

**DOWNTON**

**CONVERSIONS**

MINI-COOPER & MINI-COOPER "S"

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DOWNTON ENGINEERING WORKS LIMITED

Downton, Salisbury, Wiltshire.

Telephone: Downton 312 & 351

### MINI COOPER 'S' 1275 c. c.

It often surprises visitors to our workshops to see the large numbers of these cars that pass through our hands. The fact is, of course, that impressive as they are in standard form, they benefit immensely from skilled and experienced attention not only in respect of acceleration and top speed, but in refinement also. Our "Touring" conversion is extremely popular for normal road use and will do from 10 m. p. h. to 110 m. p. h. on the standard 3.44 top gear ratio extremely smoothly and efficiently and also very economically. The great reserves of strength in what is basically a detuned racing engine make this sort of performance absolutely consistent and reliable and, Mrs. Castle apart, 100 m. p. h. cruising can be maintained indefinitely without the slightest fear of "mechanical boredom".

We have done a lot of work on noise reduction and we can now offer, together with the engine tuning, various refinements which will reduce the sound level inside the car to a surprising degree.

As far as competition tuning is concerned, we need to say very little. Successes achieved with our equipment outnumber those of all our competitors put together, and the continued use by the official team cars in both racing and rallies of Downton prepared engines, cylinder heads, manifolds and exhaust systems of our design and manufacture speaks for itself. Not only was John Rhodes (driving Mr. John Cooper's car) runner up for the British Saloon Car Championship, but one of our private customers was by far the most successful private entry in this series.

### 998 c. c. MINI COOPER

The 998 c. c. Mini Cooper also lends itself admirably to tuning and fitted with our Touring conversion - similar to the Cooper 'S' - the performance is raised to virtually that of the standard 1275 c. c. Mini Cooper 'S'. Once again reliability, flexibility and economy are retained.

Full specifications and quotations for competition preparation of the 1275 c. c. Mini Cooper 'S' quoted for upon request.



## DATA

### Mini Cooper and Cooper 'S' Touring Conversions - No's 4 and 5

Modified cylinder head on exchange with improved combustion chamber shape, modified porting and valves. Compression ratio raised to 10.5 : 1 on the 1275 c.c. 'S' models and to 9.8 : 1 on the 998 Mini Coopers, or according to export requirements.

Long centre branch extractor exhaust manifold (homologated for Group 11 on 'S' models)

Inlet manifold polished and individually matched to modified cylinder head.

Twin 1½" SU carburettors complete with all linkage.

Pancake type aircleaners.

Complete set of gaskets, suitable sparking plugs and superior H. T. leads.

Camshaft:- The standard camshaft is retained on the 998 c.c. Cooper and the latest models of the 1275 c.c. Cooper 'S'. On early 'S' models camshaft change to the type now fitted as standard.

These modifications can be supplied in the form of a kit or fitted in 1 to 3 working days.

#### Performance - '1275 c.c.' as tested by 'Autosport'

<u>Acceleration through the gears</u>	<u>Downton</u>	<u>Standard (Autocar 1964)</u>
0 - 30 m. p. h.	3.2 secs.	3.5 secs.
0 - 50 m. p. h.	5.4 secs.	8.2 secs.
0 - 60 m. p. h.	7.8 secs.	11.2 secs.
0 - 80 m. p. h.	15.1 secs.	23.4 secs.
0 - 90 m. p. h.	21.8 secs.	34.7 secs.
<u>Speeds in gears.</u>		
1st.	50 m. p. h.	33 m. p. h.
2nd.	71 m. p. h.	54 m. p. h.
3rd.	100 m. p. h.	74 m. p. h.
<u>Maximum</u>	110.1 m. p. h.	96.2 m. p. h.
<u>Standing ¼ mile</u>	16.6 secs.	18.4 secs.