

MOTOR SALES

1988 LIMITED

SALES & SERVICE
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MONTELEONE AND YORK
WINDSOR, L. CANADA

AUSTIN mini-cooper

998 cc and 'S' type 1275 cc

now with hydrolastic suspension



MinipassionMini.com

A WINNER FOR PEOPLE OF ACTION!

*MORE CONTROLLED CORNERING *FIRMER ROADHOLDING *AND AN EVEN SMOOTHER RIDE

for the brilliant Mini-Coopers

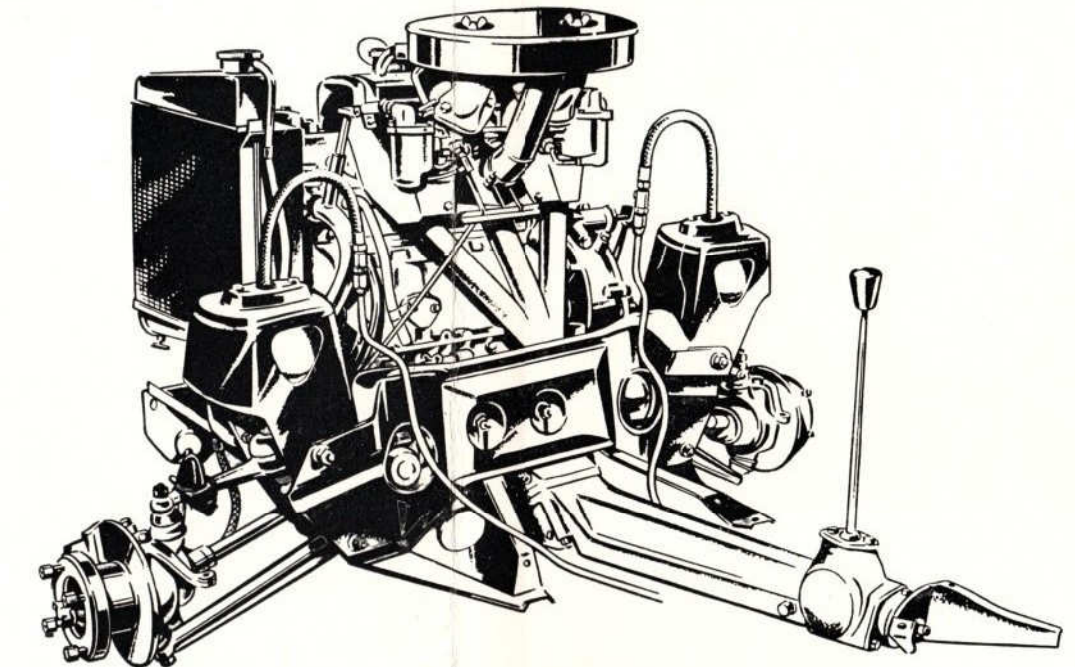
Winners of the formidable Monte Carlo Rally for two years in succession, now the brilliant Mini-Coopers go one better! Give the real enthusiasts—the competition and rally drivers—something to rave about: Hydrolastic suspension. Hydrolastic suspension, the most advanced system of fluid suspension in the world, gives even greater stability, control, and comfort to the

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



Twin carburetters, disc brakes, Hydrolastic suspension

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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 completely new power unit has been developed with the help of experience gained in racing BMC-powered cars in Formula Junior competition events. Because of the bigger bore diameter, the cylinder centres have been re-spaced in the crankcase, while the top face of the cylinder block has been slightly raised in order to accommodate a piston of adequate length. To withstand the greater stresses resulting from the increased power output the engine is fitted with a massive crankshaft having 2-in. diameter main bearings, together with special

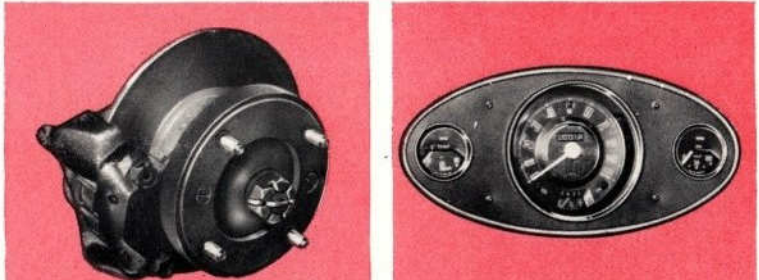
connecting rods and enlarged gudgeon pins. Larger ports in the cylinder head improve gas-flow characteristics and enable bigger valves of Nimonic 80 steel to be fitted. Valve guides are also different, being of copper/nickel construction, and the design of the valve gear generally is such that valve-crash does not occur until approximately 7,000 r.p.m.!

The power curve of the 'S'-type power unit is of a completely different character to the standard Mini-Cooper, and therefore a different distributor, without vacuum control, is fitted together with sparking plugs designed for continued high-speed running.

In the gear train of the 1275-c.c. Mini-Cooper 'S' power unit, helical-toothed gears of immense strength are used to take advantage of the full power this amazing engine develops.

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.



