass hose that fits between the water pump and the underside of the cylinder head. If yours does have one, then it is good practice to always fit a new one as this is another common problem area on the Mini. Special by-pass hoses are readily

"Water pump failure is an all too common problem on the Mini"

hitting your head over and over again it's also a good idea to remove both the bonnet and grille.

When carrying out this repair, pay particular attention to the condition of the related parts. This includes all the hoses, clips and fanbelt and replace any that seem worn or damaged as its far easier to do it now rather than at the roadside. available as are new clips although I prefer to use a short length of heater type hose as this is much stronger and harder wearing than the convoluted replacement hoses.

When re-filling the cooling system always following the manufacturers' guidelines for diluting the anti-freeze mixture and never be tempted to run with just water in the cooling system!

0 1

PARTS New water pump and gasket.

Tech

TOOLS REQUIRED 3/8, ¹/₂, 7/16 inch AF sockets and spanners, scrapper, screwdrivers, soft faced mallet, drain tray.

TIME TAKEN 1-hour

DIFFICULTY



Tech





The alternator will also need to be removed so use a combination of $\frac{1}{2}$ inch AF sockets and spanners to undo the securing bolts at the top and on the adjuster underneath.



Remove the fan belt and then once the bolts have been withdrawn you can then remove the alternator altogether. If you have removed the grille this will slide out easily.



The radiator is attached to the cowling with four small bolts (if they haven't already snapped off!) these can be removed using a 3/8 inch socket or spanner.



Make sure the engine is cool and then undo the lower radiator pipe and allow the water to drain out. Catch it in a suitable container; a cat litter tray is perfect for this job!



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The jubilee clip on the top hose can now be undone at the radiator end. Once undone pull the hose off the radiator outlet.



Using a 7/16 inch AF socket or spanner undo the support bracket that links the radiator to the engine. If you need to undo the ones that also secure the thermostat housing in place then it's a good idea to remove that altogether and fit a new gasket.



The radiator cowling is held in place with a single bolt at the bottom, use a ¹/₂ inch AF socket with a long reach bar to undo it and withdraw it completely.



You should now be able to lift out the radiator followed by the outer cowling. It is possible to remove as one unit but I prefer to separate them to avoid any damage to the thin cooling vanes on the radiator.



Tech

Next you will need a 7/16 inch AF socket or spanner to undo the four small bolts that secure the fan blade, spacer and pulley to the water pump. They can all then be lifted off the water pump impeller shaft.



The water pump is fixed to the engine block with four bolts. Use a 7/16 inch AF socket and ratchet to undo them all. You may find that more water drains out of the block now so ensure the tray is still in place.





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The pump can now be removed from the engine block. The pump can get stuck through corrosion or old liquid gasket. If it is reluctant to move then give it a tap with a soft faced mallet or similar.



With the pump removed, use a flat bladed scrapper to clean the water pump mounting surface to remove any traces of old gasket, sealant or rust so that the new gasket will seal properly.



Tech

New water pumps are available from most Mini specialists and high street motor factors. Expect to pay around £20 which should include a new gasket. You will also need some gasket sealant.



Apply a layer of sealant to both sides of the gasket. This will not only help to prevent any leaks but it will also hold the gasket in place whilst you are installing the pump itself.



Position the pump into place on the engine block and then insert the four bolts. The two shorter ones go at the front and the longer ones at the back...



Tighten these up carefully and evenly, doing them a bit at a time and working in a cross pattern. Avoid over tightening them as you may damage the thread.



The fan must be fitted the correct way round, you should have 'Engine Side' (pictured above) written on it and obviously this must face the engine!



Fit the pulley, spacer, fan and any washers that were fitted originally back onto the car and secure with the four bolts and spring washers. Fully tighten all four bolts and then place the fan belt round the pulley.



Fit the lower radiator hose and secure with the jubilee clip. It's a good idea to inspect all hoses and clips before refitting. Replace any that are worn, split or corroded.

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If your car is equipped with a bypass hose fit a new one. The radiator cowling and radiator can now be refitted to the car. Fit the lower hose and tighten the jubilee clip.



Secure the cowl and the radiator in position using the bolts removed earlier and then refit the top support bracket between the thermostat housing and the cowl.



Check the condition of the top hose and clip and re-attach to the top outlet on the radiator. Tighten the jubilee clip and you can then refill the cooling system with the correct mixture of water/antifreeze.



The alternator will also need to be refitted to the engine block. Loosely install all the nuts and bolts and then pass the fan belt around the pulley and just nip the bolts up to hold it all in place.



You can now tension the fan belt so that there is approximately ½ inch of play in the longest run of the belt. Once happy, fully tighten all the bolts and then re-check the fan belt tension.



Run the engine up to normal working temperature checking there are no leaks and then allow to cool fully before re-checking the coolant level. Top up with your antifreeze mixture if necessary then refit the grille and bonnet and that's it, job done!

.....

66 🃖



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OVER CONSUMPTION

ASK THE

EXPERT

I have a problem with my 1992 Mini Cooper 1.3 SPi. The fuel consumption is extremely high and achieves a maximum of 23 miles per gallon. I took the car to a local garage who plugged in their diagnostic computer and it showed that the inlet air temperature sensor and the MAP sensor were not functioning properly.

