## 2. Lohen MINI One LO3

### Specification
**LOHEN MINI ONE LO3**

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| **ENGINE** | 1.6-litre, 16V, SOHC normally-aspirated BMW MINI engine with LO3 pack featuring: Lohen 58mm throttle body, ported cylinder head, enlarged exhaust valves, Schrick 264-degree camshaft (9mm lift), Janspeed 4-2-1 exhaust manifold, HiFlow sports cat with Milltek bespoke single exit exhaust with slash cut tailpipe, uprated air filter, Denso Iridium spark plugs |
| **TRANSMISSION** | Standard five speed |
| **BODY** | Standard MINI One Aero kit with colour coded arches, side skirts and front and rear bumper details, rear bumper mesh cut-out |
| **INTERIOR** | Sparco Evo bucket seat with Lohen bracket, custom made harness bracket for Willans 3.0-inch harnesses |
| **CHASSIS** | Eibach Pro-street coilover pack, lowered 40mm, one degree negative camber front and rear, OMP upper and lower front strut brace, Cusco rear upper strut brace, 7x17-inch Team Dynamics Pro Race 1.2 alloys (7.9Kg) with 215/40x17 Toyo Proxes T1-R tyres, EBC Turbogroove brake discs, Mintex M1144 pads, AP Racing Dot 5.1 fluid, Goodridge braided lines |
| **POWER** (CLAIMED) | 150bhp and 160lbft |
| **PRICE** | £4,600 fitted with VAT |
| **OVERALL MARK:** | |

Lohen are the fresh face of MINI tuning; fast road and track. The company was created two and a half years ago by Polish Russian engineering student, Andrey Magiy, and have now developed an interesting range of performance tuning packs for the BMW MINI, from their new premises in Eccleshall, near Stafford.

This is their normally aspirated MINI One demonstrator, sporting their LO3 conversion (Lohen, One, stage three); which mutates the standard 90bhp, 1.6-litre, naturally aspirated BMW lump to over 150bhp, with 160lbft to play with. Pretty impressive stuff, eh?

**Turn-in is as sharp as a Savile Row suit and grip levels are excellent, allowing you to exploit all the available grunt**

Interestingly, Andrey reveals that the 90bhp MINI One and 177bhp supercharged MINI Cooper S share the same bottom end, meaning there is plenty of tuning potential to extract from the often overlooked as unsporty MINI One.

And Lohen have done a belting job beefing up the top end with a high lift, longer duration Schrick camshaft, oversized exhaust valves and a hefty port and polish of the cylinder head, improving gas flow. They have also improved engine breathing with a Janspeed 4-2-1 tubular branch exhaust manifold feeding a Hiflow sports cat into a Milltek stainless steel exhaust system, and there's an uprated air filter. Crucially, they have also uprated the fueling, with a larger 58mm (OE 52mm) throttle body.

The net result is a feisty 150bhp, with 160lb ft torque – easily the lowest power here (unsurprisingly, from a tiny 1.6-litre N/A lump, compared with the others' blown two or 2.5-litre turbo lumps), but a fine achievement; the hard way.

And the engine improvements work a treat. Throttle response is very sharp and the breathed-on 1.6-litre BMW lump loves its new top end work; responding with a broad spread of torque (loads more low down), building to a surprisingly spirited