



it inspired him to go even further. Cosmetically he changed his roof colour to Pearl White and added his company logo, then fixed a John Cooper Works rear spoiler, ordered JCW seats in Lapis Blue leather and swapped the brakes from 'small' 320 Brembos to huge 340 mm discs with Porsche GT2 calipers. Blimey.

His first stop once in the UK was to 1320 MINI to test out his Cooper S on their rolling road. In fact this started up a collaboration and ever since Kavs Motorsport has been developing some new tuning parts with 1320 MINI.

Talk the torque

Ambroz recalls: "It was the moment of truth to see how much power my Cooper S could produce with all the mods that we've made. We realised I had too small injectors for real power so we changed them to 440cc ones, then the car made 270 bhp and 197.6 lbf.ft torque which is very impressive with standard sized valves and more than 100,000 miles on the clock. The power graph showed I have a lot of torque from 3500 rpm right up until 7700 rpm which is why it's so quick on the road."

Since then, Ambroz has changed the

supercharger pulley again for a smaller one, made some further tweaks to the chargecooler with a bigger core and given it a more aggressive 'leaner' remap – he's confident he's now reached the 280 bhp range. Needless to say he's been back out on track but this time as part of the Time Attack series and successfully clinched Class Competition honours in the season championship at the Grobnik track, beating BMW M3, Lotus Elise and Exige competitors. In fact, Ambroz has done his sums and worked out he's actually covered more than 2500 km just on track in 2010. That's astonishing!

But the story doesn't end here. With the recent purchase of a British Racing Green 2003 Cooper S with only 30,000 miles showing, Ambroz is currently deciding whether to cage his original Cooper S or make his latest edition into a trackday toy. What's for sure is that MINIs really have got under his skin and there can only be more exciting developments coming from Kavs Motorsport. Since he's dead keen on quarter-mile speed trials too, no doubt we'll bump into him at the next Mini in the Park at Santa Pod, which has become his yearly UK road trip. Hmmm, we wonder who'll be brave enough to go up against him? ■

Tech Spec



MODEL: 2002 Electric Blue R53 Cooper S

ENGINE: 1.6-litre DOHC, 4-cyl, 16-valve tuned by Kavs Motorsport. Modified parts include: water to air intercooler (chargecooler) with two radiators mounted to the front with unique system of channels underneath, 18 per cent reduced supercharger pulley, +5 per cent alternator pulley, custom head with original valves, 63 mm big throttle body, cold air intake, 440cc injectors, Schrick camshaft, One ball exhaust with custom Kavs Motorsport 2.5in stainless steel pipe to back resonator with Magnaflow middle box, OBX header with ceramic coating, Aquamist water injection system, Mainz ECU remap, custom clutch, Fidanza flywheel, Quaife limited-slip differential

GEARBOX: 2005 six-speed short shift

BRAKES: Porsche GT2 calipers with 340x32 mm front brake discs. Also added brake ducts

SUSPENSION: Bilstein B16 PSS9 coil-overs with Eibach camber plates, Eibach anti-roll bars (25.4 mm front, 19 mm rear), OMP upper and lower strut braces and rear strut brace. 15 mm wheel spacers and 22 mm front arm spacers

WHEELS AND TYRES: Road use: JCW R95 alloys with 205/40/R18 tyres, for fast road/track: OZ Ultraleggera alloys with 215/40/R17 tyres

INTERIOR: Custom Lapis Blue leather dash with matching JCW Gravity heated leather sports seats, custom gauges for boost, oil temperature, water temperature of chargecooler, two intake temperatures (before/after chargecooler), air/fuel ratio, two-spoke Sport steering wheel, air-conditioning, Pioneer radio with JBL front and rear speakers

EXTERIOR: JCW colour-coded Aerokit and rear spoiler, clear lenses for rear light clusters, heated washer jets and door mirrors, Xenon headlights, front foglights removed for brake ducts, white bonnet stripes. Front spotlights, tinted windows

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