I had the inlet air temperature sensor replaced and, at the same time, found out that the vacuum pipe was connected directly from the inlet manifold to the ECU, with the purge valve connection missing. I reconnected all vacuum pipes in a working order from the inlet manifold. The standard exhaust has been replaced with a performance cat-back stainless steel side exit system. I then had my car checked again.

The mechanic put the car for the CO2 emission test and the reading was OK when the car was at idle but the reading was approx 0.8 when it was at 2-3k revs. We thought that was a bit strange because we suspected it was the catalytic converter and the lambda sensor that were malfunctioning. I knew that the cat was replaced three months ago and so I assumed that it was in a working condition. So, I moved on to concentrate on the



"The Austin and Morris designates were shelved in late 1969 after a succession of mergers"

lambda sensor. A new sensor has been fited and retested there is not much of a difference in the reading. A diagnosis on the ECU to see if anything was wrong with the IC was then constructed and the result was a fully-working ECU without any trace of problem. I am now running out of ideas.

The ECU doctor suspects the problem could possibly be: 1. Fuel regulator 2. Fuel return pipe blocked 3. Valve timing incorrect 4. Valves leaking/ jamming (tappet adjustment too

tight). I also notice when I'm driving my car, I always hear whispering sounds when I accelerate at or above 2000 rpm and there's always some delay when my foot has moved away from the pedal (the engine doesn't drop to idle rpm straight away — it holds at around 1200 rpm to 1500 rpm for five to six seconds before it drops back to around 900 rpm).

From these two driving experiences, I suspect there must be either some leakage or fault between the inlet manifold to the injector unit where the air/fuel mixture always interrupts the engine performance. The plugs are always black which suggests that the mixture might be rich. Mike

The worst culprit on the injection cars for instigating these sorts of problems is the water temperature sensor, they're a real Achilles' heel. So we'd replace that – they're not very costly. The idle problem could



LAST AUSTIN

This is a bit on the history of the Mini. When were the last separately badged **Austin and Morris Minis** produced in the UK? And were any of them fitted with an 1100cc engine? Phil

The last Mini to be fitted with the 1100cc engine was the Mini Clubman and Clubman Estate. Production of these models ceased in 1980. The Austin and Morris designates were shelved in late 1969 after a succession of mergers – BMC (British Motor

Corporation) merged with Jaguar Cars earlier in that decade, before merging again to become BLMC (British Leyland Motor Corporation). The Austin and Morris margues were dropped, replaced by the 'Mini' range, with the blue/silver BL motif.

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SHINE ON

When I started the restoration on my MkII Mini, I thought the bumpers and brightwork looked in good condition, so they were all removed, cleaned and stored away with the intention of refitting them when the bodywork was finished. Now the shell looks like new, and when the chrome is put next to it, it looks too shabby – I think it will really let down the finished car.

Can I get the bumpers and grille rechromed? I've been told that the door handles can't be redone because of the metal they're made from – is this true? James We visited Doug Taylor Metal Refinishing (see the September 2019 issue of Mini Magazine) and were surprised at how many items can be rechromed, including items made of cast material such as door handles. It would be worth giving them a call and discussing your requirements.

There are a couple of things to bear in mind. If you're going to have parts rechromed, they still have to be in very good condition. Each part will go through a stripping and polishing process, which removes old plating and some light surface imperfections, but won't deal with serious corrosion or damage. It may restore the shine, but it won't



heal rust holes.

Secondly, this is a highly skilled and time consuming process, so it doesn't come cheap. Many of the parts that you will want restored are available new, and unless you're an absolute stickler for using all original parts, you'll probably find it's a lot cheaper to buy new than to have the old parts restored.

Most Mini front grilles weren't chrome plated to start with but were 'bright' finished. You may find the only option if the grille is too far gone is to buy new.

be down to the water temperature gauge, but it could also be the throttle linkage. They do wear incredibly quickly on the injection cars — mainly through little or no lubrication from new, and no regular servicing (ie ongoing regular lubrication). There's not a whole lot that can be done with it by the DIY-er.

As to whether the valves are sticking or valve timing incorrect... The cam timing thing is highly unlikely unless somebody has messed with the cam/timing gears since it left the factory. To check for valves not seating/sealing properly, a simple compression test would sort that one out, and adjustment of the valve clearances is an easy job.

The fuel pressure regulator's performance can be checked by coupling the system up to an external fuel pressure gauge, the return pipe checked for blockage by using an airline to blow down it (at very low pressure, fuel filler cap off).

It doesn't sound like your garage has been all that helpful – all the stuff mentioned here is straightforward mechanics, and they should have the knowledge

"We're amazed that you've managed to find an abandoned Allegro..."

and equipment to deal with this stuff. I suggest you get along to a Mini specialist.

ALL AGGRO

While looking around for a 1275cc engine and gearbox for my 1980 Mini, I have come across an Austin Allegro 1300. There's not a lot left of the car – it had been abandoned in a lockup garage which was falling down. The bodywork has almost rotted away but the engine looks in good condition and the odometer in the car is showing less than 8000 miles.

