



## MORE POWER

Power is increased by between 16 and 21 per cent., depending on the model concerned. As the increase is available *throughout* the engine's rev. range, there is from 20 to 25 per cent. more pulling power available for acceleration—invaluable for hill-climbing, towing, and overtaking.

## IMPROVED ECONOMY

Tests have shown that the cruising fuel consumption will be reduced by between 12 and 15 per cent. This is due to the improved gas flow and combustion and the higher compression ratio of  $9\frac{1}{2} : 1$ . This economy bonus will obviously appeal to family motorists and fleet owners alike.

## GREATER FLEXIBILITY

Thanks to the increased power throughout the engine's rev. range and the greater smoothness gained by the balanced combustion chambers, engine flexibility and throttle response are much improved. Town driving in particular becomes more pleasant and more relaxed.

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WE STOCK BMC STAGE I KITS



# PULL AHEAD

With BMC stage I Tuning Kits for single carb. front wheel drive models

BMC Stage I kits for BMC Cars, suitable for single carburettor models only

MODEL	KIT No.	Price* f. s. d.
850-c.c. Mini, Manual Gearbox	C-AJJ 3343	44 0 0
850-c.c. Mini, Automatic Gearbox	C-AJJ 3347	44 0 0
998-c.c. Mini, Manual Gearbox	C-AJJ 3346	46 0 0
998-c.c. Mini, Automatic Gearbox	C-AJJ 3345	46 0 0
1100-c.c. Manual Gearbox	C-AJJ 3342	56 0 0
1100-c.c. Automatic Gearbox	C-AJJ 3348	56 0 0
1300-c.c. Manual Gearbox	C-AJJ 3344	60 0 0
1300-c.c. Automatic Gearbox	C-AJJ 3341	66 0 0
1800-c.c. Automatic Gearbox	C-AJJ 3341	66 0 0

\* Prices quoted are recommended retail, fitting charge extra. N.B. Kit C-AJJ 3341 is not suitable for Mk II 1800 cars with engine no. prefix 18H.



**Q. How is the extra power obtained?**

**A.** These conversion kits, which have been developed by BMC engineers, improve the engine's 'breathing' and combustion characteristics.

**Q. Will I find it hard to obtain spare parts?**

**A.** No, since the kits are built up almost entirely from standard parts. All parts will be stocked by your local BMC Distributor.

**Q. Why, then, are the cars not offered in this form to begin with?**

**A.** Good point, but easily answered. It is currently only possible to obtain the very high internal finish of these performance components by hand, and clearly this would not be possible in mass production. These kits really amount to a super-finished version of the standard job.

**Q. Point taken, but where can I have the kit fitted?**

**A.** Although the competent do-it-yourself man could fit the kit himself, most motorists will prefer to leave it to the professional expertise of their local BMC Distributor. As the cylinder head is already assembled the fitting charge will be most reasonable.



**Q. May not the extra power throw excessive strain on the rest of the car?**

**A.** On the contrary, the extra smoothness and flexibility of the modified engines will benefit other components such as clutch and gearbox. And of course, the legendary roadholding and stability of the BMC front-wheel-drive cars can safely accept very much more power than this, as racing and rallying have shown. This is why the normal BMC Warranty remains valid for cars modified to this stage.

**Q. What types of motorist are most likely to benefit from these Stage I Performance Kits?**

**A.** Anybody, we feel, who enjoys the fine handling of his Mini, 1100, 1300 or 1800 and would like to have a bit more power at his disposal. He'll find the car quicker away from the lights, better on hills, more lively when towing caravans, etc., and safer when overtaking. He'll enjoy reduced fuel consumption and greater smoothness. For all these benefits, we think you'll agree that these Stage I Performance Kits are outstanding value for money.

## COMPARATIVE PERFORMANCE FIGURES BETWEEN STANDARD PRODUCTION AND BMC STAGE I KIT

\* Figures by kind permission of 'Motor'

### ACCELERATION IN TOP GEAR (MANUAL GEARBOX)

	*850-c.c. Mini		*998-c.c. Mini		1100 range		*1300 range		*1800 Mk I range	
	Std.	Stage I	Std.	Stage I	Std.	Stage I	Std.	Stage I	Std.	Stage I
M.P.H. Km.P.H.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.
20-40 32-64	15.7	13.7	11.97	10.9	12.1	12.82	12.5	11.75	11.3	10.1
30-60 48-80	16.6	14.85	13.6	12.0	13.0	12.6	13.0	11.12	12.2	10.85
40-60 64-96	23.0	20.12	17.0	14.5	16.8	15.75	16.8	12.85	12.9	11.65
50-70 80-113					26.9	21.7	24.4	14.55	14.5	12.5
60-80 96-129							21.85	19.6	15.15	

N.B. Kit C-AJZ 3341 is not suitable for Mk II 1800 cars with engine no. prefix 18H.

### ACCELERATION THROUGH GEARS FROM REST (MANUAL GEARBOX)

	*850-c.c. Mini		*998-c.c. Mini		1100 range		*1300 range		*1800 Mk I range	
	Std.	Stage I	Std.	Stage I	Std.	Stage I	Std.	Stage I	Std.	Stage I
M.P.H. Km.P.H.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.	Secs.
0-30 0-48	7.4	5.4	5.9	4.8	6.3	5.9	5.1	4.27	5.07	4.25
0-40 0-64	12.9	9.0	8.9	7.7	9.7	8.65	8.0	6.92	7.77	7.15
0-50 0-80	19.6	13.9	14.6	11.5	15.2	13.05	11.4	9.55	11.67	9.97
0-60 0-96	33.8	22.5	22.7	17.5	21.7	19.75	17.5	13.8	16.67	15.25
0-70 0-113					39.8	32.75	27.1	19.82	22.1	21.82
0-80 0-129								31.67	33.43	27.62

### MAXIMUM TOP SPEED

M.P.H.	72	78	74	78	77.5	82	88.8	91	91.8	97.0
Km.P.H.	116	125	119	125	125	132	140	146	148	156