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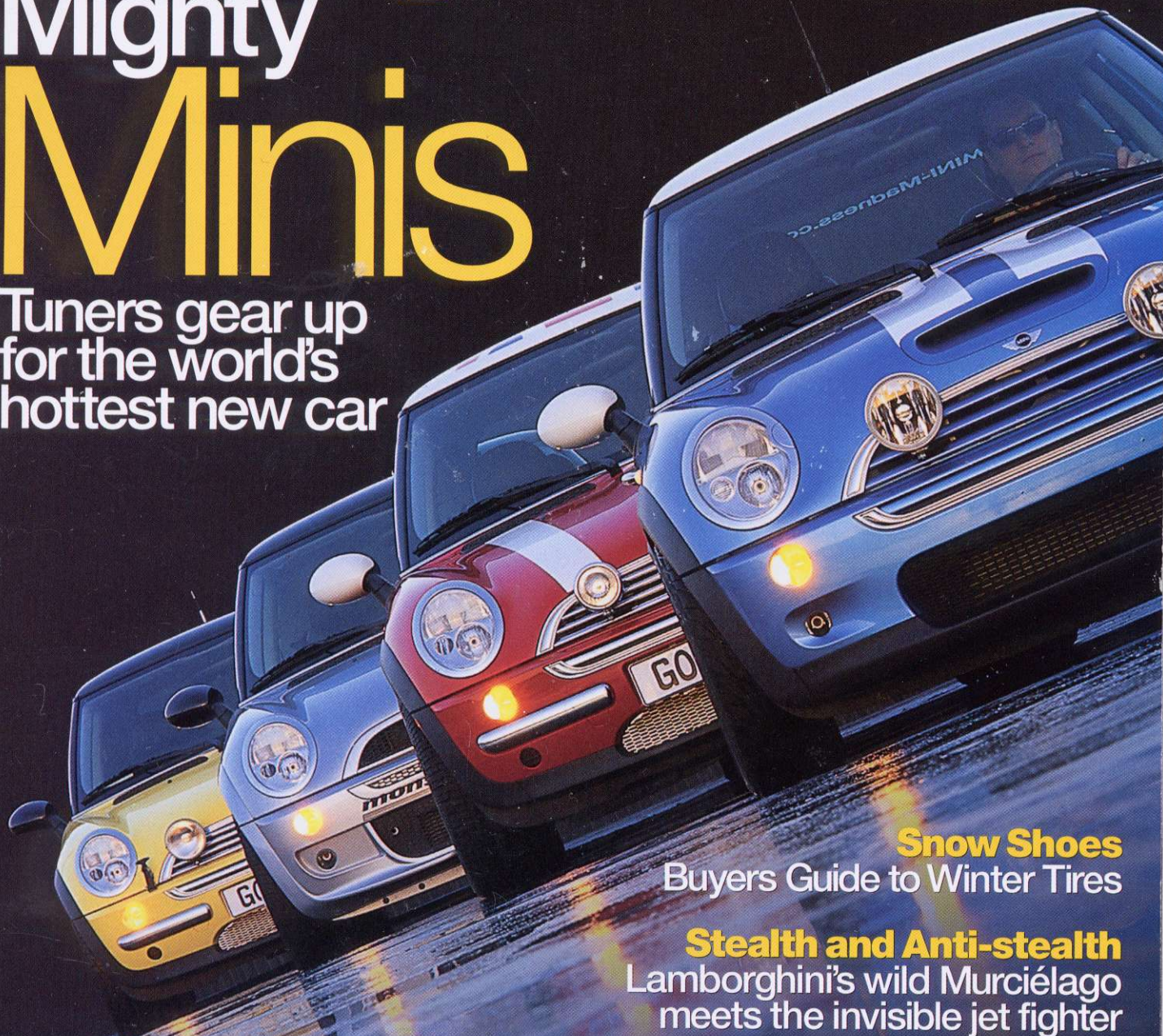
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# EUROPEAN CAR

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# A Guide to the **MINI** ▶ Aftermarket



Photos by Les Bidrawn

## Mini Madness

### One mad MINI

**W**hy futz with a perfectly good car? It's a question George Mahallick, owner of Mini Madness, asked himself when he took delivery of a new MINI Cooper S.