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



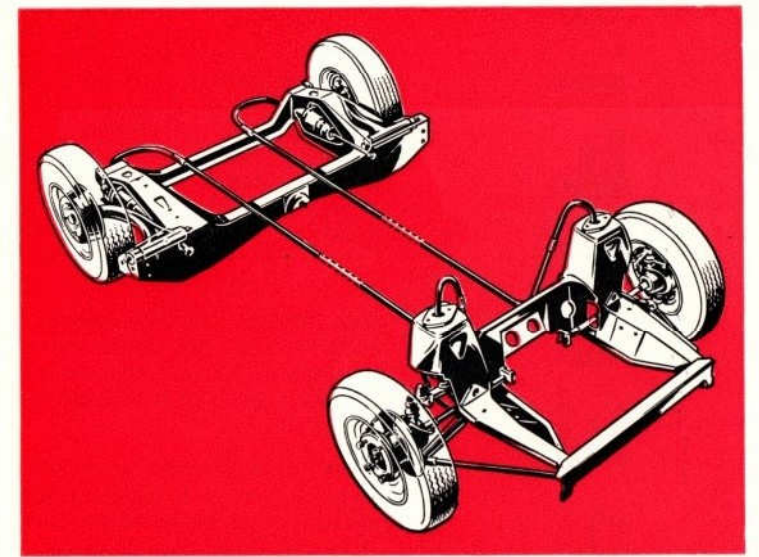
Rauno Aaltonen and Tony Ambrose on the Mountain Circuit. Monte Carlo Rally 1966



John Rhodes cornering at Copse. Silverstone 1965

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.

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AUSTIN MINI-COOPER & MINI-COOPER 'S'

WITH HYDROLASTIC SUSPENSION

MinipassionMini.com

SPECIFICATION

ENGINE: In-line 4-cylinder, water-cooled, overhead valve with three-main-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of car.

998 c.c. Cooper Standard: Bore 2.543 in. (64.58 mm.); stroke 3.00 in. (76.20 mm.); cubic capacity 60.96 cu. in. (998 c.c.); compression ratio 9 : 1; maximum b.h.p. 55 at 5,800 r.p.m. Torque 57 lb. ft. at 3,000 r.p.m.

1275 c.c. Cooper 'S': Bore 2.78 in. (70.61 mm.); stroke 3.2 in. (81.28 mm.); cubic capacity 77.9 cu. in. (1275 c.c.); compression ratio 9.75 : 1; standard b.h.p. 76 at 6,000 r.p.m. (78 gross). Maximum torque 79 lb. ft. at 3,000 r.p.m.

GEARBOX: 4-speed with baulk ring synchromesh on second, third, and top; in unit with engine and final drive, remote-control, central floor gear change lever. Final drive to front wheels via helical spur gears, universal joints, and open shafts; drive casing in unit with engine and gearbox.

Final drive: Cooper Standard; 3.765 : 1 (17/64)
Cooper 'S'; 3.44 : 1 (18/62)

Gear Ratios:	3.765 : 1 (17/64) Final drive		3.44 : 1 (18/62) Final drive	
	Overall	Road speeds at 1,000 r.p.m.	Overall	Road speeds at 1,000 r.p.m.
Reverse 3.20 : 1	12.05 : 1	—	11.022 : 1	—
1st 3.20 : 1	12.05 : 1	4.59 m.p.h.	11.022 : 1	5.02 m.p.h.
2nd 1.92 : 1	7.21 : 1	7.67 m.p.h.	6.599 : 1	8.39 m.p.h.
3rd 1.36 : 1	5.11 : 1	10.83 m.p.h.	4.674 : 1	11.84 m.p.h.
4th 1.00 : 1	3.765 : 1	14.70 m.p.h.	3.444 : 1	16.07 m.p.h.

FUEL SYSTEM: Two S.U. carburettors, type HS2, with combined air cleaner and silencer with two paper elements and hot-air intake tube. S.U. electric fuel pump, mounted under tank at rear. Fuel tank capacity 5½ gallons (25 litres). Cooper 'S' has additional 5½ gallon (25 litre) fuel tank. Fuel filters in pump and fuel tank.

LUBRICATION SYSTEM: Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; eccentric lobe-type pump driven by camshaft; oil cooler (Cooper 'S' only); full-flow oil filter with renewable element, gauze strainer in sump; magnetic sump drain plug. Oil capacity including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

IGNITION SYSTEM: 12-volt; coil and distributor with automatic control (and vacuum control on standard Mini-Cooper).

COOLING SYSTEM: Pressurized radiator with pump, fan, and thermostat; capacity approximately 5½ pints (3 litres), plus 1 pint (0.57 litre) for heater when fitted.

TRANSMISSION: 7½ in. (182 mm.) diameter diaphragm-spring clutch designed to withstand high-speed running; hydraulic operation by pendent pedal.

