

AUSTIN mini-cooper

998 cc and 'S' type 1275 cc

now with hydrolastic suspension



Dimensions

L: 12-volt, 43 amp.-hr. capacity battery at 20-hr. rate located under floor of boot. Double-lamps with foot-operated dip switch; sidelamps in headlamps with separate bulbs; rear lamps, reflectors, and flashers are all combined in single units; rear number-plate lamp; roof integral switch; separate front amber flashers, self-cancelling switch under steering-wheel g light in the end of the lever. Twin-blade electrical windscreen wipers. Single Windtone horn 1 centre of wheel. Concealed instrument illumination.

ENTS: Speedometer, with fuel gauge and warning lights to show dynamo not charging and igh-beam position. Separate gauges for oil pressure and water temperature. The various cluding combined ignition/starter switch, are mounted on a panel in the centre of the

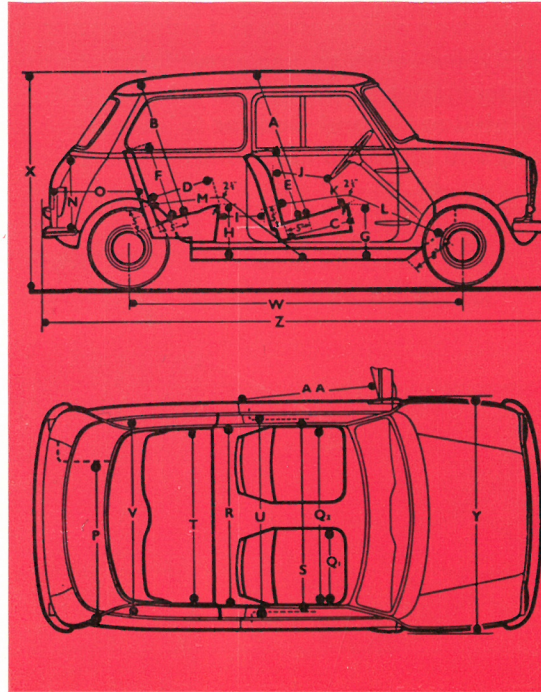
EELS: Pressed-steel, 4-stud fixing, 145—10 Dunlop SP41 tyres. ndard—3½-in. rims with tubeless tyres, wheel trims fitted; *Cooper 'S'*—Ventilated wheels or 4½-in. rims and tubed tyres.

ION: Front: independent suspension with Hydrolastic displacers (interconnecting front to independent; trailing arms. Hydrolastic displacers incorporating auxiliary springs.

EQUIPMENT: Reclining front seats. Electrically heated rear window. *Cooper 'S'* only—

AVAILABILITY: For the specific Export requirements encountered throughout the world roduction variations are available. The following items can therefore be alternatively supplied cost: m.p.h. or km.p.h. speedometer; right- or left-hand steering; headlamp and flasher to suit any overseas territory. Optional equipment at extra cost includes: fresh-air heater (or considered standard equipment for Export markets); radio; laminated windscreen; locking ip.

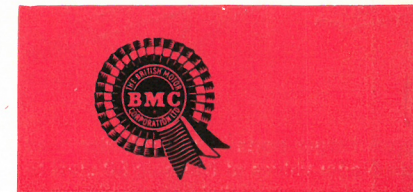
ge of colours and trim is available. Current colour combinations can be obtained from your or Dealer.



| | | | |
|--|--|--|--|
| AA 2 ft. 8 in. (0.81 m.) | A 3 ft. 1½ in. (0.95 m.) | B 2 ft. 10½ in. (0.88 m.) | C 1 ft. 6 in. (0.46 m.) |
| D 1 ft. 5 in. (0.43 m.) | E 1 ft. 7 in. (0.48 m.) | F 1 ft. 8 in. (0.51 m.) | G 1 ft. 1½ in. (0.34 m.) |
| H 1 ft. 1 in. (0.33 m.) | I (max.) 11½ in. (0.29 m.) | I (min.) 7½ in. (0.19 m.) | J (max.) 1 ft. 4½ in. (0.42 m.) |
| J (min.) 1 ft. 0½ in. (0.32 m.) | K 6½ in. (0.17 m.) | L (max.) 3 ft. 7½ in. (1.10 m.) | L (min.) 3 ft. 5 in. (1.04 m.) |
| M (max.) 3 ft. 8½ in. (1.13 m.) | M (min.) 3 ft. 2½ in. (0.98 m.) | N 1 ft. 4 in. (0.41 m.) | O 1 ft. 7½ in. (0.49 m.) |
| P 3 ft. 2 in. (0.97 m.) | Q1 1 ft. 8 in. (0.51 m.) | Q2 3 ft. 7½ in. (1.10 m.) | R 3 ft. 5 in. (1.04 m.) |
| S 3 ft. 9½ in. (1.16 m.) | T 3 ft. 5 in. (1.04 m.) | U 3 ft. 10 in. (1.17 m.) | V 3 ft. 8½ in. (1.13 m.) |
| W 6 ft. 8½ in. (2.03 m.) | X 4 ft. 5 in. (1.35 m.) | Y 4 ft. 7½ in. (1.41 m.) | Z 10 ft. 0½ in. (3.05 m.) |
| Boot Capacity 5½ cu. ft. (0.16 m. ³) | | Weight 12½ cwt. (635 kg.) | |

