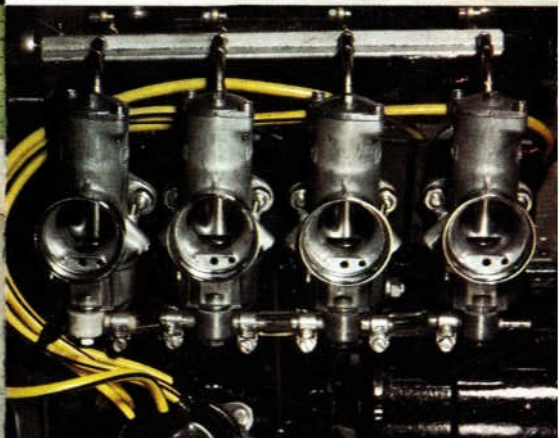


# Special Tuning. British Leyland's Powerhouse.







## Who we are.

We are British Leyland Special Tuning, an organisation comprising a national network of over 30 specially appointed Distributors linked to our headquarters at Abingdon. There is also a similar world-wide organisation.

[MinipassionMini.com](http://MinipassionMini.com)



# What we do.

It depends largely on what you want. Our experience comes from years of Competition work. We've had a handful of outright wins in the Monte Carlo Rally, and years of class wins at Le Mans and Sebring.

Our mechanics are specially trained by British Leyland, and will supply you with advice on getting the greatest potential from your car in terms of performance, economy and safety. Then your car will be tuned to your requirements—anything from Stage I to full rally or race preparation.

Our service is available to most cars in the British Leyland range. And we're always keen to get our hands on new models to see what we can make them do. Then we pass the results on to you.

We cater particularly for do-it-yourself enthusiasts, and sell all the parts for conversion through our Distributor network. Study our Tuning Booklets and we'll advise you on any queries you may have.

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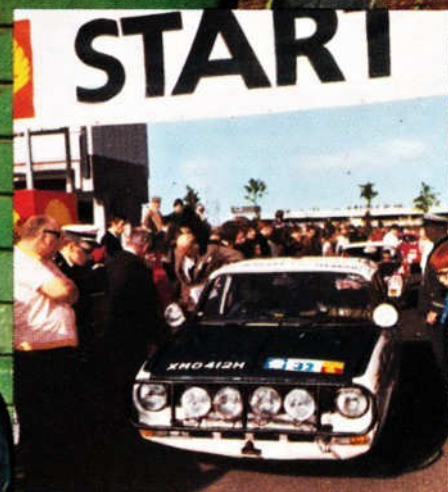
# Some of the parts available for your car.

We supply Stage I kits which won't invalidate your new car Owner's Service Statement. (Details of Stage I kits start on page 10.)

This is a selection of parts for tuning cars up to rally/race standards. If you want to have your car brought up to Works specifications, however, take it to Abingdon, where we've got all the facilities for the job. All parts are tested and approved by British Leyland.







This 118 BHP, four-wheel-drive Mini was specially built for the final round of the Lydden Hill Rallycross. We built it from scratch in nine days, and it won.

The 1970 World Cup Rally Triumph 2.5 PI was fitted with a special metering unit to enable the fuel injection system to function properly at high altitudes, finishing 2nd overall.

This Morris Marina was entered in the 1971 RAC Rally for a class win, and got it. The car, driven by Brian Culcheth, developed 105 BHP. Since then, we've been able to get close on 130 BHP out of even 1.3 Marinas.

Besides this, we've had numerous successes with Maxis, 1800's and Minis in the World Cup, RAC, and Monte Carlo rallies. And with our experience of Midgets, Spitfires, and MGB's at Le Mans and Sebring, we are able to prepare all these cars for racing in weekend club events.

# Some of our successes.





**Mini 850  
and 1000.**



**Mini 1275 GT.**



**1100/1300.**



**Maxi.**

There is a Stage I kit for both these cars which allows them to remain inside the warranty. The overall result is improved acceleration. The kit comprises a fully assembled polished cylinder head, and matching inlet and exhaust manifolds. The kit comes complete with instructions.

For further tuning we recommend you to consult our Tuning Booklet and perhaps an organising club's advice on racing and regulations. Special Tuning supply a wide range of parts, enabling engines to produce up to 100 BHP.

Tuning Booklet No. C-AKD 5099.

The Stage I kit available is similar to the one for the Mini 850 and 1000. We also make an 'S' conversion kit, bringing the performance up to that of the old Mini Cooper 'S'.

