

# Now Automatically you'll choose B·M·C

[MinipassionMini.com](http://MinipassionMini.com)

**AUTOMATIC TRANSMISSION  
FOR THE AUSTIN/MORRIS  
MINIs AND 1100s**



# ANOTHER 1<sup>st</sup> FOR BMC

ENJOY YOUR DRIVING UNDER ALL CONDITIONS

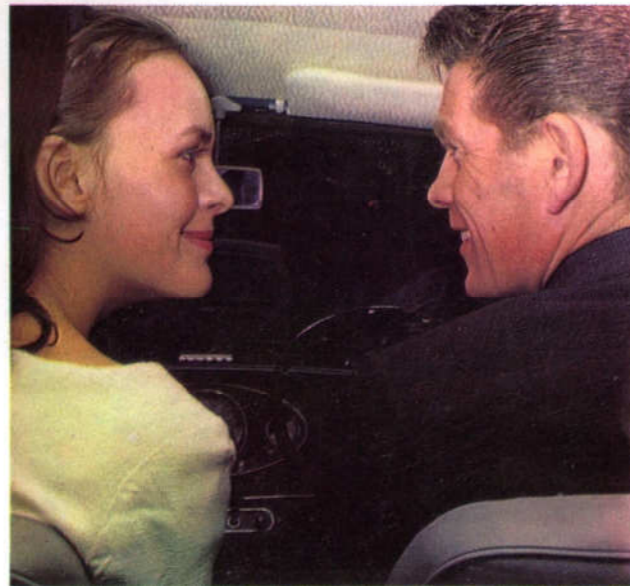


## With fully AUTOMATIC . . .

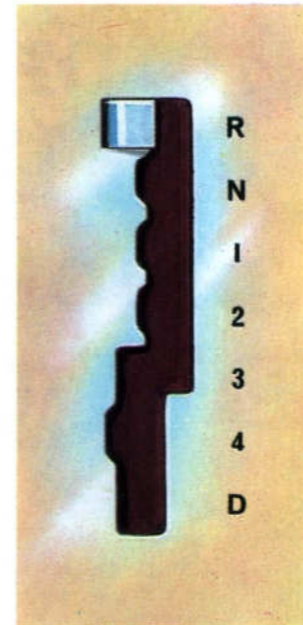
Just set the floor-mounted lever to 'D' and let the transmission do it all. Easy on the throttle, and almost imperceptibly you move through the gears from rest to top speed. Racing get-away? Put your foot down and away you go.

## or MANUAL CONTROL

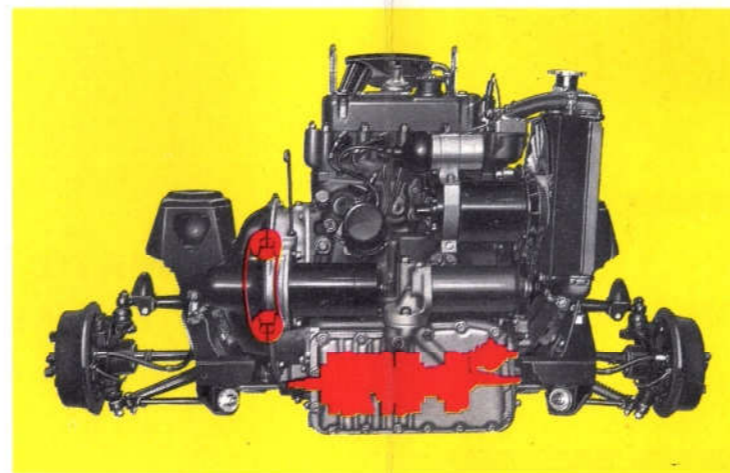
This new transmission satisfies the enthusiast too. You can nip through the four-speed gearbox just as easily as on the standard Mini or 1100. Easier, in fact—there is no clutch pedal.