I know people use A-series engines from the Metro in Minis,

but it is possible to fit this one? It looks the same, but I'm sure whether the gearing would be correct, if the mounts would need changing, etc. Are there enough differences to make it unsuitable for use in the Mini? **Rob**

We're amazed that you've managed to find an abandoned Allegro! The Allegro 1300 unit is basically the same as a Metro unit, so will require all the changes needed to make it fit a Mini that apply to a Metro unit. It can be fitted complete with gearbox straight in to your Mini with little more than swapping the engine mounts you're taking out. The main problem here is the

over for those on the engine

cooling system design. You will have to drill the heater tap takeoff point on the head, but the retaining stud holes are already drilled and tapped, and use the Mini thermostat housing set-up. The thermostat will need half-adozen 3mm holes drilling around its periphery to allow water circulation until the thermostat opens (no bypass hose as used on the Mini).

You'll need the Cooper S-type top radiator bracket (part number 12G617) and associated rubbers and bolts. You'll also need to fit spacers (part number 12A312 as required) between the water pump pulley and the fan blade, to stop the fan blade hitting the timing gear cover mounted breather canister. Don't forget to use sufficiently longer bolts – they're 1/4 inch UNF thread. I'd strongly advise using a two-core radiator as the standard one is barely up to cooling a standard engine when in good condition.

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STARTER MODEL

I am 14 years old but I'm already looking to buy a Mini to do up for when I'm able to drive. I was wondering which model would be the best and the cheapest to buy?

Could you also take into consideration that I'm planning on putting a tuned 1275cc engine in the Mini and I will be adding a number of other modifications such as a rollcage. Alex

This isn't the easiest A question to answer. The cheapest and best Mini to buy could be two completely separate issues on their own. For instance, do you want to buy a completely bog-

standard one as a starting point, or buy one that has a number of extras on it already that you would be happy with? Buying cars like this is often cheaper than buying a completely unmodified one and then buying the bits you want to fit.

Your best option is to spend some time looking at various cars and see if you find something that suits your needs and your wallet. A cheap Mini is likely to be an MoT failure – so may be rotten, or maybe just mechanically poor. In this case, funds will be needed to resurrect the car to working and roadworthy order. So just take your time. Don't grab the first cheap Mini you see unless it's an absolute steal. Take



somebody with you that knows what they're looking at. Join a Mini club – the members will be only too glad to help all they can to get you behind the wheel of your own Mini.

It might also be worth considering the issue of insurance before making too many plans to build a modified car. As a young and newly qualified driver, you may find it difficult (and expensive) enough trying to insure a standard Mini. We'd talk to a few insurance companies about your plans before you go too far.

"One issue may be the final drive ratio - you'll get serious acceleration, but little top speed"

One issue may be the final drive ratio - it could be a 4.1. but most likely a 3.76. You'll get serious acceleration, but little top speed. It would be a good idea to fit a 3.15 crown wheel and pinion to make the most of the 1300 unit. If your Mini already has this fitted, then swap the bits over and your speedo will be OK. If it doesn't then the speedo will need recalibrating.

Then there's the clutch operating system. To save any grief here – just transfer the Mini flywheel cover over complete with whatever set-up the car uses. The Allegro also has extra engine breathers. These can be vented to fresh air by using hoses fitted down the inside of the inner wings, or preferably, with small K&N-type breather filters attached to prevent dirt ingestion as the engine cools down.

ALTERNATIVE SEATS

I recently bought some MGF seats to fit in to my 1990 Mayfair. They were from a 1999 car and they're in pretty good condition considering I didn't pay very much for them.

While stripping down and cleaning I found that the back rest was bent - can I buy a replacement? Do you have any tips for fitting them into the Mini? And although they're in OK condition, they're not perfect and I would eventually like to get them recovered – will I have to go to a trimmers to get custom covers made, or

does anyone still sell the original covers? Luke

The MGF seats are good choice – we have them in our project GTM so we know they're comfy, slim enough to fit well in the Mini and are a good guality seat. In the MGF, the runners bolt directly to the floor, so in the Mini, you're going to need a subframe. One of the subframes that many specialists



sell for fitting aftermarket seats into the Mini would no doubt do the job.

We'd be very wary of re-using a seat which has been damaged. Twisting or distortion of the back rest would suggest that the car these came out of was involved in some kind of accident, and they will have been weakened. It may be why the seats were cheap in the first place. It's highly unlikely that anyone out there still has a back rest frame lurking in a stock room, and you also have to guestion whether other areas of the seat has been damaged, and would only show themselves later on. Our advice would be to chalk this one up to experience. and look for another set of seats as you've already found, they're very affordable and there seems to be plenty on the second hand market.

Recovering the seats will be down to your personal choice, and there are plenty of specialist car trimmers/upholsterers out there ready to make your plans reality. If you want to retain the factory look, Newton Commercial can supply you with original spec covers.



