

Get in MiniWorld

We'd love to cover your Mini club's dyno day. Just email: mw.ed@kelsey.co.uk. Is your club the dyno daddy?

Power Test

MiniWorld headed to Slark Race Engineering of Wiltshire for an impressive turn-out of Minis from the Thames Valley Mini Club

Words and photos: Jim Jupp



1st

TurboMinis.co.uk
Average bhp: **168.34**
@ Smart Performance
Issue: January 2011

2nd

ScottishMini.co.uk
Average bhp: **99.63**
@ Peugeot Ecosse
Issue: December 2008

3rd

Miniforum
Average bhp: **90.38**
@ Smart Performance
Issue: December 2010

4th

SMAG
Average bhp: **87.1**
@ T&M Autoelectrical Co Ltd.
Issue: March 2008

5th

ScottishMini.co.uk
Average bhp: **86.75**
@ Extreme Motorsport
Issue: April 2010

6th

Trent Valley MOC
Average bhp: **86.67**
@ Z Cars
Issue: August 2009



The morning began in a promising fashion at SRE's new premises, just down the road from Neil and Bryan Slark's former workshop and rolling road. With the Wiltshire sun shining and a coolness to the air to help those power figures (i.e. it was flipping' freezing with the two dyno fans on!), the Thames Valley Mini Club could only hope for great things. With an all A-series cast turning up en

masse, with only one car being aided in the induction department, it was quite likely that Turbo Minis would retain their crown, but second is still a podium finish. A freshly-built car with Specialist Components' billet 7-port intrigued us, but to be honest the bacon butties were enough to get us there. The 7-porter was left to last as a grand finale. It was standing room only in the dyno unit when Neil fired up the engine. After an exhaustive day of 17 cars, the average power came out at 77.51, which alas hasn't put them on the Dyno Daddy table.

"...an-all A-Series cast turning up en masse"

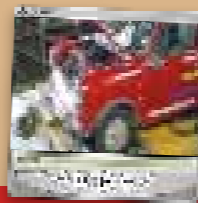


MiniWorld would like to thank: Neil and family from Slark Race Engineering (www.slarkraceengineering.co.uk) and Thames Valley Mini Club (www.tvmc.org), and Will Fleming for organising the troops.



Why dyno your Mini?













You should take your carb or injection Mini to a Mini-savvy dyno tester at least once a year. Done properly, it won't damage your car and is the best way of finding faults. Many standard and tuned Minis suffer from either a weak or rich fuel mixture or difficult-to-find ignition faults that can shorten engine life and cause loss of performance. Most testers offer a club discount if you bring some friends along. A Mini can't be properly set up without a rolling road dyno.



Dyno movies: Check out www.youtube.com/miniworldmagazine

* Wheel bhp plus 25% for losses. All bhp figures 'at the crank' from 2008-on issues of MiniWorld

	MATT WEBB MINI CITY E 45bhp <i>"Surprised it didn't blow up. 1330 to go in soon"</i>	
Tech spec: 998cc A+, HS4 carb with AC Dodd modified needle, Manifold single-box system, 12G202 head	Expected bhp: 100+	bhp at flywheel: 45bhp@5,189 / 54lb/ft@3,288
		Tester says: "Apart from the smoking, it's alright"
	MIC HARRISON ROVER MINI SALOON 49.6bhp <i>"Not horrific. Better than I was expecting"</i>	
Tech spec: 1098cc A+, 1½-inch single SU carburettor, K&N air filter, alloy inlet manifold, long duration camshaft, Fletcher LCB, Manifold exhaust, 12G295 head, standard distributor with electronic ignition	Expected bhp: 10 would be good	bhp at flywheel: 49.6bhp@4,965 / 59lb/ft@3,991
		Tester says: "Timing looks good"
	SAM KENDALL ROVER MINI SIDEWALK 54bhp <i>"Not as good as expected, but glad it's still alive!"</i>	
Tech spec: 1275cc A+, SPI, K&N air filter, large-bore centre-exit exhaust, everything else standard	Expected bhp: 63bhp	bhp at flywheel: 54bhp@4,691 / 70lb/ft@2,605
		Tester says: "Fuelling good, but low on power"
	TOM ROMASZKIEWICZ MORRIS 850 59bhp <i>"Just as happy driving home as I was driving here. It's quite grunty."</i>	TOP SMALL BORE
Tech spec: 1030cc, Twin 1¼-inch SU, Kent 286 cam, 2-inch Manifold exhaust, 3.1:1 final drive, Cooper S 11-stud head	Expected bhp: 50bhp	bhp at flywheel: 59bhp@6,649 / 51lb/ft@6,100
		Tester says: "Small inlet, big head, small block"
	GORDON FLETCHER MPI ROVER COOPER 61bhp <i>"Does exactly as it should"</i>	
Tech spec: 1275cc A+ totally standard MPI Rover Cooper	Expected bhp: 63	bhp at flywheel: 61bhp@5,061 / 73lb/ft@4,166
		Tester says: "Good"
	TREVOR PECK ROVER COOPER 61.4bhp <i>"Very Happy with that. Just need a new standard exhaust fitted"</i>	
Tech spec: 1275cc A+, standard MPI	Expected bhp: 60ish, i.e. standard	bhp at flywheel: 61.4bhp@4,700 / 74lb/ft@3,068
		Tester says: "Pretty good"

