MORRIS MINI-COOPER MKII
AND MINI-COOPER'S MKII

Take home the world’s biggest rally success—and tame it!

MinipassionMini.com
These are Mini-Coopers—in action. They've won plenty over the last few years—and built up an impressive reputation for safety and reliability. They've notched up a formidable list of honours on the way too—like winning the Monte Carlo Rally for three (7) years in succession, for instance.

Readers for this Mini-Cooper's rally and track successes are obvious. Hydraulic suspension for stability and comfort; front-wheel drive for sure, firm road-holding; disc brakes for really emphatic stopping-power; and the kind of acceleration that puts overtaking problems where they should be—behind you.

It's not only in competition that these qualities matter in a car either. They make a Mini-Cooper or Cooper S an eminently practical proposition for the pleasure motorist as well.
The Minis with the most
MinisportMini.com

Although basically similar in appearance, the power units of the standard Mini-Cooper and the "S" type differ considerably in construction. The 850 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 "performance" power pack for the normal Mini range. For the "S" type, 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 larger bore diameter the cylinder barrels have been re-traced in the crankcase, whilst 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 piston pins. Larger points in the cylinder head improve gas-flow characteristics and enable bigger valves of Inconel 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-train does not occur until approximately 7,000 r.p.m. The power curve of the "S" type power unit is that of a completely different character to the standard Mini-Cooper, and therefore a different distributor, without vacuum control, is fitted so as to allow the plug gap and fast 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.

BMC MINI-COOPER MK II & MINI-COOPER'S MK II

Although basically similar in appearance, the power units of the standard Mini-Cooper and the "S" type differ considerably in construction. The 850 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 "performance" power pack for the normal Mini range. For the "S" type, 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 larger bore diameter the cylinder barrels have been re-traced in the crankcase, whilst 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 piston pins. Larger points in the cylinder head improve gas-flow characteristics and enable bigger valves of Inconel 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-train does not occur until approximately 7,000 r.p.m. The power curve of the "S" type power unit is that of a completely different character to the standard Mini-Cooper, and therefore a different distributor, without vacuum control, is fitted so as to allow the plug gap and fast 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.

BMC MINI-COOPER MK II & MINI-COOPER'S MK II
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 Velton floor covering with underfelt. 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, 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. Single lever on steering-column controls horn, headlamp flasher, dip switch, and self-cancelling direction flashers. Twin-blade self-parking windscreens wipers. Single Windtone horn. Concealed instrument illumination when sidelights are on.

**INSTRUMENTS**: M.p.h. or Km.p.h. speedometer, with fuel gauge and warning lights to show dynamo not charging, headlamp high-beam position, direction indicator and dirty oil filter. 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, four-stud fixing, 145-10 Dunlop SP41 tyres. Cooper Standard: 3¾-in. rims, with tubeless tyres, wheel trims fitted; Cooper 'S': ventilated wheels with 3¾-in. or 4¾-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: right- or left-hand steering; headlamp and flasher equipment to suit any overseas territory. Optional equipment at extra cost includes: fresh-air heater; radio; laminated windscreens; 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 British Motor Corporation Limited.