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BREWER'S

Words Gerard Hughes Photography Mike Cowlam

BREWER'S COOPER KEEPING IT TRIM

Work has been progressing steadily on Mike Brewer's Cooper S, #ProjectFrankie, at Acespeed Historic Motorsport.

o-one would argue that this summer has been difficult. But despite all that's been going on, it's great to see so many projects coming together. And we're delighted to see Frankie, Mike Brewer's Cooper S project, has been making steady progress in the capable hands of the team at Acespeed Historic Motorsport.

On our last visit, the body shell had just returned from the paintshop and looked pretty splendid in its fresh coat of Almond Green and Old English White. Although the Cooper was red with a white roof when Mike bought it, a Heritage certificate revealed that it had left Longbridge in a very different shade, and this marks a return to the original.

While the shell had been away, the team had busied themselves with the

many other tasks required during a restoration. Top of the list was rebuilding the engine and box. "Before we stripped it down, we noticed it ran like a Swiss watch and it didn't smoke," says Andy Harrison, Acespeed's main man. "When we stripped it, we found that the rings were stuck in the pistons and two or three of the big end shells had gone through. There wasn't a knock and there wasn't an oil pressure problem. It sounded in such good order, that to be honest, we were surprised to see so much wear on the big ends when we got in there." The bearings may have worn, but not disastrously so, and the original EN40B crank was in great condition, requiring only a polish before it was ready to go again. "We've sorted the engine. The crank was polished,

measured up – it was well within tolerance – and fitted new mains, big ends and thrusts. New rings were fitted once the pistons were cleaned up."

#ProjectFrankie

"The bores were incredible. When I say we've honed it, I'm sort of exaggerating it really – we really just cleaned the bores up. It was a really good engine. We gave the block a light skim – just to make sure it was flat – and it got acid dipped."

BUILT TO LAST

Andy is keen to point out that this is a restoration, not simply a new build with items simply plucked off the shelves. So with the engine ancillaries, it's been a case of rebuild and re-use where possible and only replacing items that have reached the ends of their service lives or

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Engine has proved to be in excellent condition. Genuine EN40B crank was in perfect condition and just needed a polish to be ready for the rebuild.



Three out of four of the main bearings had just started to pick up, but hadn't caused any damage to the crankshaft.



Pistons and con rods were in great condition but the rings were stuck in their grooves. Assemblies were cleaned and new rings fitted.

those that could cause reliability issues a few months down the line. The carburettors have been sent to SU Burlen for reconditioning.

"We've ordered an alternator dynamo from Powerlite, and we'll be using a new starter motor for the price of them," explains Andy, "but generally, we try

it's going to have all its original radius arms and things like that. Everything is, of course, rebuilt - the radius arms will have new pins, bearings and be painted up. We'll put new back plates on the brakes. But we want it to be turn key and reliable when it goes back to Mike."

As bought, the original Cooper S

"It's the full Newton Commercial package... and it's beautiful"

and get away with as much of the original car as we can. We're going to keep it on points ignition – a lot of people go down the electronic ignition route – but we're going to put some Swiftune points in it. I race with a set of those points and I think they're been in for three seasons, and I've just never changed them because they haven't gone wrong. With this car, we are doing a rebuild - restoring the original engine,

interior had been missing and been replaced with the interior fittings from a Riley Elf – in red leather... The return to original spec required a large order being placed with Newton Commercial. "The new trim is Porcelain Green and Grev – the car is Almond Green, and the car that Mike drove when he visited British Motor Heritage had that trim with the recliners," Andy explains. "He wanted those and specified them as part

of the rebuild. He wanted everything new - roof lining, down through the dash rails to the floor. It's the full Newton Commercial package, the full kit, top to bottom and it's beautiful. The parcel shelf, all the edging, all the black vinyl - everything's there. It looks fantastic, I'm really happy with it."

CHECK SHEET

Keith Moralee, Acespeed stores manager collected the boxes together and checked that everything was present and in the right colour. Each panel was then checked for colour, type and that everything was present and correct. There is nothing worse than setting out to do a job and finding that a panel is missing or damaged and the task can't be completed...

A selection of panels – and the seats – were then test fitted to check fit and colour match, and importantly to show the client how it will look when it is

@@ 75







The block was also in great condition. It was faced and the bores were honed. It was then sent for acid dipping.



Acespeed take a lot of care fitting new oil pumps, ensuring that they are within tolerance and polishing them if needed.



As a matter of course, new mains, big ends and thrusts have been fitted to the engine, ensuring it's good for years to come.



Final engine assembly taking place.

finished. Needless to say Mike Brewer was delighted with what he saw.

"We spend a bit of time making sure it's in all right. Back in the old days, you just slung Mini interiors in and it sat where it sat. Nowadays, the expected levels of finish are a lot different. The quality of the Newton stuff is excellent," Andy says.

With the team happy with the interior, it's now been removed again and stored safely away while the rest of the car is fitted out – it may look complete once trim is placed in the shell, but there's a long way to go until it's finished.

The next step is to mate up the



Andy gives the engine and box a final once over. He's been impressed with how many original parts are still with the car.

subframes with the recently completed engine, brakes and wheels which will make the car mobile. We'll look forward to seeing the bodyshell become a car once more.

