

SRE quite used to having large Mini club groups along for dyno test days



Happy Valley

Back in March we were guests of Thames Valley Mini Club and Slark Race Engineering of Amesbury for an 11-car dyno test

Words and photos: Monty Watkins

On the day of our visit, Thames Valley Mini Club put forward 11 all A-series Minis, all 1275cc and above, and scored a total of 809.4bhp, which gives a respectable average for the club of 73.58bhp. Neil and Emma were running the dyno test on the day and horsepower figures are corrected to give bhp at the crank.

Star performer on the day was Will Fleming's 1399cc saloon with monster twin SU HS6 carbs, correspondingly huge 2in LCB and system with a head by Classic and Modern Engine Services. Big carbs, a lumpy cam (286 in this case) and large-bore exhausts are part of the equation for high-revving Mini engines and this often has

the side effect of fairly difficult tickover unless an 'intelligent' ignition system is used. Will was looking for 100bhp and he got 100.9 at the crank. Better than that was a comment by Neil that it would be "difficult to improve on it". Praise indeed from the Mini expert Slark stable.

Will's Mini just pipped Peter Darnell's Vmax Scart Eaton supercharged 1293cc Mini. But Neil says the 'charged unit will deliver a lot more when it is up and running properly. "Possible belt slip on the day may have reduced the available boost but it's an awesome looking conversion and very popular with either carb or injection applications," he added.



Dyno burgers prepared in the SRE workshop next door

MINIWORLD WOULD LIKE TO THANK

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EVER TAKEN YOUR MINI FOR A DYNO TEST?

It is a great idea to take your carb or injection Mini to a Mini-savvy dyno tester at least once a year. Done properly, it is not damaging to your car and it is by far the best way of pinpointing any faults it might have. Many standard and tuned Minis have a weak or rich fuel mixture or difficult-to-find ignition faults that can shorten engine life drastically as well as causing it to lose performance. Most dyno testers will offer a club discount if you bring some friends along. A Mini engine cannot be comprehensively set up without dyno testing. Well worth considering...

MARK HAZEL Scamp

58.7bhp



Tech spec:

1275cc (1330?) HIF44, heated inlet, LCB, RC40, points, cone filter

Expected bhp:

"Not a clue."

Output at crank:

58.7bhp@5211rpm; 69lb/ft@3668rpm

Tester says:

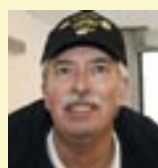
"Fuelling spot on. Seems standard 1275. Misfire on part-throttle, maybe plugs. Filter flattened and box is a bit tired."

Owner's comment:

"I'm pleased. Not touched it for 15 years!"

ROGER RUMBLE MPI

62.6bhp



Tech spec:

1275cc, Manifold single-box cat back system

Expected bhp:

"If I get 64 I'll be happy!"

Output at crank:

62.6bhp@5496rpm; 70.5lb/ft@2995rpm

Tester says:

"Nothing wrong with that."

Owner's comment:

"Very happy with that."

NEIL DUCK MPI

63.2bhp



Tech spec:

1275cc MPI, 48mm Burlen throttle body, Manifold single box system from cat back

Expected bhp:

"About 59."

Output at crank:

63.2bhp@5643rpm; 69lb/ft@3150rpm

Tester says:

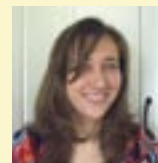
"Good!"

Owner's comment:

"Happy with that. Very impressed. Thanks to Russell."

SUZY STORER City E

64.7bhp



Tech spec:

1275cc MPI, 2in Manifold single box system, de-cat

Expected bhp:

"About 65bhp?"

Output at crank:

64.7bhp@5174rpm; 74lb/ft@3041rpm

Tester says:

"Slight misfire on even throttle, maybe plugs."

Owner's comment:

"I want more!" [Trevor Peck pp Suzy!]

MALCOLM SMITH 1275GT

67.2bhp



Tech spec:

1310cc Russell Downton motor, M/Spares inlet, Freeflow exhaust manifold, RC40, Lucas electronic ignition, single SU HIF44 carb

Expected bhp:

"60-70?"