"I flat out love this thing," explained Mahallick. "It's fundamentally a great car—fun to drive, fast, functional. I love it."

It begs the question: Does the Cooper S really need anything besides fuel? Mini Madness sought answers to that conundrum with the car shown here. Chances are the factory is heading the same direction right now with the MINI Cooper RS (or whatever it will be tagged).



## A Guide to the MINI Aftermarket



“Mini Madness will focus largely on the performance end of the MINI market,” said Mehallick. “This car is a good representation of the path we will follow.”

Though still in its infancy, MINI motor tuning is producing substantial gains with relatively minor modifications. This Madness car has been fitted with Evotech’s reprogrammed ECU, a simple plug-and-play operation that, said Mehallick, netted an additional 22.9 hp. Madness further augmented the engine with its cold air intake, a sharp-looking piece that keeps the incoming air 35°F cooler than the engine bay’s temps. Mini Madness worked with Rouge Engineering on the stainless-steel exhaust and developed a system for the Cooper S that weighs about half as much as the factory system. It also has a more aggressive tone. The Mini Madness car pulled the big Dynojet wheel to an impressive 160 whp, the same number Mini rates at the crank (use the driveline loss calculation of your choice).

The suspension includes KW coilovers and an adjustable Madness rear anti-roll bar (.75 in). It leaves the car more than an inch lower and greatly improves turn-in, almost to the point of oversteer. Stoptech brakes measure a whopping 328x28mm and feature floating front slotted rotors with 7075 T-6 Billet aluminum hats. The calipers are ST-40 four piston units covered in a durable red powdercoating. These huge binders fit under beautiful Stilato SR500 wheels measuring 7.5x17, which require 8mm spacers to safely clear the calipers. Rolling stock is Dunlop Sport FM901, size 215/40-ZR17. Although the car was converted to studs,



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the minor inconvenience was well worth it—the running gear looks “right” on the car. To go along with the increased power, the Stoptech binders provide simply stellar braking.

The exterior was started up with a motorsport rear wing, PIAA light rack (55W lamps) and sticker kit. The entire nose and exposed front surface areas were coated with a protective Paint Protection kit comprised of specially cut 3M™ Scotchcal Paint Protection Film. Despite many hours of track testing and a trip from Portland to the our offices, the car's finish remained flawless—not one chip or ding.

If anyone needs an answer to the question about messing with the Cooper S, simply look at the Mini Madness car. It's more powerful, handles better, looks cooler and is a blast to drive. —Les Bidrawn

**Mini Madness • (866) 410-5809 • (503) 466-6463 • [www.mini-madness.com](http://www.mini-madness.com)**

### TVA

#### Old school meets New Wave

**E**ven though he just turned 35, Randy Carlson of TVA is an old soul. He's owned countless vintage VWs, a few Porsche 356s and a decrepit '55 Ford named Hank. And strangely enough, his first car was a 1971 Honda 600 sedan, also know as “the poor man's Mini.”

“Now that was a cool car,” said Carlson. That same old-school enthusiasm has seemingly been carried over into TVA, Carlson's thriving business that serves the Byzantine world of aircooled Volkswagen bits, VW's New Beetle and, now, the new MINI.



“We try to offer something a little different,” said Carlson as we looked over his panel-van Mini.

It looks like he succeeded—this car caused neck-snapping double-takes from people who were simply trying to figure out what the hell it was.

The panel van treatment was done by Hi Sign in Brea, Calif. It involved color-matching the rear windows to the MINI's original paint and adding a sporty see-through graphic, a “mini” window of sorts. The exterior includes TVA's rear sport wing, TVA Sport hood latches and the “GOTMINI” Euro plate. PIAA's rally lights were added to the nose with custom bracketry.

The motor features Helix plug wires, TVA's intake system, Hose Techniques hose trim and

