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▶ Len Reece—the Fish carburettor expert whose Surrey address is below—can transform the performance of any standard Mini with his unique carburettor conversion.

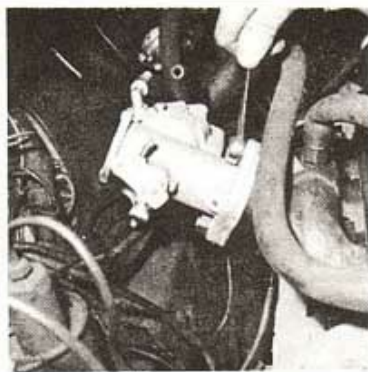
But don't think the Fish is yet another gimmick goodie—it's been well tried for over thirty years in the States. Well known for its adaptability, facility for tuning and inherent simplicity, the Fish is entirely different from other carb types. There's no choke-tube, diffuser, taper needle, air strangler, or conventional jets. Wear is minimised as only throttle spindle, needle valve and leaf valve move. Hence no erratic action as with diaphragms and the fuel level in the float chamber is unimportant. There's no choke as the throttle acts as a variable throughout speed range. No special slow running or idling jets are necessary—metering occurs throughout working range, throttle by-pass screw adjusts idling speed. The Fish atomises fuel best, so we found considerable increase in low and middle range torque—and no flat spots.

Our staff car's top speed went up from 75 to 83 mph, 0-40 from 9.5 to 7.5 sec., 0-50 from 15.9 to 11.9, and 0-60 down to 18.9.

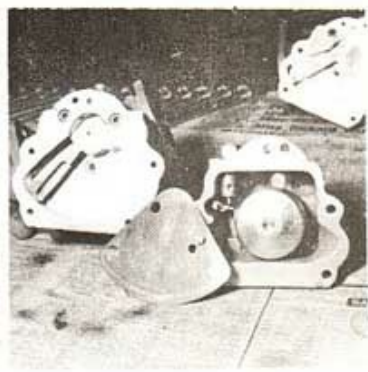
Further details—*Len Reece, Beeches Ave, Carshalton, Surrey.*



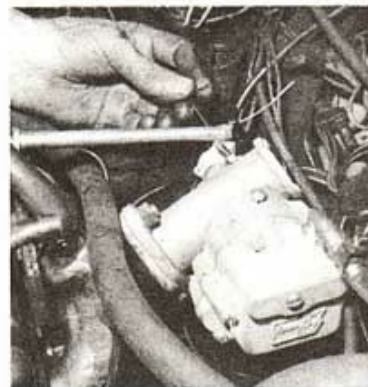
First remove the air cleaner prior to detaching all carb controls. Unbolt the SU from the inlet manifold studs and remove unit from engine



There is no need to modify the existing coachwork in any way to accommodate £25 worth of Len Reece's Fish carb. It simply bolts on



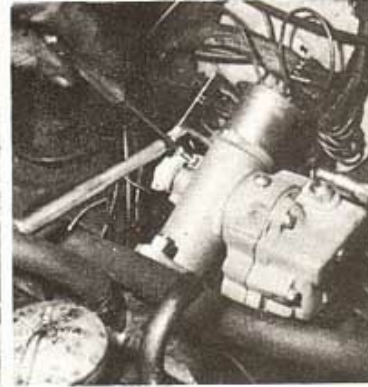
Here you can see very high quality that is built into a Fish carburettor. They're all hand-made to the finest tolerances—and they do work