Output at crank:

67.2bhp@5620rpm; 74.5bhp@3521rpm

Tester says:

"Bit rich. Distributor may be seized or timing problem. Clogged filter."

Owner's comment:

"As expected."

ROB COLLINGS MPI

68.6bhp



Tech spec:

1275cc MPI, Mini Spares Stg2 head, Piper cam, Turbo clutch, 48mm alloy throttle body, RC40, 3.44:1 diff, K&N 57i

Expected bhp:

"As long as it beats Trevor's [Suzy's]..."

Output at crank:

69.8bhp@5252rpm; 76lb/ft@4283rpm

Tester says:

"Pinking, knocking. Reluctor ring on flywheel may have moved. Checked with fault finder, removed six codes!"

Owner's comment:

"Not what I hoped for but really what I expected."

GORDON FLETCHER Sprite

69bhp



Tech spec:

1330cc, Mini Sport unleaded F/R head, SW5 cam, twin SU HS2 carbs, LCB, twin-DTM back box, Lucas electronic ignition, K&N cones

Expected bhp:

"60-70 would be nice."

Output at crank:

69bhp@5621rpm; 74.5lb/ft@3055rpm

Tester says:

"Bit of valve guide wear. Fuel mix OK but should do better power-wise. Under-gunned with those carbs."

Owner's comment:

"Smoky, innit?"

JOHN MOODY Mini 35 LE

74.3bhp



Tech spec:

1275cc, LCB, RC40 de-cat, Lucas electronic ignition, single SU HIF44 carb, BDK needle, K&N cone filter

Expected bhp:

"Just above standard."

Output at crank:

74.3bhp@4810rpm; 69.6lb/ft@2803rpm

Tester says:

"Fine up to three-quarters throttle then can't get a Lambda reading one way or the other. Bit mystified. Maybe exhaust blow?"

Owner's comment:

"Investigation required."

KAREN DOWNTON City

83.8bhp



Tech spec: 1380cc by Downton Motor Engineering, MGM Turbo block, lightened and balanced crank, Goldline Stage 2 head, Kent 286 cam, standard rockers, twin SU HS2 carbs, LCB, twin upswept DTM tailpipes, Aldon Yellow distributor, points, K&N cones

Expected power:
"About 80 I think."
Bhp at crank:
83.8bhp@5877rpm;
85lb/ft@3690rpm

Tester says:
"Rich up to 3000rpm because of cam, a bit lumpy for road use. Might get an improvement from single HIF44. Wants balancing a bit but it's doing what it's supposed to."

Owner's comment:
"Very pleased!"

PETER DARNELL Austin Mini 1000

96.4bhp



Tech spec: 1293cc, Vmax Scart 36mm x 29mm unleaded head, Eaton M45 supercharger conversion, 18cc dished forged Omega pistons, SW5 cam, roller rockers, single SU HIF44 carb, Lucas electronic ignition, LCB, 2in Manifold twin-box system, 2.9:1 cross-pin diff, K&N cone

Expected power:
"140-ish"
Bhp at crank:
96.4bhp@5587rpm;
98lb/ft@4469rpm

Tester says:
"A little on the rich side in places. The carb is a long way from the manifold. Running alright but should give more power than that. Possible belt slip?"

Owner's comment:
"Will be nicer when it's finished."

WILL FLEMING City E

100.9bhp



Tech spec: 1399cc, balanced/lightened crank and flywheel, Stage 3 head by Classic and Modern Engine Services, 286 cam, standard rockers, twin SU HS6 carbs, ram stack, 2in LCB, 2in Manifold single-box system, Lucas electronic ignition, ITG foam filter

Expected power:
"Hoping for around the 100 mark."
Bhp at crank:
100.9bhp@5968rpm; 93lb/ft@5256rpm

Tester says:
"Bit rich mid-range. Hesitation is the cam, designed for high revs. Difficult to improve on it."

Owner's comment:
"Happy with that!"



Will Fleming's Mini gets best power of the day at 100.9bhp



Scamp is a steel tube-framed kit car based on Mini donor parts