



Above: Aside from the Lapis Blue John Cooper Work sports seats matching the leather dash, Ambroz has kept it fairly low key in here. And it works.

Middle left: These R95 18 in JCWs perfectly suit this MINI – but we think he might need to update his brake horsepower A-panel graphic...

Below left: A subtle edition to the centre console are these tucked away custom gauges. These show boost, oil/water temperature, air/fuel ratio and chargecooler intake air temperature.



380 injectors and soon after he took his Cooper S to a local racing track, Mobikrog, just to make sure these new editions were playing nicely together.

Having missed the first ever MINI United in Misano, Ambroz was determined to drive the 1500 km to Zandvoort in the Netherlands for June 2007's MINI United celebrations. So, with this in mind he worked all winter on his Cooper S. First he painted his 17in OZ Ultraleggera alloys white, then bought bigger Brembo GT kit brakes (320 mm discs) for the front wheels. Next he fitted the part of his Aerokit that was missing – the rear bumper – and then focused back on the running gear by adding a Quaife limited-slip diff, lightweight Fidanza flywheel, custom clutch disc and Eibach anti-roll bars front and rear. Phew!

But he didn't stop there; Ambroz wasn't satisfied with the aftermarket intercoolers available for the Cooper S so he designed and made his own. His version has helped the engine keep a constant intake temperature as well as produce some 17 bhp more. Unsurprisingly, his custom-made 'chargecooler' was a big hit at MINI United and he's been taking orders ever since.

Exhausting stuff

Keeping to the custom theme, Ambroz then

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