



Elder crossflow head and DC&O injection.

To the casual observer, Dean's Mini looks pretty standard on the outside, and that's the way he likes it.

You've probably heard the term "sleeper" before, but this Mini takes the idea almost to the extreme. Externally, it is a fairly plain affair. Painted in Ford Stark White, with "Canto Smash Repairs" (the business owned by Dean's dad Rocky) on the doors, it looks like just a neat workhorse delivery ute.

But, if you think yourself a gun V8 pilot, don't take this car on at the traffic light grand prix, as Dean explains: "The best part is sitting next to people, because it idles so smooth and quiet, then you just leave them for dead at the lights. That's always good just to see the looks on their faces. You look in the mirror and their mouth's hanging open. Especially someone with an SS Commodore or something, and they think they'll blow it off, and they don't."

With around 165bhp, courtesy of a Graham Russell engine, with Ken Elder crossflow head and fuel injection managed by Motec, the car is awesomely quick. But, thanks to Minisport four-spot brakes and vented discs on the front, it stops just as well too.



Advanti centre caps are just for looks.



Not your average delivery ute!

With the Clubby front and Aussie doors, it has unique looks as well. The body actually came out from England as a painted bare shell, one of five imported by John Smidt when he owned Mini Kingdom in Milperra. Dean said that the front had been damaged, by something being dropped onto it, so some repairs were needed. "Rocky thought he'd do something different to it, so he cut the front off it, I think he sold the front to someone who needed it, and he put the square front on it."

Rocky had previously built the famous Mini limousine for Mini Kingdom, and John was impressed with his skills, as he revealed recently. "Rocky would have to be the best panel beater I've ever met – bar none!" Not surprisingly then, this ute is immaculate. In fact, Rocky got the car back in 1984 and had it on the road a couple of years later, and the paint hasn't been touched since.

He was no stranger to Minis at that time either, as Dean continues. "When he was an apprentice he used to get all the Minis to repair. That was his forte in the panel shop he used to work for. He was building them as road cars, and then he started racing

them. He didn't have a big budget, so he just enjoyed his racing."

Rocky passed his loves of Minis and racing onto Dean, whose first car was a Cooper S. "They're a good little car, fun to drive and people don't really expect what comes out of them. I used to drive the Cooper S frequently, not every day, but then I got a good offer on that and sold it, to put a deposit on my house. I couldn't knock that back, although I was sad to see it go. I did have to repair it once, so I got to see it again."

But racing Minis was a different story. "I was going to, but mum wasn't too happy about me getting in an old car with a bolt-in rollcage, so I steered away from that and just got into a proper race car, not that a Mini wasn't, but just safer. But, I am going to have a steer of Rocky's race car now, to see what it's like."

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Motec M8 is overkill, but does the job.



Elder crossflow head is Aussie-made.