CONTACTS:

Acespeed Historic Motorsport www.acespeed.co.uk British Motor Heritage www.bmh-ltd.com Newton Commercial https://newtoncomm.co.uk/



Cylinder head refitted and a coat of BMC green, and the engine and gearbox join the growing collection of parts ready to rejoin the bodyshell.



Original 1.25 inch twin SUs have been dispatched to Burlen for refurbishing.





Ancilliaries will be checked, cleaned and painted where possible, but in the name of reliability, some will be replaced. Dynamo will be replaced with a Powerlite alternator.



Everybody loves getting parcels, and the team at Acespeed are no exception. The interior trim was ordered direct from Newton Commercial.



It doesn't get much better than this – full Cooper S interior trim kit in Porcelain Green and grey. Package also contained carpets, headliner and door cards...



The team were delighted with the quality and the fit, but still took their time trial fitting the trim to make sure everything was perfect.



Great care is taken to not only protect the newly painted body but also the trim itself – lots of exposed edges in a Mini!



Just a taste of what's to come – trim will now be removed and stored away carefully while the rest of the interior is finished.



Work will now turn to completing the final sub assemblies including the subframes.



The Cooper gets a once over from Acespeed's newest recruit and workshop pup, Minnie Moo...

Our Minis



Ryan Cowley Contributor

MINI LIFE I bought my first Mini aged 14 and have owned plenty since! I've done the club and show thing and also raced them in the Mighty minis championship. I now spend my working life restoring them for other people.

MINI SPEC 1997 Mini Cooper. Standard road car with a few mild suspension/exhaust etc modifications.

MINIS OWNED 1994 Mini Cooper 1982 Mini Pick-up



Even Ryan's surprised at how quickly the Cooper shell is coming on.

have to apologise for my lack of updates on my Cooper project. It wasn't until I started putting pictures together to write this piece that I realised just how far it has moved on!

After my last update I had just replaced the floor and boot floor, and was about to start mercilessly attacking the bulkhead with a grinder – as you can see from the photos. This is quite a scary state to see your car in.

But having the jig, and after taking lots of measurements, it was

quite straightforward.

I further braced the car to the jig by making up a simple box frame that passed through the door apertures of the shell and rested snugly on top of the brace bars of the jig. This was then welded to both jig and the bracing within the car to ensure no movement once the bulkhead was removed.

Inner wings were tackled next along with a complete windscreen surround/scuttle panel. Once all this was done the shell was finally strong enough to come off the jig and on to some stands where both rear quarter panels and inner wheelarches were replaced, as well as the rear panel.

The list of panels continued to grow. The rear valance and closing panels, front parcel shelf, top rail and A-post closing panel were replaced before moving on to the front end and lining up a pair of repaired and reskinned doors...

If this sounds like a lot of work, it was! The roof skin and the B and C-pillars are about all that's left of the original shell. Had this been a





To do list

- l. Complete welding and paint underneath
- 2. Rebuild a pair of subframes
- 3. Crack on with Jeff's GT

Sponsored by Heritage original equipment

Our Minis





"This is quite a scary state to see your car in"

customer's car, I would have recommended a replacement shell as the cost of panels and labour would have quickly exceeded the price of a Heritage shell. But as it is one of my own projects it's been an interesting excercise in just how far you can go with a restoration.

As the project currently stands, it's now back on the rollover jig for some final welding and bracket fitting on the underside. Hopefully, I should be able to update you on this next month, along with Jeff's 1275GT... but that, as they say, is another story entirely.







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Our Minis



Tim Harber Contributor www.minimail.co.uk

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

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

MINIS OWNED 1961 Racer 1965 FIA spec racer 1967 Woody Estate



To do list

- See if anything left to compete in this year
 Start to put cars
- away for winter



Tim's back on track, this time for 24 hours...

was lucky enough to be asked back by Nick Lyford to take part in the annual 24 Hour Mini Race sharing his ex-Mighty Mini, thinking this would be part of a busy season. Little did I guess that it might be my only outing.

Nick picked up the pieces from last year's disastrous blow up – fresh motor and refreshed running gear. The spare engine I had built slept next to me in my van and I brought a host of spares.

Testing was weird. No checking of licences, cars, kit or equipment. All done electronically or on trust. No spectators either but there are never many as it's a team and family outing more than anything.

Sharing the car with Nick and his son James was Alan Evans. The downside of Alan and myself joining Nick was, that apart from James, our average age was 66. The upside was that we are all about the same size so no seat changes. We were lined up against six other Mini crews, and there were a few other old 'uns, but I suspect we could have trounced them in a 50's Trivia pub quiz any day.

Practice started ok, then drama a few laps in when the oil warning light came on for James on track and the oil gauge showed zero temporarily. He killed the engine and got towed in. The engine steady bolt securing the top mount had worked loose, allowing the engine to rock and the alternator fan to cut through the oil cooler pipe causing a fountain to cover the engine bay.

Luck was with us though as Nick plumbed the remaining oil hose in direct from block to filter bypassing the cooler and the oil was topped up and, sighs of relief, no damage. The race was mostly run in cool, wet conditions and the oil pressure stayed up and temperature never got high all race, nor did the car falter. James put in some sparkling laps and landed us second Mini – not crucial but a nice fillip.

