

*Race proved
equipment by*

JAN SPEED



JANSPEED CONVERSION KIT No. 001

Austin and Morris 850 Mini

Performance and flexibility are the strong points of this conversion. For just over £20 the top speed is increased from 74.6 m.p.h. to 83 m.p.h. and the 0-60 time is reduced from 27.5 seconds to 19.8 seconds. This performance compares favourably with a standard Mini Cooper. The conversion involves raising the compression ratio to 9.2 : 1, reprofiling and polishing the combustion chambers and ports, reworking the inlet valves and replacing the exhaust valves with special valves manufactured from KE 965 material. A fast lift dashpot assembly is fitted to the existing HS2 carburettor.

	£	s.	d.
Stage I cylinder head (on exchange)	21	0	0
Modified inlet manifold (on exchange)	2	10	0
Modified dashpot (on exchange)	1	10	0
Gaskets and plugs	2	2	6
<hr/>			
Fitting if required	27	2	6
	10	0	0
	<hr/>		
	£37	2	6

JANSPEED CONVERSION KIT No. 002

Austin and Morris 850 and 998 Mini

This conversion uses a further modified cylinder head, which is fitted not only with special exhaust valves, but also over size inlet valves. Double valve springs are used in conjunction with an A1 camshaft, which together help to attain a higher rev. limit and a 0-60 time of 13.5 seconds.

	£	s.	d.
Stage II cylinder head (on exchange)	28	0	0
1½in. S.U. carburettor	11	10	0
Cast water heated inlet manifold	8	0	0
Fabricated exhaust manifold	12	10	0
Straight through exhaust system including silencer	6	10	0
A1 Camshaft	8	0	0
1½in. pancake-type air-cleaner	1	12	6
Gaskets and plugs	2	10	6
<hr/>			
Fitting if required	78	13	0
	17	10	0
	<hr/>		
	£96	3	0



Quotations for complete engine rebuilds, to full competition specification can be obtained on request. A guide to the price of other engine modifications can be seen on page 12 under Specialist Engineering.

CONVERSION KITS

JANSPEED CONVERSION KIT No. 010

997 and 998 Mini Cooper

(Illustrations of these items should be looked up under the appropriate unit heading)

	£	s.	d.
Modified cylinder head (on exchange)	28	0	0
Twin 1½in. S.U. carburettors	23	0	0
Twin pancake air cleaners	3	5	0
Fabricated twin inlet manifold	8	0	0
Fabricated exhaust manifold	12	10	0
Plugs and gaskets	2	12	6
	<hr/>		
Fitting if required	77	7	6
	15	0	0
	<hr/>		
	£92	7	6

We would be pleased to quote you for full engine rebuilds, and preparing competition cars. For a guide to the price and availability of other engine modifications see page 13 under Specialist Engineering.

JANSPEED CONVERSION KIT No. 011

1275 Austin and Morris Cooper "S"

Tractability, a top speed in excess of 112 m.p.h. and a 0-60 m.p.h. time of 7.9 seconds — these are the facts about the road conversion for the 1275 "S." It is achieved by completely reworking the cylinder head, raising the compression ratio to 11 : 1 and modifying and polishing the inlet manifold to make the best use of a pair of H4 S.U. carburettors. A special camshaft, producing a wide range of power is used to ensure that this potent car is not an embarrassment in traffic. One of our specially developed exhaust manifolds ensures that maximum breathing efficiency is obtained.

	£	s.	d.
Modified cylinder head (on exchange)	35	0	0
Exhaust manifold	15	0	0
Fabricated inlet manifold	10	0	0
Twin 1½in. S.U.'s	23	0	0
544 Specification camshaft	14	0	0
Plugs and gaskets	2	12	6
Air cleaners	3	5	0
	<hr/>		
Fitting if required	102	17	6
	25	0	0
	<hr/>		
	£127	17	6



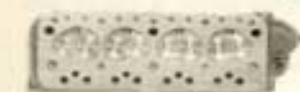
(If preferred the standard inlet manifold can be machined to take the twin 1½in. S.U. carburettors and matched to the cylinder head and polished for £2 10s. on exchange).

Obviously the 1275 "S" engine has great potential as a full race or rally unit, and we have prepared many cars for satisfied customers to use in every type of motor sport. A quotation to suit your own individual requirements will be forwarded on request, details of the type of event you intend to enter, together with class or formula, and whether the car is to be taken to meetings on a trailer or still driven on the road are of great assistance when compiling a quotation.