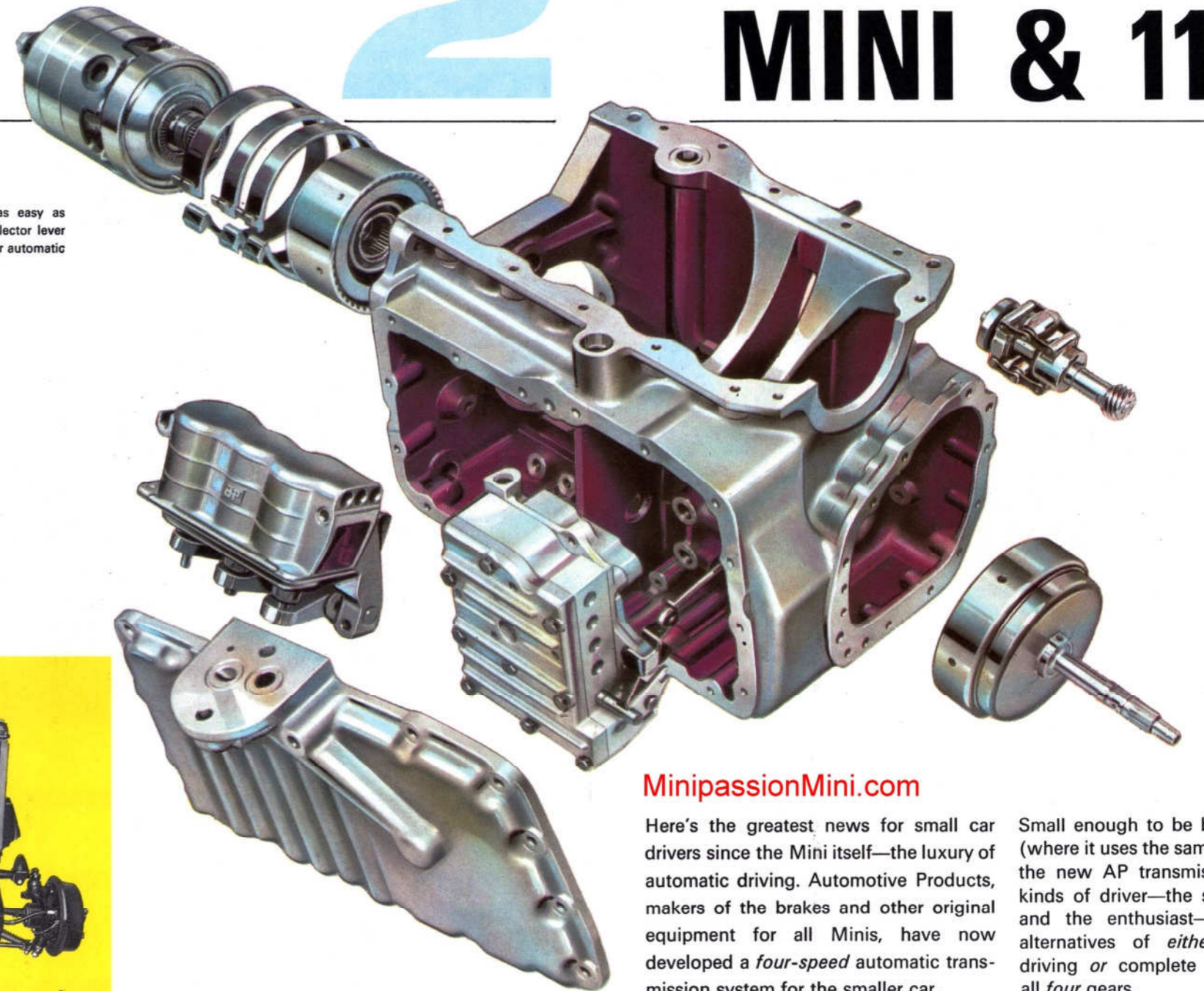
See how compact and simple is the installation of automatic transmission in the BMC transverse power-pack. Torque converter replaces conventional clutch.



Changing gear is as easy as BMC! The same selector lever is used for manual or automatic transmission.



# 2 PEDAL DRIVING FOR YOUR NEW MINI & 1100



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Here's the greatest news for small car drivers since the Mini itself—the luxury of automatic driving. Automotive Products, makers of the brakes and other original equipment for all Minis, have now developed a *four-speed* automatic transmission system for the smaller car.

Small enough to be built into the sump (where it uses the same oil as the engine) the new AP transmission caters for all kinds of driver—the sedate, the learner, and the enthusiast—by providing the alternatives of *either* fully automatic driving *or* complete manual control of all *four* gears.



Automatic driving is a boon to the housewife busy with shopping or ferrying children to and from school.

For the learner, automatic Mini driving is ideal. It combines automatic or manual driving in one car.



# NO TRANSMISSION GIVES SUCH CHOICE OF CONTROL

Designed within the Automotive Products Group and developed mutually with BMC, the new AP automatic transmission is manufactured in conjunction with the British Motor Corporation exclusively for their Austin/Morris Mini and 1100 models. This is the first time an automatic transmission has been married to a transverse engine—achieved by putting it in the sump of the engine without increasing the size.

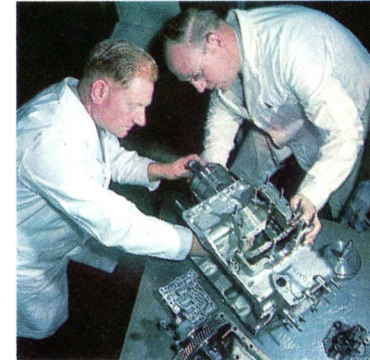
Control of the system is by a centrally mounted floor lever giving seven positions: reverse, neutral, and automatic, plus first, second, third, and top for manual operation. This allows the system to be used in three different ways:

(1) As a fully automatic four-speed transmission giving smooth progression from rest to

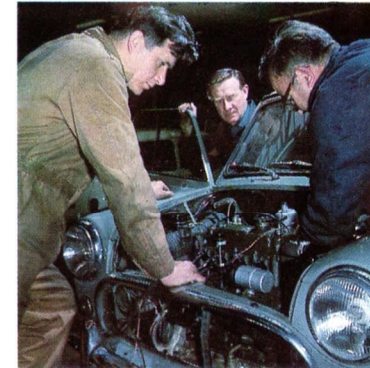
maximum speed. 'Kick-down' to a lower gear for greater acceleration, and engine braking on hills is provided.

- (2) Use of the selector lever giving full manual control of all four gears. For the sporting driver very rapid changes at full throttle are possible utilizing maximum speeds in each gear. There is no clutch pedal.
- (3) For leisurely driving it is possible to engage any gear and use the very smooth take-up of the torque converter for starting from rest.

No transmission in the world gives so much choice of control, to all types of driver, from the inexperienced to the expert—and you can enjoy it on your new Austin/Morris Mini or 1100.



The engineers who made this all-British breakthrough possible are members of the Automotive Products team. AP supply many components to the motor industry: Lockheed brakes and braking systems, Borg & Beck clutches, Purolator filters, and AP steering joints. AP's experience of transmission problems is unequalled, so it is not surprising that they should be the first to design and make a practical automatic for the smaller car.



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