





Between 1934 and 1953, as English Racing Automobiles, E.R.A. built its reputation on the design and construction of the famous E.R.A. 1½ and 2 litre racing cars.

They were the most successful 'voiturette' racing cars of the period. Beautifully made, reliable, quick and solid, they frequently beat the more exotic Maserati and Bugatti opposition.

Now, after a 35 year gap, E.R.A. has once again put its skills and knowledge into the design and manufacture of a performance car.

The E.R.A. Mini Turbo was conceived as a 1980's replacement for the Mini Cooper S. A car with all the key characteristics of the Cooper — speed, handling, excitement — but one which would introduce into the concept the refinement and comfort lacking in the original, but so necessary for modern motoring.

The car is instantly recognisable as a Mini but with the distinctive body modifications styled by Dennis Adams\* it is aggressive without being boy racer.

The interior is fully restyled. Specially designed and tested sports seats have been installed, giving excellent support and comfort, along with a full range of VDO traditional dial instrumentation on an entirely new instrument panel.

A top of the range Philips in-car entertainment system is fitted to a new centre console. A sun-roof lightens the interior which is trimmed in a careful combination of best Connolly hide, cloth, ambla and deep sound deadening carpet.

The power for the E.R.A. Mini comes from the well tried Austin Rover A series 1275cc turbo engine, and this E.R.A. turbo variant gives a







smooth and reliable 94 B.H.P. at 6130 R.P.M. and excellent mid range performance.

Installation of the turbo unit involved modifications of the body shell and extensive development to ensure reliability. Modifications to the water and oil cooling systems ensure that the power unit and transmission remain adequately cool even in high ambient temperatures.

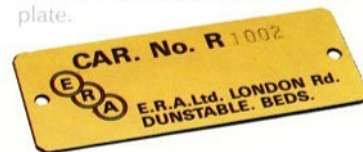
Modifications to the front and rear suspension including new front suspension arms and damper units were planned using computer simulation and tried out in practice at racing speeds on high speed race tracks. The elimination of torque and bump steer was a major priority to ensure excellent but safe handling characteristics.

The car is fitted with ventilated front discs and four pot calipers and the rear drum brakes are modified. A servo system ensures acceptably light pedal pressures.

All alloy one piece 6" x 13" wheels are used with Goodyear or Dunlop 165/60 13 low profile tyres HR rated.

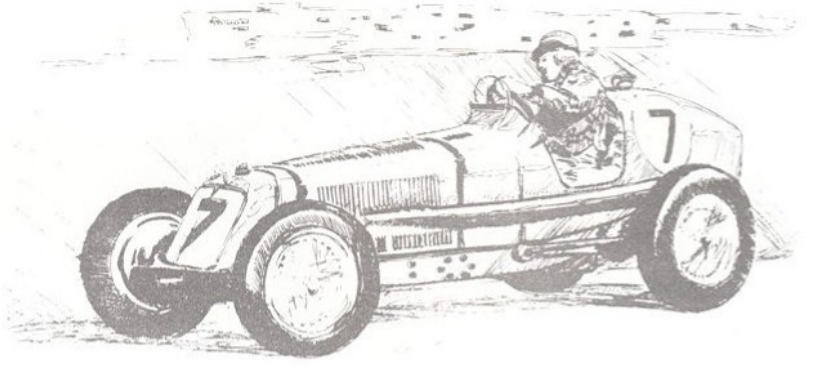
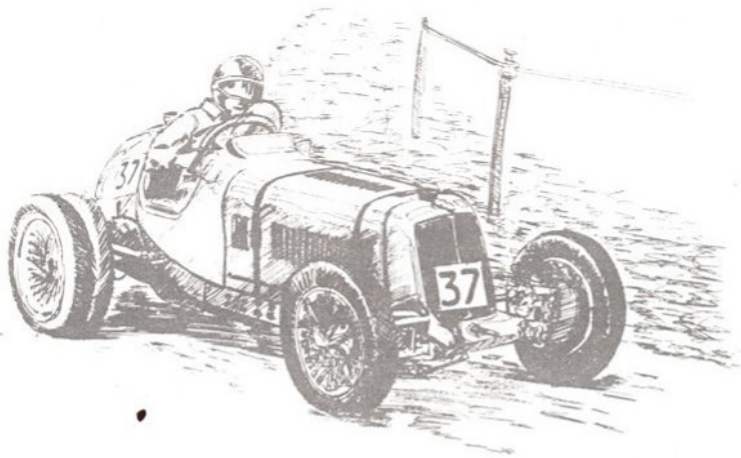
To ensure that the highest possible assembly standards are met and maintained, each car is hand built by small teams of skilled technicians who are fully responsible for their product.

Before leaving the Dunstable factory a system of vigorous checks and quality control is undertaken and each car is extensively road tested. Only then is the car fitted with its individual model number plate.

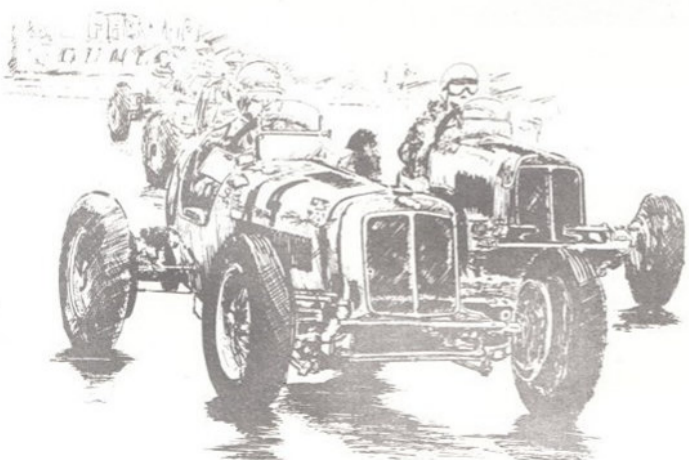


\* Dennis Adams designed the Marcos sports cars and the Probe concept car.