SPECIALIST ENGINEERING

CYLINDER HEADS

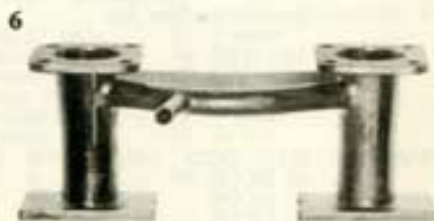
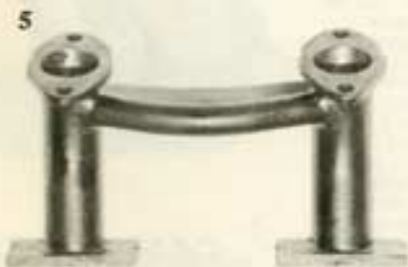
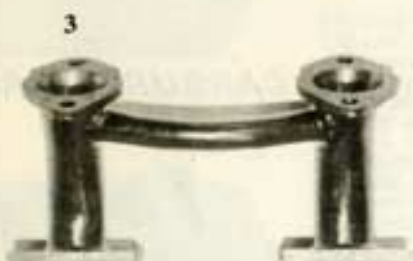
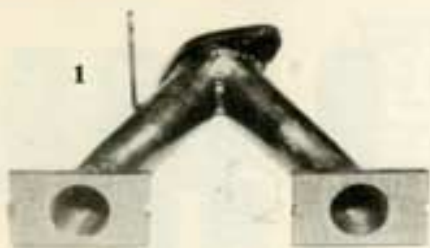
Machined at our own workshops under the supervision of highly qualified engineers. Each unit is reshaped by hand, to produce the maximum efficiency of each casting. All the heads listed are priced on an exchange basis, the outright sale price of any unit is determined by adding the cost of the standard retail casting. If your make of car is not listed, we shall be pleased to work out a quotation for you, however, the work will probably have to be carried out on your own cylinder head. If you wish to purchase a modified head without first letting us have your old unit, a deposit of £15, returnable on our receipt of the original head, except Cooper "S," when the deposit will be £25.



	£	s.	d.	
850 and 998 Mini stage I	21	0	0	Illustration 1
850 and 998 Mini stage II	28	0	0	" 2
A.35 and A.40, and Morris Minor	28	0	0	" 2
Sprite Mk. 1, 2 and 3	28	0	0	" 2
Midget Mk. 1 and 2	28	0	0	" 2
Mk. 3 Midget and Mk. 4 Sprite	30	0	0	
997 and 998 Cooper	28	0	0	" 2
997 and 998 Cooper Competition G2	45	0	0	
Cooper "S" stage I	35	0	0	" 3
Cooper "S" full race G2	45	0	0	
Ultimate competition "S" head	90	0	0	(Outright sale)
MGB and 1800 Saloon stage I	30	0	0	Illustration 4
Stage II Mk. 1 only	36	0	0	
MGB Competition full race	50	0	0	
Ford Anglia stage I	25	0	0	
Ford Anglia stage II	30	0	0	
Ford Cortina stage I	25	0	0	" 5
Ford Cortina stage II	35	0	0	
Lotus Cortina and Elan stage I	30	0	0	
Hillman Imp all models stage I	27	0	0	" 6
Hillman Imp Mk. 1 stage II	35	0	0	
Hillman Imp full race	45	0	0	
Triumph Herald and Spitfire Mk. 1 and 2	25	0	0	
Triumph 1300	30	0	0	
Triumph Spitfire Mk 3	35	0	0	
Ford Escort stage I	30	0	0	
Ford Escort stage II	35	0	0	
Ford 1600 X-flow stage I	30	0	0	
Ford 1600 X-flow stage II	35	0	0	
Ford 1600 X-flow stage III	40	0	0	
Vauxhall HB stage I	30	0	0	
Vauxhall HA stage I	30	0	0	
Vauxhall HA stage II	35	0	0	
Austin Maxi stage I	30	0	0	
Hillman Imp full race	85	0	0	(Outright sale)
Triumph 2 litre stage I	45	0	0	
Triumph 2 litre stage II	55	0	0	
Triumph 2.5 stage I	45	0	0	
Triumph 2.5 G2	50	0	0	

SPECIALIST ENGINEERING

INLET MANIFOLDS



SPECIALIST ENGINEERING

INLET MANIFOLDS

Whether you purchase a cast or fabricated unit, you can be assured that each inlet is finished and ready to fit when supplied.

