

Downton Engineering Works Ltd.

Directors : D. RICHMOND V. RICHMOND

**DOWNTON,
SALISBURY, WILTS.**



Terms Strictly
Nett Cash

DOWNTON CONVERSIONS
AUSTIN, MORRIS & M.G. RETAIL DEALERS
S.U. SALES & SERVICE

23rd April, 1970

MG/GHA

G. Boston, Esq.,
The Lodge,
North Parade,
Parkgate,
Cheshire.

Dear Sir,

Thank you for your letter of the 20th April regarding your interest in our conversions for the Mk. II Mini Traveller.

We have pleasure in enclosing details of all the conversions we have developed for the 998 c.c. model, which includes details of our No. 15 conversion which was originally developed for the Riley Elf 998 c.c. model and which is now directly applicable.

B.M.C. are now marketing our Stage I conversion through their distributor/dealer network in kit form and when fitted will not invalidate the makers new car warranty.

May we point out that we have an agent in your area who we feel are more conveniently situated to your goodself. Their name and address is:-

Messrs. Henlys (Chester) Ltd.,
14 City Road,
Chester.

Should you contact them we feel sure they will be delighted to hear from you and will be of the utmost assistance to you.

Assuring you of our best attention at all times.

Yours faithfully,
for DOWNTON ENGINEERING WORKS LTD.

Martin Goodall.
(Sales Manager).

Enc.



CONVERSIONS

FOR AUSTIN AND MORRIS MINI 850 AND 998 Mk.II AND CLUBMAN

Our conversions for these models are among the best and most successful that we have ever produced, and are undoubtedly the finest available regardless of cost.

We have supplied many thousands of these conversions for normal road use and we frequently receive most enthusiastic reports from the owners who have covered large mileages with them.

In competition, the success of our specially prepared cars has been quite outstanding, and we are always pleased to quote for these further stages of tune for special applications on request.

Single H.S.4.S.U. Conversion (No.s 2 and 28)

	<u>£</u>	<u>s</u>	<u>d</u>
Modified cylinder head on exchange	22	10	0
Automatic inlet manifold	7	10	0
H.S.4.S.U. carburettor	12	8	0
Silencer	3	6	0
Automatic type aircleaner	7	5	0
Gaskets	1	5	0
Sparking plugs	1	4	0
In kit form	55	8	0
Fitting, including tuning and road testing	15	0	0
	<u>70</u>	<u>8</u>	<u>0</u>

Approximate performance: 0 - 60 m.p.h. - 17 secs. Maximum speed 84 - 85 m.p.h.

Twin Carburettor Conversion

The use of a modified head of advanced design with larger inlet valves and a compression ratio of 9.3 - 1 enables us to utilise Twin 1 1/4 S.U. Carburettors complete with full aircleaner and silencer. Flexibility and smoothness is still a major feature together with exceptionally brisk performance.

	<u>(No.3)</u>	<u>(No.29)</u>
	<u>£</u>	<u>£</u>
	<u>s</u>	<u>s</u>
	<u>d</u>	<u>d</u>
Modified cylinder head on exchange	25	25
One pair H.S.2 carburettors with linkage	22	22
One polished and matched inlet manifold	6	6
One aircleaner	5	5
One special three branch exhaust manifold	9	16
One special exhaust system	5	5
One set gaskets	1	1
One set sparking plugs	1	1
	<u>77</u>	<u>84</u>
Fitting, including tuning and road testing	17	17
	<u>94</u>	<u>101</u>

The following figures have been obtained on our own car:

	<u>Modified</u>	<u>Standard</u>
0 - 40 m.p.h.	6.5 secs	10.0 secs
0 - 50 m.p.h.	10.5 secs	16.9 secs
0 - 60 m.p.h.	14.4 secs	26.5 secs
0 - 70 m.p.h.	21.8 secs	-
Maximum speed	88 m.p.h.	73 m.p.h.

Above performance figures approx. 5% better for 998 c.c.

(The prices quoted are applicable at date of publication and liable to alteration without notice)

DOWNTON ENGINEERING WORKS LIMITED

Downton, Salisbury, Wiltshire

Telephone: Downton 312 & 351

also at

29, Elvaston Mews, London S.W.7.

Telephone - 01 - 589 - 4821/2

DOWNTON

CONVERSIONS

998 c.c. Riley Elf, Wolseley Hornet, Mini 1000 Mk. II

	£. s. d.
Modified cylinder head on exchange	32 10 0
Inlet manifold	6 17 6
Exhaust manifold	16 10 0
Exhaust system	6 10 0
Pair H.S.2. S.U. carburettors complete	22 1 5
Air cleaner	5 10 0
Camshaft	5 15 0
Distributor	8 11 6
Set of gaskets	1 10 0
Sparking plugs	1 4 0
In kit form	104 19 5
Fitting and testing	25 0 0
Total	129 19 5

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Performance - as tested by 'The Motor'.

	<u>Standard</u> <u>Elf</u>		<u>Downton</u> <u>Elf</u>	
<u>Maximum speed</u>				
Mean	75.6 m. p. h.		90.0 m. p. h.	
Fast	81.9 m. p. h.		91.0 m. p. h.	
<u>Acceleration from standstill</u>				
0 - 30 m. p. h.	5.6 secs.		4.0 secs.	
0 - 40 m. p. h.	9.4 secs.		5.9 secs.	
0 - 50 m. p. h.	15.2 secs.		9.1 secs.	
0 - 60 m. p. h.	22.6 secs.		13.5 secs.	
0 - 70 m. p. h.	38.9 secs.		18.0 secs.	
0 - 80 m. p. h.	-		28.7 secs.	
Standing quarter mile	22.9 secs.		19.7 secs.	
<u>Acceleration in upper ratios</u>	<u>Top</u>	<u>Third</u>	<u>Top</u>	<u>Third</u>
10 - 30 m. p. h.	9.8	6.3	10.1	6.4
20 - 40 m. p. h.	9.7	6.6	10.6	6.5
30 - 50 m. p. h.	12.0	9.7	11.6	7.3
40 - 60 m. p. h.	26.8	15.8	13.3	9.0
50 - 70 m. p. h.	25.8	-	14.7	11.6
60 - 80 m. p. h.	-	-	16.8	-
<u>Fuel consumption at steady speeds</u>				
30 m. p. h.	54.3 m. p. g.		53.0 m. p. g.	
40 m. p. h.	50.8 m. p. g.		46.5 m. p. g.	
50 m. p. h.	44.3 m. p. g.		43.5 m. p. g.	
60 m. p. h.	35.2 m. p. g.		40.5 m. p. g.	
70 m. p. h.	29.0 m. p. g.		35.5 m. p. g.	
80 m. p. h.	-		27.5 m. p. g.	
Overall	35.75 m. p. g.		33.6 m. p. g.	
Touring	39.3 m. p. g.		38.5 m. p. g.	

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