

## THE STATUS MINI MINUS

This is a replacement chassis-body unit in non-rusting glassfibre-reinforced polyester plastic. Although resembling the Mini, no body panel is the same since the car was remodelled and reshaped at the development stage so that the finished car sits up to 6" lower on the road. This provides a dramatic improvement in performance, economy and appearance.

### The Structure

The glassfibre-reinforced plastic structure has been carefully evolved and proven in rally cross, hill climbs, circuit racing and road use since 1970 through our previous STATUS 365 and CLAN CRUSADER models and our current MINUS development cars.

Although we have complete faith in correctly-used glassfibre, which has more than twice the strength of steel for the same weight and superior shock absorbing properties, we include steel for some areas of high stress. Consequently we have substantial steel frames around the door apertures to give pillar strength and provide door hinge and seat belt mountings. These are connected together across the roof by a solid steel bar, and metalwork is also included for the front subframe, handbrake and some other mounting points. The glassfibre structure varies in thickness as required from 3 oz. up to 9 oz. and uses both mat and cloth. It is completed with a glassfibre front parcel shelf and crashpad support, front seat beam, rear seat back and parcel shelf, plywood side diaphragms, and rear seat front. These are all structurally bonded-in to form a strong assembly which is then finished by jig-drilling holes for the critical components.

### Parts Required

The body unit can be completed using parts common to the dry Mini saloon, including all the glasses. The doors must be of the concealed-hinge wind-up window type and these need to be shortened by us or the customer. The radiator is lowered on its mounting brackets by simply re-drilling holes, and the loom needs some earth returns added. We also recommend a stuck-on headliner. The front wheel arches have been modified so that 12" wheels with low-profile tyres can be used if required, and the body accepts standard wheel arch extensions to take wide wheels.

The parts supplied, a body assembly and a bonnet lid, are made with a clear finish

to ensure the best quality workmanship and to make painting easier. We do not offer self-colour as this is unnecessarily expensive, rarely satisfactory and almost impossible to repair.

### Performance

Because the MINUS is considerably lighter, lower, has less frontal area than the standard Mini and is completely smooth, its performance is improved in all areas with better fuel consumption, acceleration, top speed and cornering ability. The reduced weight and loadings also improve the life of all the wearing components.

It would be misleading to quote performance figures when engine and completion specifications vary with every car but the magic 50 mpg and 100 mph obtainable on the standard Mini can be obtained or exceeded more easily on the MINUS at far less expense.

### Registration

As a replacement body unit the problems of re-registration can be avoided by simply updating the logbook. However, re-registration gives a better resale value and initially avoids the inconvenience of MOTs. Being made of non-rusting glassfibre the MINUS can never fail an MOT on rust grounds and therefore gives the car an indefinite life. Local registration offices are now usually familiar with issuing new log books for kit cars. This involves paying car tax at 10% of the finished value and checking your receipts to ensure that all major parts have been correctly obtained.

### Insurance

We recommend:

**Adrian S. Flux, 7 Kings Street,  
King's Lynn, Norfolk PE30 1ET.  
Telephone (0553) 65450 & 65316**

But there are many firms specialising in insurance for kit cars and insurance can often be no more expensive than for a standard vehicle.

The MINUS is an extremely attractive package offering good looks, performance, economy, easily obtainable spares and service, an indefinite life and good resale value. We believe it provides the ideal basis on which to establish a special section amongst the expensively coachworked MINIS at a fraction of the cost.

We hope this information interests you sufficiently to want to see a MINUS and therefore look forward to your telephone call to confirm your visit.