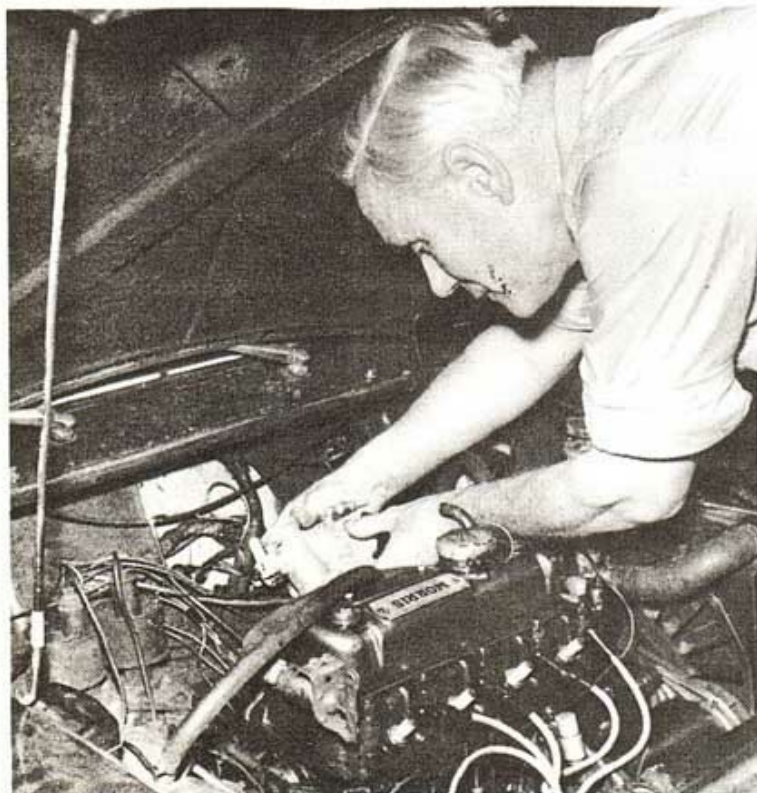
The throttle cable has to be modified so that the outer cover is shortened. There are no external clumsy return springs just this neat tube



Tuning the Fish is simple so long as you follow the official — and included — instructions. Before you start, achieve running temp



Finally, you may have to make a number of adjustments to the idling screw to obtain the ideal setting for all running and no stalling



**Len Reece's Fish Carb Kit
transforms the Mini Range
says Richard Hudson-Evans**

FISH FIT!

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of



CARS

& CAR CONVERSIONS

EQUIPMENT REVIEWED

FISH CARB BOOSTS CLIVE'S CORTINA

I HAVE RECENTLY COVERED 35,000 miles in a new-shape 1967 Ford Cortina 1500, the last 25,000 have been with a 1½" down-draught Reece-Fish carb bolted straight on to the standard inlet manifold. The only other mod was the fitting of 5½J wheels and Cints all round.

Prior to fitting the Reece-Fish I had been reasonably impressed with performance which was adequate if not exactly sparkling, as can be seen in my comparison table at the end.

Frankly I was amazed at the transformation on fitting the Reece-Fish; for £25 plus £3 fitting and tuning I had given my car 1600E Cortina per-

formance but retained standard fuel consumption. Absolute maximum indicated top speed was unaltered but as can be seen usable top speed was up some 8 m.p.h. or so, and even more surprising the minimum speed usable in top gear was some 10 m.p.h. lower than standard. In fact this was a big feature of the whole conversion, the gearbox became almost unnecessary. I use my Cortina for towing my racer around, and with this carburettor it is easy work, reducing the previous constant gearbox stirring to the level of an unladen standard Cortina.

In 25,000 miles it has never given the slightest trouble and has never had a finger laid on it other than to tighten the air bleed screw, which when working loose emitted a very shrill whistle at partial throttle openings.

Only one small complaint arises. When started from cold on a damp winter's morning, then for 5 minutes, 'til underbonnet temperature rises, carburettor icing is troublesome, the engine running rough and refusing to idle, but never actually refusing to run at all. I found that the problem was alleviated by fitting a radiator blind.

Performance

	Standard	Fitted Reece-Fish
Acceleration		
0-60 m.p.h.	17.5	13.0
Usable Max. speed	85 m.p.h.	93 m.p.h.
Usable minimum speed in top gear	25 m.p.h.	15-17 m.p.h.
Fuel Consumption		
Driven hard	25 m.p.g.	30 m.p.g.
Average	32 m.p.g.	32 m.p.g.
Towing	20 m.p.g.	23 m.p.g.

Note petrol consumption figures when towing or driving hard — C.T.

M.J.H.

Reece
FISH carburettors

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