

1974 Mini Cooper S



Serial Number: N/A

Roll Cage Number: 08 774

Logbooks: VSCDA, SCCA, HSR, SVRA

Price: \$13,500

Location: Traverse City, MI

Description

VSCDA Group 2, Class M1 Austin Mini backdated to 1967 Cooper S vintage specs. I have owned the car since fall of 2007, and have raced it since 2008. I have raced the car at VSCDA races at Grattan and Gingerman raceways. The car has turned 1:52 laps at the longer Gingerman track and 1:44s at the shorter track; at Grattan its best is 1:37.9. There was a fresh short block added this spring (4 hours on it as of 7/2012). The short block was built by Mike Kearney of 7 Enterprises, the head by Jon Stamps Racing.

According to the previous owner, the car entered the US through Windsor, Canada. It was first a road car, then it progressed to autocross, and a weekend at the Walter Mitty triggered the

conversion to a full-on vintage racer. His description of the car, from the 2007 racecars.com listing, is printed below.

1974 Austin Mini backdated to 1967 Cooper S vintage specs. I am the 3rd owner of the car and have owned it since 1978. Often run as a 1 liter car with a 998cc engine. This car has been raced with SVRA, HSR, VSCDA, VIR GOLD CUP, JEFFERSON 500, BRIC and VDCA. Complete teardown and rebuild in 2005.

I've done a number of things to the car since buying it. The brake system was converted to dual-circuit with a new master cylinder, the front roll bar was disconnected, the car has been corner weighted, and there is a fresh air intake via the headlamp bucket. New Hardy-Spicer joints and fresh Brian Waters competition axles in 2008, fresh auxiliary radiator in 2010, KAD adjustable rear camber brackets were added and the head was freshened including new valves in 2011, fresh short block and Fortech Racing windage tray and a fresh clutch with gray diaphragm spring w/7 Enterprises race/rally clutch disc in 2012. There is a fresh set of Revolution wheels (they are the last four English-made Revs to be imported to the US).

Performance Data

- **Class:** Small Bore Production
- **Weight:** 1285 lbs.

Engine

- **Engine Builder:** short block—Mike Kearney, head—Jon Stamps Racing
- **Manufacturer:** BMC
- **Displacement:** 1275cc + .040 = 1310cc
- **Horsepower:** Approx. 120
- **Induction:** 45 DCOE Weber, w/K&N filter
- **Head:** Modified 12G940
- **Camshaft:** SPVP-4 scatter pattern
- **Pistons:** JE forged flat tops
- **Block:** BMC with ARP studs
- **Crankshaft:** EN40B, stock main and rod sizes, ARP bolts and center main bearing strap
- **Connecting Rods:** Cooper S, lightened and balanced with ARP bolts
- **Pressure Plate:** Mini Spares
- **Flywheel:** BMC light weight
- **Exhaust:** LCB header, jet coated

Fuel System

- **Fuel Cell:** ATL, aluminum box
- **Age:** 2005
- **Capacity:** 8 gal.
- **Fuel Pump:** 2 electrical

Oil/Water System

- **Radiator:** BMC 4 core with auxiliary cooler

- **Radiator Location:** Stock
- **Water Pump:** BMC
- **Oil Cooler:** Long, 23 row
- **Oil Cooler Location:** front
- **Accusump:** 3 quart

Electrical System

- **Ignition:** Electronic through Aldon Red distributor
- **Alternator:** None
- **Battery:** Mounted in box & bolted to floor, with auxiliary battery jump-start quick-disconnect terminal
- **Transponder:** ABM hardwired

Transmission

- **Manufacturer:** BMC with Jack Knight ultra close ratio straight cut gears
- **Type:** Dog box
- **Gears:** 4
- **Shifter:** Rod Shift
- **Drop Gears:** Jack Knight, straight cut plus additional 1.04:1 primary gear for final drive ratios of 3.9 or 4.10:1

Rear End

- **Manufacturer:** BMC
- **Cooler:** No
- **Ratio:** 3.9 or 4.10:1
- **Case:** BMC
- **Differential:** Limited Slip
- **Axles:** Brian Waters custom racing

Body

- **Construction:** Fiberglass hood and trunk lid, the rest is steel
- **Color:** Blue w/white stripe
- **Front Clip:** Removable
- **Windows:** Lexan

Chassis

- **Front Suspension:** Adjustable lower arms, adjustable sway bar, steel springs, adjustable Hi-Lo cones
- **Rear Suspension:** KAD adjustable camber plates, adjustable sway bar, steel springs, adjustable Hi-Lo cones
- **Shocks:** Spax adjustable gas
- **Brakes:** Front disc, rear Minifin aluminum drums
- **Wheels:** 6x10 Revolution 4-spoke, 5/16 studs
- **Tires:** Hoosier TD

Interior

- **Color/Finish:** Blue, stripped
- **Fire System:** Hand held
- **Restraints:** G-Force 5-point lever lock, 2010
- **Gauges:** EGT, tach, H₂O temp, oil temp, fuel pressure, 4 panel mirror
- **Steering Wheel:** Removable
- **Condition:** All in good working order except for EGT

Spares

- 4 Mamba 6x10 wheels with Hoosier TDs mounted
- Weber jets and air correctors
- Air density meter
- Short block minus crank
- Clutch and flywheel assembly
- Aldon Yellow distributor
- 1.04:1 primary gear

Contact

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