Besides this, there is an immense range of Special Tuning parts for engine conversions on the 1275 GT, including pistons, camshafts, an aluminium eight port cylinder head with 4 individual carburettors, and competition gears—both for the gearbox and final drive units. With a conversion of this nature, you can expect to up the BHP to 124.

On top of this, there are suspension parts, brakes, and alternative lightweight body panels for both the 1275 GT, and Mini 850 and 1000.

Tuning Booklet No. C-AKD 5096.

The Stage I kit for the 1100 and 1300 is similar to the one for the Minis—comprising a polished cylinder head with matching inlet and exhaust manifolds. Tuning these cars is recommended to give the extra power necessary for towing purposes. We also recommend an oil cooler kit for such use.

Most of the parts for the Mini 1275 GT engine can be fitted to the 1300 so the performance can be increased to suit individual needs.

Tuning Booklet No. C-AKD 5121.

The Stage I kit for the Maxi comprises twin SU carburettors, combining a new manifold and exhaust system, and of course complete instructions. In addition, there are lightweight bucket seats available, rear bump-stop kits for caravan towers, enabling greater loads to be carried on the rear of the car, an oil cooler kit, a sump guard and mag. wheels as proved on the World Cup Rally. At the present time, we are looking into camshaft development for the Maxi, and we will include this in the list of parts available as soon as possible.

Tuning Booklet in course of preparation.

[MinipassionMini.com](http://MinipassionMini.com)





**1800.**

**Toledo and 1500.**

There are two Stage I kits available for the 1800 series. The kit for the Mark 1 is a polished cylinder head. For Mark 2 the kit comprises twin carburetters, an inlet and exhaust manifold. Rear bump-stop kits for caravan towing, oil coolers, sump guards, glass fibre doors, and perspex windows—as proved on the World Cup Rally are all available for both Mark 1 and Mark 2 cars. This series engine will take most of the tuning offered on the MGB.

Tuning Booklet No. C-AKD 5122.

The Stage I kit for both the cars comprises twin  $1\frac{1}{4}$ " SU carburetters, inlet and exhaust manifolds, and a complete exhaust system. Further tuning consists of polished cylinder heads, larger carburetters— $1\frac{1}{2}$ " SU's—and alternative camshafts.

For the Toledo there is a stiffer suspension and shock absorber kit, giving improved handling and faster road use. There's also an oil cooler kit, lamp bars, a sump shield, bucket seats, and alloy wheels.

Tuning leaflets in course of preparation.



**Marina 1.3**

**Marina 1.8**

The Stage I kit for the Marina 1.3 consists of twin carburetters, with matching inlet and exhaust manifolds.

Parts for tuning above Stage I consist of polished cylinder heads, oil cooler kits, stiffer rear springs, shock absorbers and lightweight bucket seats etc. There is no difference between the Saloon and Coupé when it comes to tuning; both cars take the same parts. But remember, any tuning done over Stage I invalidates the new car owner service statement.

The full competition preparations done for the BBC Wheelbase RAC Rally Marina included such things as a modified camshaft and pistons, a modified cylinder head, an oil cooler, a sumpguard, lightweight mag. wheels, and competition brake linings.

Tuning Booklet No. C-AKD 7846.

In its standard form, the Marina 1.8 stands a very good chance in Group 1 racing, however we recommend a Stage I kit for road use to bring the performance up to that of the TC, possibly even more. The kit comprises twin carburetters, with matching inlet and exhaust manifolds.

On the 1.3 disc front brakes are now a production option, as is a brake servo on the 1.8.

For even greater performance, the whole range of MGB tuning parts is available, together with a rear axle assembly to take a limited slip differential, alternative gear ratios and additional shock absorbers.

For the Coupé there are glass fibre doors, bonnet and boot.

Tuning Booklet No. C-AKD 7846.





**Triumph 2000  
and 2.5PI.**



**Midget.**



**MGB and MGB GT.**



**Spitfire.**

There is no Stage I kit as such, available for these cars.

However we recommend the following alterations for enthusiasts: Stiffer shock absorbers to the existing front struts—this will considerably reduce roll, stiffer rear springs, a bump stop for caravan or trailer towing, and an oil cooler kit. For long distance rally work, like the World Cup Rally, we could build your car specially at the factory, to your specific requirements.

Tuning leaflet in course of preparation.