STEERING: Cooper 'S': Rack and pinion; 2½ turns lock-to-lock; 2-spoke 15½ in. (0.40 m.) diameter steering-wheel, turning circle 31 ft. 7 in. (9.63 m.). Track (with 3½ in. rim wheels): front 3 ft. 11½ in. (1.21 m.); rear 3 ft. 10½ in. (1.18 m.). Track (with 4½ in. rim wheels): front 4 ft. 0½ in. (1.24 m.); rear 3 ft. 11½ in. (1.21 m.). Cooper Standard as above, track: front 3 ft. 11½ in. (1.21 m.); rear 3 ft. 10½ in. (1.19 m.).

BRAKES: Foot—four-wheel hydraulic, operated by pendent pedal. Pressure-limiting valve installed in system. Cooper Standard: 7-in. diameter discs at front and 7-in. x 1½-in. drums at rear. Cooper 'S': 7½-in. diameter discs at front and 7-in. x 1½-in. drums at rear, supplemented by 5½-in. diaphragm servo. Hand brake—central pull-up lever which operates on rear wheels.

COACHWORK: Four-seater, 4-light, 2-door saloon of all-steel unitary construction. Bonnet top hinged at rear edge and supported in open position by pivoted rod. Bonnet lock and safety catch incorporated behind radiator grille. Curved, toughened-glass windscreen with twin-jet windscreen washer. The doors are hinged at their forward edges by outside hinges. Each door has a large inside pocket and is fitted with two independently adjustable sliding windows. Exterior handle on driver's door has private lock, passenger's door locked from inside by trip catch. The doors are opened from inside by chromium-plated, lever-type handles. Hinged rear side windows. Wide, curved rear window. Rear luggage compartment contains spare wheel and tyre and has drop-down, luggage-carrying lid with hinged number-plate and locking handle; capacity with lid closed 5½ cu. ft. (0.154 m.³). Bright plastic external finishers fitted to windscreen and rear window. Door window frames and lower panel sills have bright metal finishers. Wheel trims, rear number-plate lamp, fuel filler cap, also front/rear bumpers with over-riders and tubular extensions. Entire interior trim in washable vinyl-coated fabric; windscreen bottom rail and side cappings, trimmed black to eliminate windscreen reflections. Ashtray incorporated in fascia. Large, oval instrument panel, trimmed black, contains speedometer with oil pressure and water temperature gauges. Full-width parcel shelf beneath fascia containing central switch panel. Interior anti-glare mirror and dual sun-visors. Adjustable front seats. Front and rear seat cushions upholstered with polyether; squabs upholstered with rubberized hair. Built-in anchorage points, to which your Distributor or Dealer can fit BMC-approved accessory seat belts. Companion box on each side of rear seat includes ashtray. Interior lamp fitted in roof. Parcel shelf behind rear seat and supplementary luggage space beneath. Kicking protectors fitted to doors and door sills. Entire floor, including plywood spare wheel cover in luggage compartment covered in Veltone floor covering with underfelts. Fresh-air heater/demister fitted.

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

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

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

SUSPENSION: Front: independent suspension with Hydrolastic displacers (interconnecting front to rear). Rear: independent; trailing arms. Hydrolastic displacers incorporating auxiliary springs.

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

EXPORT AVAILABILITY: For the specific Export requirements encountered throughout the world numerous production variations are available. The following items can therefore be alternatively supplied at no extra cost: m.p.h. or km.p.h. speedometer; right- or left-hand steering; headlamp and flasher equipment to suit any overseas territory. Optional equipment at extra cost includes: fresh-air heater (heater is not considered standard equipment for Export markets); radio; laminated windscreen; locking fuel filler cap. Electrically heated rear window.

COLOURS:

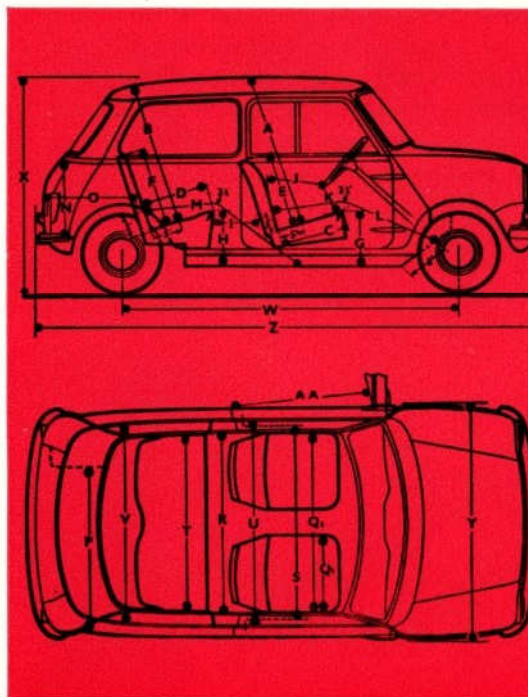
A wide range of colours and trim is available. Current colour combinations can be obtained from your Distributor or Dealer.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

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

'HYDROLASTIC' is a registered Trade Mark

Dimensions



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.)	

THE AUSTIN MOTOR COMPANY LIMITED
LANGBRIDGE BIRMINGHAM
BMC EXPORT SALES LIMITED
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