if this publication does not constitute an offer, and the right is reserved to alter specifications at thout notice. Sales are made subject to and with the benefit of the standard Conditions of Sale ty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The or Corporation Limited.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM
BMC EXPORT SALES LIMITED
LONGBRIDGE BIRMINGHAM ENGLAND



C World's Largest Producers of Front-Wheel-Powered Vehicles. Over a Million Sold

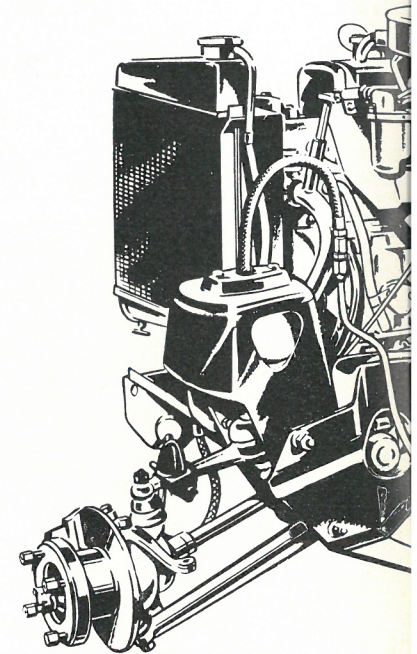
'HYDROLASTIC'
is a registered Trade Mark

*MORE CONTROLLED CORNERING *FIRMER

for the brilliant

Winners of the formidable Monte Carlo Rally for two years in succession, now the brilliant Mini-Coopers go one better! Give the real enthusiasts—the competition and rally drivers—something to rave about: Hydrolastic suspension.

Hydrolastic suspension, the most advanced system of fluid suspension in the world, gives even greater stability, control, and comfort to the



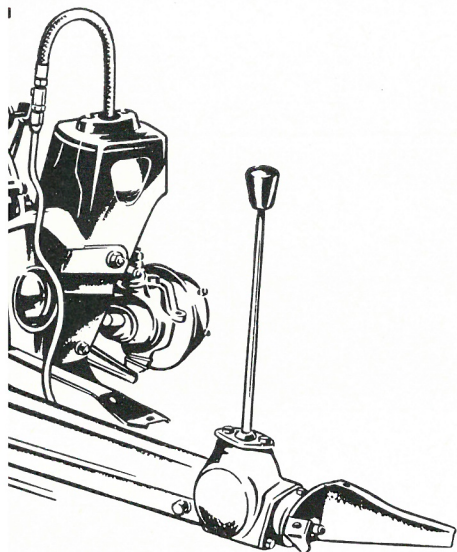
Although basically similar in appearance, the power units of the standard Mini-Cooper and the 'S'-type saloon differ considerably in construction. The 998-c.c. unit of the Mini-Cooper is a twin-carburettor development of the BMC 'A'-series engine which was so successfully utilized as a transverse 'power pack' for the normal Mini range. For the 'S'-type saloon, however, a

connecting rods and enlarged gudgeon pins improve gas-flow characteristics and can be fitted. Valve guides are also different in design and the design of the valve gear generally allows operation until approximately 7,000 r.p.m.!