Miserable rain for the race. Nick had a dismal first session and came back with a paddling pool floor and misted up windows. I had an



Nico Lyford James Hunt-Lyford Alain Evans Timo Harber

"Always challenging and I did spin once"

extending mop on a stick which I had bought to use in my van and we put it in the car which ensured it didn't even try to mist up again with the threat of a £2.99 Lidl mop; that and running the driver's window down a bit.

James and Alan had their challenging first stints and my first 2 hour go was at 23.45. As the second stint was due at 5.45, there was a 20 second moment of oh-dearwhat-have-I–let-myself-in-for. Quickly it passed and I got stuck in. It is so exciting. Track is not overly busy and overtaking 2 CVs can be done neatly on straights. The lights are brill. Hooray for LEDs.

Daylight and drier weather came during my second stint and it started to produce a dry line. Always challenging and I did spin once. However, in an effort to keep the car on the track, I kept it in 3rd for much longer than I would normally and my fuel consumption went up and I got the nearest thing to a telling off from our team manager/ boffin, Bill, to ease back. We used 246 litres of fuel over 675 laps. I had 6 hours and 4 minutes of race time! We finished 4th Mini out of 7! Good enough and amazing if ever-soslightly knackering experience. Daftest thing though; we started talking about next year...



The Lyford team compare notes with Simon Tuckley.

All eyes were on the live timing screen.



meos

Our Minis

A loose engine steady resulted in a savaged oil cooler hose.



Our Minis



Gerard Hughes Editor

MINI LIFE Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

MINI SPEC Standard 1969 Riley Elf with lots of rust, split seats and mostly functioning mechanicals.

GTM Rossa with MG Metro 1275cc engine. Been in long term storage so will need lots of work if we're to take it out on the track this summer.

MINIS OWNED

Quite a few over the years including a MkI 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.



To do list Clean up all the

brake fluid. 2. Plan for winter.



HERITAGE ORIGINAL EQUIPMENT

Running Out

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You can get a little over confident with project cars sometimes...

have to admit that the GTM project did feel like it was coming together a little too easily. Running. Driving. Even stopping reasonably well. I'd even started thinking about pepping the bodywork up a little and had started to mend a few of the cracks with resin. Next job was to start stripping off lights and external fittings to give this vinyl wrapping idea a proper go before the weather turns too gloomy and cool.

On opening the driver's door, there was a distinct wet patch in the footwell that hadn't been there before – I wouldn't remembered it from my previous time spent in there removing redundant wiring and replacing the ignition barrel. A leaking master cylinder could be the only culprit. Checking the levels in both clutch and brake really didn't give much away – they looked pretty much the same as when I last checked. Checking the cylinder pushrods under dash was just as inconclusive.

What was obvious was that brake fluid is just as damaging to glass fibre gel coat as it is to paint – the bulkhead around the bases of the master cylinders is bubbled and ruined. It looks like both will have to be removed, the body dried out and repaired and the masters replaced. Not the best day working on the GTM...

I think we're going to look back

Levels don't appear to have dropped but it's got to be coming from somewhere.



on 2020 as a lost summer. I took the Elf out for a quick run around the block, just far enough to remind me how much I love it. It's so shabby but great to drive and packed full of character. And it's been nowhere this year. I know I need to do something about the bodywork over the winter, I just can't decide how far it needs to go...





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1964, POA. A Morris Mini Cooper S in Almond Green. Fully race converted to a highly competitive specification, ready to race. Please call 01234 713 083, South East. (T) ¹⁰³¹⁴³



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1968, £33,995. 1968 Austin mini Cooper Mk2. In Glacier White with Black trim. Recently rebuilt to Full Cooper S Spec. These include new wiring loom, wiper motor, wheel boxes, radiator, water pump, calipers, pads, discs etc. The body was fully rebuilt by Tony Ennion Please call 01636812700, East Midlands. ¹⁰³¹⁷³

BMW COOPER



2003, £2,695. S supercharged, 2 previous owners FSH, 2 keys, mot sept 2021, drives superb, half leather,factory standard bar genuine jcw exhaust, up an coming classic. Please call 07794225286, South East. ¹⁰³⁴⁹⁷

BMW COOPER S

BMW COOPER



86000 miles, £4,995. A GREAT SPEC MINI IN A LOVELY COLOUR COMBINATION OF LASER BLUE WITH BLACK PART LEATHER INTERIOR AND GLORIOUS GLOSS BLACK 17" ALLOY WHEELS. WELL MAINTAINED WITH 7 SERVICES. Please call 01604713599, East Midlands. (T) 103120

BMW COOPER



2017, 18000 miles, £13,450. one owner. excellent condition, well looked after, JCW body kit. 2.0 196bhp. Please call 07534972991, North West.