850 — 998 MINI

	£	s.	d.	Illustration
Fabricated single inlet for 1½in. S.U. or Stromberg	8	0	0	1
Fabricated single inlet for 1½in. S.U. or Stromberg	8	0	0	1
Fabricated twin inlet for 1½in. S.U. or Stromberg	10	0	0	
Cast alloy water heated inlet, carb mounting flange drilled for any type of S.U.	8	0	0	2
Cast alloy water heated 28/36 DCD Weber inlet	10	0	0	
Cast alloy 42 or 45 DCOE Weber inlet	10	0	0	
Cast alloy 42 or 45 DCOE Weber inlet, matched and polished	2	10	0	
				Extra

A35 AND A40 RANGE

Cast and Fabricated units as shown for 850 mini

MORRIS MINOR RANGE

Cast and Fabricated units as shown for 850 mini

MORRIS, AUSTIN AND WOLSLEY 1100

Cast and Fabricated units as shown for 850 mini

COOPER AND COOPER 'S'

Fabricated twin 1½in. S.U.	10	0	0	3
Cast alloy 42 or 45 DCOE Weber inlet, polished	12	10	0	4
Cast alloy 46 or 48 IDA Weber inlet	14	0	0	

SPRITES AND MIDGETS

Fabricated twin HS2 Std. carbs.	7	10	0	5
Fabricated twin horizontal 1½in. S.U. inlet	10	0	0	
Cast alloy 42 or 45 DCOE Weber inlet, polished	12	10	0	4

MGB AND 1800 SALOON

Fabricated for twin H6 S.U.'s	10	0	0	6
Cast alloy 45 DCOE Weber (MGB only)	12	10	0	
Cast alloy 28/36 Weber (1800 only)	10	10	0	
Cast alloy inlet for 1½in. S.U.'s	10	0	0	

ALPINE, RAPIER, SCEPTRE, MINX AND HUNTER

Fabricated twin 1½in. S.U. or Stromberg	12	0	0	7
Cast alloy inlet to take Strombergs and S.U.'s	10	0	0	

HILLMAN IMP ALL MODELS

Cast alloy for twin 1½in or 1½in. S.U.s or Stromberg	10	10	0	8
Cast alloy water heater 28/36 twin Weber inlet	12	10	0	

FORD ANGLIA AND CORTINA RANGE EXCLUDING LOTUS

Fabricated twin 1½in. or 1½in. S.U. or Stromberg inlet	10	0	0	
Fabricated twin 40 or 42 DCOE Weber inlets	12	0	0	
Cast alloy water heated for 28/36 DCD Weber	10	10	0	
Cast alloy 40 or 42 DCOE Weber	12	10	0	

TRIUMPH HERALD AND SPITFIRE RANGE

Fabricated single 1½in. S.U. or Stromberg	7	10	0	
Fabricated twin 1½in. S.U. or Stromberg	10	0	0	
Cast alloy 42 or 45 DCOE Weber Spitfire Mk. 3	12	10	0	

TRIUMPH 1300

Fabricated twin 150 CD Stromberg	10	0	0	
----------------------------------	----	---	---	--

VAUXHALL VIVA

Cast alloy 28/36 DCD Weber inlet	10	0	0	
Twin 1.25 or 1.50 CD	12	10	0	
40-42 DCOE Weber inlet	12	10	0	

SPECIALIST ENGINEERING

Balancing

	£	s.	d.
Crankshaft and flywheel assembly from	6	2	6
Crankshaft, flywheel, clutch assy., and damper from	8	10	0
Specially lightened pressure plate exchange	3	5	0
Conrods, balancing, each	7	6
Pistons, ovalising and balancing, each	1	0	0
Conrods, end to end, balancing, each	1	0	0

Lightening and Polishing

Lightening Flywheel	3	0	0
Lightening and polishing rockers	10	10	0
Lightening and polishing push rods	2	10	0
Lightening Cam followers	1	10	0
Lightening and polishing conrods, each	5	0	0
Lightening Camshaft gear ("S" only)	2	0	0

Machining

Steel centre main bearing cap, partly finished	8	0	0
Steel centre main bearing cap line bored to cylinder block	8	0	0
Securing centre main strap and 2 longer bolts	3	10	0
White metal cam bearings, line bored and fitted	10	10	0
Modified oil pick-up pipe	2	10	0



Steel centre main bearing cap, partly finished