GRIPPING * AND AN EVEN SMOOTHER RIDE

Mini-Coopers

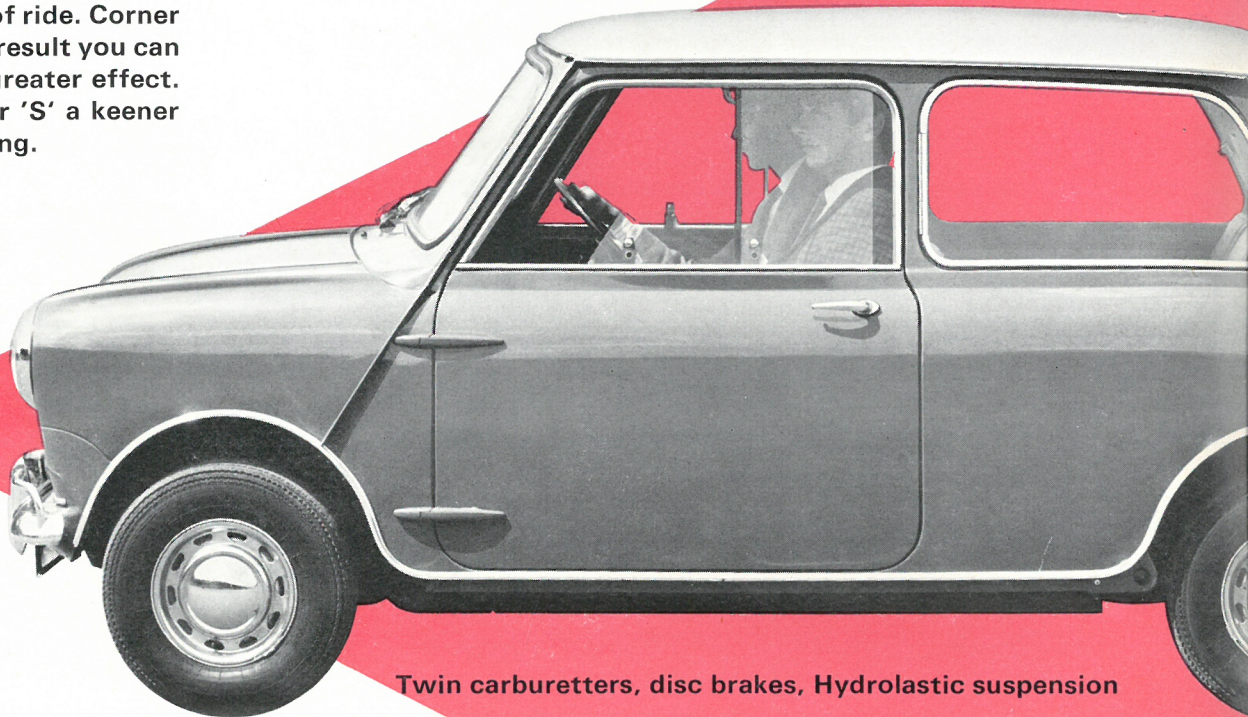
... little Minis. All the superb handling qualities of the Mini are
... but with even better road adhesion and firmness of ride. Corner
... the Hydrolastic Mini holds steady and level, and as a result you can
... terrific potential of Mini performance with even greater effect.
... stic suspension gives the Mini-Cooper and Cooper 'S' a keener
... an ever in competition driving and pleasure motoring.



... ts in the cylinder head
... of Nimonic 80 steel to
... nickel construction, and
... e-crash does not occur

Vital to any sports or competition car is an efficient braking system. The power to stop quickly is inherent in the Mini-Coopers, which have the sure safety of fast stopping from large-diameter disc brakes on the front and drum brakes on the rear wheels.

Emphasis is on the instrument panel in competition events. Instruments are contained in a centrally placed oval nacelle, the speedometer contains a fuel gauge, and there are separate gauges for water temperature and oil pressure.



Twin carburettors, disc brakes, Hydrolastic suspension

A WINNER FOR PEOPLE OF ACTION!



Paddy Hopkirk and Henry Liddon at speed. 1966 Monte Carlo Rally

John Rhodes cornering at Copse, Silverstone 1965



Rauno Aaltonen and Tony Ambrose on the Mountain Circuit. Monte Carlo Rally 1966

In road and track events the fabulous Mini-Coopers lead the field with incredible regularity. Not surprising; for the breathtaking Mini-Cooper power output can be used to the full with Hydrolastic suspension. What is Hydrolastic suspension? Briefly, it puts a cushion of fluid between you and the road. Interconnected front and rear suspension units, using sealed-for-life fluid as a damping medium, automatically compensate for uneven conditions between front and rear wheels. Moreover, it has no wearing parts or glands to leak; no maintenance is needed.