103538

ROVER COOPER



1991, POA. Rare sought after colour of storm grey with black roof. Needs restoring but the car is complete. Bottom of the driver's door needs repairing and the car needs recommissioning. Open to sensible offers. Please call 01749938075 100196





1998, 75000 miles, £9,500. Silver sun roof MoT 18/11/20 no rust, stage 3 head. St Steel exhaust, thatcham alarm, JBW wheels, Yokohamas, black leather/walnut interior. Please call 07977570352, South East.

COOPER

101539



1969. Excellent condition, red body work and a white roof. Please call 01407762586, Wales.



2004, 77000 miles, £13,950. Full Panoramic sunroof, sat nav, cruise control, chili pack, sports leather seats, climate control, sports suspension and a host more extras. Liquid yellow, 19" wheels. superb body and paintwork. Please call 01844 281700, East Midlands.

BMW COOPER



2013, 56767 miles, £6,495. A STUNNING LOOKING COOPER D WITH PLENTY OF EXTRAS FINISHED IN A GREAT COLOUR COMBINATION. Please call 01604713599, East Midlands. (T) 103608



Call 0800 085 5000 or visit adrianflux.co.uk



ROVER COOPER



2000, 65000 miles, £6,250. All major work completed to a high standard, including new subframe, sills and brakes all round. 12 months MOT, no advisories. Excellent original spec daily driver. Please call 07738321781, West Midlands. ¹⁰³²⁰⁶

ROVER MINI



1987, £2,500. Mini Cooper look alike 1275 no MOT. Runs well.offers over £2500. Please call 07551603949, Wales.

ROVER COOPER



1998, 1008 miles. Truly a collectors piece. 100 only ever made and this is 1 of a few remaining built as a special order at the John Cooper workshop super used by Tony Franks and is totally original. Please call 07368882945 100228

ROVER COOPER



2000, 59000 miles, £11,750. MAJOR RESTORATION CARRIED OUT BY PREVIOUS OWNER IN 2015/2016, SUPER CONDITION, DRIVES GREAT, HAS FULL LENGTH ELECTRIC SUNROOF, TINTED GLASS, ALUMINIUM DASH, SILVER/BLACK FULL LEATHER SEATS. Please call 07801672552, South East. 102878

ROVER MINI



£14,995. Limited edition Cooper Sport 500. Total restoration in 2017. No rust. Dry stored since. Restored using genuine Heritage panels. Engine overhauled with new gaskets, gearbox flywheel etc. Thousands spent on it. Comes with original owners manual and service book in Rover folder. Has part service history. Two sets of keys and fobs. Receipts and photographs from restoration. Some bits and pieces to sort for MOT. Please call 07759251793, North East.

ROVER MINI



1990, 70000 miles, £3,000. Black with Union Jack on roof. Spare set of original wheels. Runs and drives just no MoT. Garaged, some body work needed. Please call 07944673059

ROVER MINI



1999, 52000 miles, £12,500. Only made 50 in this colour. Ready to use, no work needed. Please call 07812705754, East Midlands.

COUNTRYMAN



1969, £9,500. Rare Mini Countryman Estate 'Woody'. April 1969 998cc Petrol , 2-Axle rigid body, Blue. Roadworthy (garage serviced June 2020). Needs TLC on paintwork and tyres but bodywork sound. Please call 07407 743062 , South East.

MARGRAVE



1976, £38,500. Wood and Pickett 1275cc Margrave. Owned since 1986, featured in December Mini World. Full history available. Just 3,500 miles since rebuild. Priced to sell. Please call 07739506267, Scotland.

MAYFAIR

1985, 35000 miles, £425. Not used in 7 years, original condition. Started to strip down to restore. All car parts plus spare manual engine and gears with car. Please call 07977420014, South West.

94 📖

Call 0800 085 5000 or visit adrianflux.co.uk





1984, £2,500. Needs some work for MOT. Runs well ring for details. Please call 07551603949, Wales. ¹⁰³⁵³⁶

MAYFAIR



1987, 64,000 miles, £8,750. Owned for 10 years, completely professionally restored, including underbody rustproofing, new upholstery, larger radiator, quartz headlights, heated front window, temperature gauge, good speakers, stainless exhaust and bumpers. Excellent condition throughout. Please call 07900 431978

100112

MAYFAIR



1990, 28000 miles, £4,250. Metallic Green, alloy wheels, walnut dash. MOT Sept but hardly used since last MOT. Please call 07906 724815, North West. ¹⁰²³⁹⁰

MAYFAIR



1987, £10,495. Stage 4 head, Omega pistons, Avonbar cam, straight cut drop gears. Full body/engine restoration in '04. Adjustable suspension. Rare Compomotive wheels. Full Cobra Clubman interior. MOT March 21. Many extras included. Fantastic condition throughout.Search 'classic mini turbo' on PistonHeads. Please call 07789478744, South East.

103214

MAYFAIR



1985, £4,500. Been given a rat style look. 998cc engine. Brand new front bucket seats. 6 months MOT. Proper little head turner. Please call 07487640348, West Midlands.