	ROB FLEMING ROVER MINI 67bhp						
	<i>"Yeah, good isn't it. Expected to be the lowest of the low."</i>						
Tech spec:	1275cc A+, standard MPI, Manifold DTM cat-back system, 2.76:1 final drive	Expected bhp:	63 we hope	bhp at flywheel:	67bhp@4,923 / 78lb/ft@3,318	Tester says:	"Best twin point I've seen"
	MALCOLM SMITH HLE 74.1bhp						
	<i>"10 more than expected"</i>						
Tech spec:	MG Metro 1275cc A+, HIF44 SU carburettor, K&N cone filter, alloy inlet manifold, AC Dodd Fast Road 65DM4 camshaft, Metro gearbox with 2.9:1 final drive	Expected bhp:	63bhp	bhp at flywheel:	74.1bhp@5,331 / 81lb/ft@4,031	Tester says:	"Pretty much on the ball. Bit lean at the top end"
	STUART LUGGER MINI 30 83BHP						
	<i>"Pleased with that."</i>						
Tech spec:	1380cc A+, single HIF44 SU carb, K&N pancake filter, polished and ported alloy inlet manifold, Swiftune SW5 cam, Powermax pistons, balanced crank, Manifold LCB 3-2-1, stage 3 12G940 head, double valve springs, Aldon yellow distributor, 3.1:1 final drive, cross pin diff, 13 row oil cooler	Expected bhp:	84bhp	bhp at flywheel:	83bhp@5,668 / 89lb/ft@4,522	Tester says:	"Needs leaning off a bit. Maybe clean the air filter"
	ROBIN FLEMING AUSTIN MINI 1000 85bhp						
	<i>"Happy days"</i>						
Tech spec:	1399cc A+, Twin HIF44 SU carbs, Manifold inlet manifold, Swiftune SW5 cam, Manifold LCB, DTM exhaust, Stage 3 big-valve head, Aldon yellow ignition, Metro Turbo Verto clutch, 3.1:1 final drive	Expected bhp:	86bhp	bhp at flywheel:	85bhp@5,290 / 91lb/ft@3,787	Tester says:	"Nice. Spot on"
	COLIN SUTTON ROVER COOPER 86bhp						
	<i>"Very happy with that"</i>						
Tech spec:	1380cc A+, single HIF44 SU carb, Mini Sport inlet manifold, stainless exhaust with LCB, Mini Sport Stage 3 cylinder head	Expected bhp:	85bhp	bhp at flywheel:	86bhp@5,835 / 84lb/ft@4,779	Tester says:	"A bit lean. Got 10 more brake by correctly adjusting the throttle."
	BARRY COURT AUSTIN MINI CITY E 86.2bhp						
	<i>"It wants to stay at SRE"</i>						
Tech spec:	1444cc A+, Triumph pistons, Manifold inlet, single 1 3/4-inch SU carb, 276 cam, Manifold exhaust, Classic and Modern big-valve head, AP Racing clutch, 2.7:1 final drive	Expected bhp:	Hmm, it's not very well.	bhp at flywheel:	86.2bhp@5,272 / 107lb/ft@2,946	Tester says:	"Better once fuel filter removed. Needs checking"

	ROB AND ANN LAMACRAFT ERA MINI TURBO 93bhp						
	<i>"Glad it's still got all its horses"</i>						
Tech spec:	Standard ERA Mini Turbo, 1275cc A+, RC40 1 3/4-inch back box	Expected bhp:	90ish	bhp at flywheel:	93bhp@4,800 / 100lb/ft@4,742	Tester says:	"Feels like the actuator is stuck. Needs checking."
	DAVE LUGGER AUSTIN MINI 94bhp						
	<i>"Very happy, would love to do the 100!"</i>						
Tech spec:	Swiftune 1380 A+, twin 1 1/2 SU carbs, polished steel Manifold inlet, 286 scatter cam, LCB, Stage 4 head, 37mm-inlet 31mm-exhaust, Lumenition electronic ignition, AP Racing clutch, lightened flywheel, 1.5 roller tip rockers	Expected bhp:	95bhp	bhp at flywheel:	94bhp@7,145 / 77lb/ft@5,642	Tester says:	"Blowing exhaust. Sort the exhaust out!"
	NICK WARD BRITISH OPEN CLASSIC 94.5bhp						
	<i>"Love it! Want 100"</i>						
Tech spec:	1380cc A+, twin SU carburettors, Swiftune SW10 camshaft, Manifold exhaust system, Keith Calver cylinder head, Aldon yellow distributor, 3.1:1 final drive, race clutch plate	Expected bhp:	Any	bhp at flywheel:	94.5bhp@6,342 / 87lb/ft@4,569	Tester says:	"Good, well set up"
	WILL FLEMING MINI CITY E 109bhp						
	<i>"Well happy with that"</i>						
Tech spec:	1330cc A+, twin HS6 SU carbs, ITG filter, stub stacks, Manifold steel inlet manifold, Kent 286 cam, MED ICE spec crank, Omega forged lightweight pistons, Manifold large-bore LCB and 2-inch system, Classic and Modern ported big-valve cylinder head, Aldon yellow distributor, MED lightweight Verto flywheel and turbo clutch plate, 3.1:1 final drive	Expected bhp:	106	bhp at flywheel:	109bhp@6,519 / 95lb/ft@3,669	Tester says:	"Not too bad"
	GORDON FLETCHER ROVER MINI SPRITE 116bhp						
	<i>"Only just set up. More to come"</i>			TOP BIG BORE			
Tech spec:	Ratt Racing (Mike Tarr) engine, 1360cc A+ of undisclosed specification, Specialist Components 7-Port billet cylinder head with injection, mild road cam, Manifold big-bore exhaust, Typhoon engine management, Mini Spares Clubman straight-cut cross-ratio gearbox, 3.4:1 final drive.	Expected bhp:	No idea	bhp at flywheel:	116bhp@6,598 / 97lb/ft@5,569	Tester says:	"Needs a bit more advance and run-in time. Fuelling spot on."