There is no Stage I kit for the Midget. The initial modification we recommend is a factory polished cylinder head and two 1½" SU carburetters. There is an enormous range of parts available for further tuning and racing work: Pads and linings, competition shock absorbers and road springs, anti-roll bars, camshafts, heavy duty axle shafts, limited slip differentials, competition gears, deep sumps, and larger oil coolers etc.

Tuning Booklet Nos. For the 948cc. C-AKD 1021. For the 1098cc. C-AKD 5097. And for the 1275cc. C-AKD 5098.

For the MGB, we supply an ideal road conversion kit comprising a factory polished cylinder head, two 1¾" SU carburetters, and the possible addition of an alternative camshaft. Beyond that there is an enormous range of competition parts, also available for the 1800 series and the Marina 1.8.

Here is an abbreviated list. Competition oversize pistons, five alternative camshafts, matching distributor, competition and larger valves, valve springs and rocker brackets, competition clutch driven plate and cover assembly, nitrided crankshafts, twin SU carburetters, 45 DCOE Weber carburetters, and straight cut gears for the gearbox, plus suspension and transmission parts similar to those for the Midget.

Tuning Booklet No. C-AKD 4034.

As on the other sports cars, there is no Stage I kit for the Spitfire. But we do recommend the few following basic improvements. For the 1147 cc model only, Solex downdraught progressive twin-choke carburetters.

For current cars, road tune would consist of twin SU 1½" carburetters on the existing inlet manifold and a competition extractor exhaust manifold. All kits have the necessary instructions to fit the parts.

Further modifications consist of an oil cooler kit, competition shock absorbers, modified rear suspension (for the Mark 3), attractive headlamp cowls, and quick-release bonnet pins and straps, etc.

Tuning Booklet No. 99-500301.

**MinipassionMini.com**



# Where to find us.

## **Belfast**

Thompson Reid Ltd. Adelaide Street

## **Birmingham**

Patrick Motors Ltd. Dawlish Road,  
Selly Oak

## **Bournemouth**

Westover Motors Ltd. Castle Lane

## **Bristol**

Henlys Ltd. 72 Feeder Road

## **Cambridge**

Marshalls Ltd. Jesus Lane

## **Cardiff**

City Motors Co. Ltd. City Road

## **Chelmsford**

Lex Motor Co. Ltd. Robjohns Road

## **Coventry**

Bewac Ltd. Holyhead Road

## **Dundee**

St. Roques Auto Ltd. Ward Road

## **Eastbourne**

Caffyns Ltd. Upperton Road

## **Edinburgh**

Moir & Baxter Ltd. Dundas Street

## **Epsom**

University Motors Ltd. Church Street

## **Exeter**

Pikes Ltd. Alphington Street

## **Falmouth**

Taylor's Garage Ltd. Town Quay

## **Farnham**

Swain & Jones Ltd. East Street

## **Glasgow**

Appleyard (Glasgow) Ltd.  
65 Springkell Street, S.1

## **Gloucester**

Lex Motor Co. Ltd. Northgate Street

## **Hereford**

Henlys Ltd. Widemarsh Street

## **Lincoln**

R M Wright Ltd. Outer Circle Road

## **Liverpool**

Parts Distributors Ltd. Seel Street

## **London**

Stewart & Ardern Ltd. Bloemfontein  
Avenue, W.12 & London Rd. Staines

H A Saunders Ltd. High Street,  
Finchley  
Kennings Ltd. Uxbridge Road, Ealing

## **Newcastle**

Murray & Charlton Ltd. Chain  
Bridge Road, Blaydon-on-Tyne

## **Northampton**

Henlys Ltd. Weedon Road

## **Nottingham**

Mann Egerton (Atkeys) Ltd. Church  
Street, Lenton

## **Oxford**

Morris Garages Ltd, St. Aldate's

## **Plymouth**

Turners Ltd. Derry Cross

## **Preston**

Loxhams Ltd. Corporation Street

## **Radnorshire**

Auto Palace Ltd. Llandrindod Wells

## **Salisbury**

Henlys Ltd. Southampton Road

## **Scarborough**

Tesseymans Ltd. Valley Bridge Road

## **Sheffield**

Kennings Ltd. Leadmill Road

## **Waterlooville**

Wadhams Ltd. Hambledon Road

## **Wolverhampton**

Charles Clark Ltd. 52 Clifton Street

## **Worcester**

H A Saunders Ltd. Castle Street



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