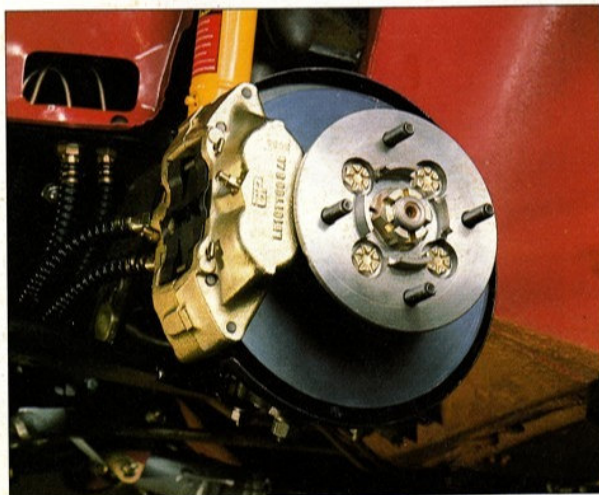
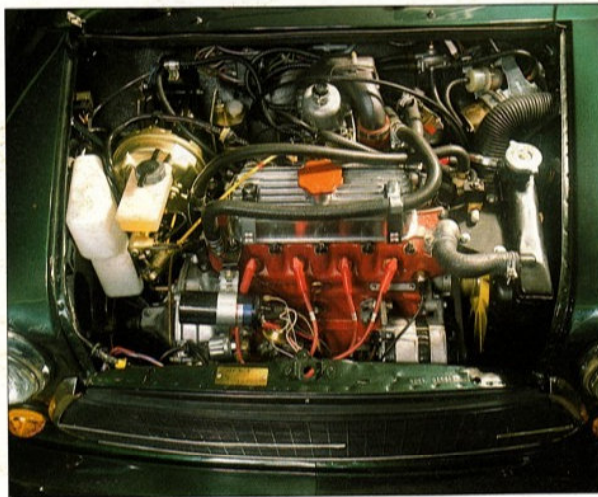
[MinipassionMini.com](http://MinipassionMini.com)



THE E.R.A. MINI TURBO







#### VEHICLE SPECIFICATION

##### VEHICLE CATEGORY: M1

**MODEL DESCRIPTION:**  
2 door saloon — right hand drive  
passenger car. ERA/Mini 1275cc Turbo  
engine front wheel drive.

**ENGINE**  
4 cylinder in line OHV; Petrol, transversely  
mounted; Displacement: 1275cc; Bore  
Diam.: 70.61mm (2.78ins); Stroke: 81.28mm  
(3.2ins); Comp Ratio: 9.4:1; Max Power:  
70.1kW @ 6130 R.P.M.; 94 B.H.P. @ 6130  
R.P.M.; Max Torque: 118.0 NM/87 lbs/ft @  
3600 R.P.M.

**CLUTCH**  
Single dry plate hydraulic.

**GEARBOX**  
4 speed manual: transverse — front wheel  
drive; Ratios: 1st 3.647:1; 2nd 2.185:1;  
3rd 1.425:1; 4th 1:1; Reverse 3.666:1;  
Final Drive Ratio: 3.21:1.

**FUEL SYSTEM**  
Carburettor: SU HIF 44; Turbo Charger:  
Garrett T3 with ECU controlled boost  
pressure. Max boost pressure 8psi @ 6000  
R.P.M.; Air cleaner: ERA design and  
manufacture.

**BRAKING SYSTEM**  
**FRONT** — Ventilated disc 213mm; twin  
pot calipers 'H.I.' split dual circuit, servo  
assisted, hydraulic.

**REAR** — Drum; servo assisted hydraulic;  
Handbrake: cable operation to rear  
wheels.

**WHEELS AND TYRES**  
Wheels: 6 x 13 alloys; Tyres: 165/60 13  
HR; Spare: std 12 x 4 1/2 | Steel Wheel and  
145/70, SR12.

**CAPACITIES**  
Engine/Trans Oil: complete fill including  
filter and cooler 9 pints (5.1ltr.); Cooling  
System: 8.5 pints (4.8ltr.);  
Fuel Tank: 7 1/2 galls (35ltr.).

**DIMENSIONS**  
Overall length: 10ft 1/2ins (3.05m); Overall  
width: 5ft 1 1/4ins (1.56m); Overall height:  
4ft 5ins (1.33m); Ground clearance  
minimum: 6ins (152.4mm); Kerbside  
weight: 14 1/2 cwt (737.29kg).

**PERFORMANCE**  
Max Speed: 115 M.P.H. 0-60 M.P.H. 7.80  
secs; 30-50 M.P.H. in 2nd gear 3.40 secs;  
50-70 M.P.H. in 3rd gear 6.30 secs; Standing  
1/4 mile 16.60 secs. Fuel consumption:  
Urban 34.3 M.P.G.; 56 M.P.H. — 53.5 M.P.G.;  
75 M.P.H. — 39.7 M.P.G.

We reserve the right to change specifications, (which  
are subject to manufacturer's tolerances) without  
notice. All claims result from manufacturer's tests.

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