MINI MK V



1984, 10000 miles, £10,000. 1,400 engine, Spax shocks, Hi-Lows, vented disks, colour coded half leather interior. Fresh MoT, 2nd family owner from new. Near Mint condition. Huge file of receipts and bills. Please call 07970 869 094, South East. 103230

SALOON



1975, 60200 miles, £6,000. Great condition with 1000 engine in. Just had MoT done for buyer's peace of mind. Tax-exempt. Great runner, been garaged, service history. Need to see to appreciate. Only two previous owners, with the current owner for the past 16 years. Very reluctant sale. Guaranteed valuation of £6,500 valid for two years. Please call 07504690816 100194

MINI VAN



1961, 21000 miles, £20,000. Willow green, 2 owners from new. Please call 01767631340, East of England. ¹⁰³¹⁰⁹

MINI VAN



1982, £9,950. Fully restored, 1300 MG Metro engine, 12inch alloy wheels, front disc brakes and towbar. Will include original 850cc engine with sale. Please call 07885 830451, East Midlands.



Call 0800 085 5000 or visit adrianflux.co.uk



Parts and Accessories

MINI LIGHT WEIGHT ALLOYS



£180. 4 x 5 x 10. Please call 07979406536, Yorkshire and the Humber. ¹⁰²⁷²⁶

MINI BONNET



1995, £40. Removed from 1995 Cooper 1.3i. As far as I know, could be original. Please call 07738213973, East Midlands. ¹⁰²⁷⁴⁷

MINI BOOT LID



£20. Very rough, origins unknown. Please call 07738213973 , East Midlands. ¹⁰²⁷⁴⁸

MINI DRIVER'S DOOR



£30. Very rough. Will require repair and reskin. Please call 07738213973, East Midlands.

MINI ENGINE AND GEARBOX

Reasonable prices. Please call 01242572949, South West. ¹⁰³⁴²⁸

MINI GEARBOX



£300. Mini Cooper 997/998 original gearbox with remote. Please call 07979406536, Yorkshire and the Humber.

MINI HYDROLASTIC DISPLACERS



£650. For Cooper. Please call 07979406536, Yorkshire and the Humber.

MAYFAIR PARTS

1998, £125. Grey interior seats and door cards. Please call 01670 715839

RADIATORS



£40. Serk Marston, new, boxed. £40. Two ARP 1106 race/road radiators each with small leaks otherwise in good condition. £5 each. Please call 01243 372167, South East. 103258

MINI F/SUBFRAME



£350. MK1 Mini original (stored) F/subframe, Stencilled markings, still has BMC Wax Coating. Please call 07979406536, Yorkshire and the Humber. 103393

MINI PARTS

£80. Stainless steel centre outlet, twin silencer in VGC including fitting kit. Various other parts including front sub-frame mountings, chrome badges, turbos, Mini N/G/C thermostat housing. Collection only. Please call 07929709842, South East. 102813

MINI PARTS

£50. Mini bootlid clubman £50. Morris Minor engine 1098cc £160. Wheel for MG Midget £55. Morris Minor A30803cc good condition, £125. Please call 01173294295, West Midlands. ¹⁰²⁹⁸⁹



Call 0800 085 5000 or visit adrianflux.co.uk



MINI PASSENGER DOOR



£30. Very rough. Will require repair and reskin. Please call 07738213973, East Midlands.

MINI SMALL TRAILER



£200. Tyres good but needs welding.inc ramps. Please call 07551603949, Wales.

MINI MINI MKIII PARTS



£400. Boot lid, Passenger door, Bumpers Door handles, Front door, Companion boxes, Dashboard, New Rear valance, Floor and boot repair panels. Please call 07884440066, East Midlands.

MINI MINILITE REPLICA ALLOWS 13IN



£220. Fitted with 165/55/13 tyres. Some rim damage but not excessive. Please call 07738213973 , East Midlands. ¹⁰²⁷⁵¹

MINI WING - RH – CODE RH 1986 WITH Repeater Hole



£40. Have never been fitted. Possibly some storage damage, cannot be certain. Costs New £61.49. Please call 07738213973 , East Midlands. ¹⁰²⁷⁵²

MINI WIDE BODY KIT



£40. Some scuffs. Doesn't look to have been painted. Please call 07738213973, East Midlands.

CLASSIC MINI SUMP GUARD



£40. Strong and light. Please call 07831528329, Yorkshire and the Humber. 101666

Miscellaneous

POPART



£1,650. Corgi MINI popart no.349. In original box and in very good condition. Please call 07704250258

WORKSHOP MANUALS

£8. M MINI 1969- H646 V. Corsa 1993 -H 1985, N. Micra 1993- H3254, P.205 1983 - H932, P207 2006 - H4787, A metro 1980 - H718. Please call 01132584130, North East. ¹⁰¹⁸⁷⁴

MINI WORKSHOP MANUAL



1964, £35. Genuine BMC workshop manuals AKD4935 -4061 for 1964 -66-67 covers saloon- pick up traveller -Moke - cooper 997-998 -S 1071 -970-1275 1967 book very clean. Please call 07837891426 , South East.

wanted

MINI



Wanted. Cooper Car Company boot badge from approx. 1989/90. Two sizes were available at the time. I am looking for the larger one which is 10cm's o^{r SO} ^{wid}e. Please call 07980844421, Greater London.

102964





