

# Mini

Austin Morris 





## Mini HL

To the casual eye, the newest version of the car that changed the world of motoring may seem little different from its predecessors. But look again. The new Mini HL incorporates a wide range of new features inside, outside and under the bonnet, which help it maintain its position as the unrivalled leader in the small car field.

For a start there's the new livery: the new badge, new bumpers, smart new wheel trims. Take a cool all round look through the new tinted glass.

Then turn on the engine – and listen. Austin Morris have installed a comprehensive sound insulation system that doesn't stop at the interior surfaces but takes care of the engine compartment too. Result? A dramatic reduction in the overall noise level. We'll tell you more about the acoustic pack in three pages' time, but for more new features, see inside...



*Our new face for the world to see: new badge, new bumpers*



*The hinged side rear windows give the passengers excellent ventilation without draughts. The heated back window is standard equipment on all Mini saloons*



*The Mini HL is elegantly shod: the smart new wheel trim is as decorative as it's protective*

*Automatic transmission is optional at extra cost with the Mini HL*

*Nice to handle: the neat new gear lever knob*

## Mini HL

It's when you open the door and climb into the Mini HL that the transformation of Britain's best-loved car becomes most apparent.

Notice the brilliant new shadow check seat facings with handsome new vinyl sides, backs and borders. Savour the comfort: both driver and passenger seats have rake adjustable frames so that whether you are 5ft 2in or a lean six footer you ride at ease as well as in style. There's less of a glare from the rest of the world thanks to the new tinted glass, and the new door bins are handy for holding your handbag, spectacles, maps and guidebooks.

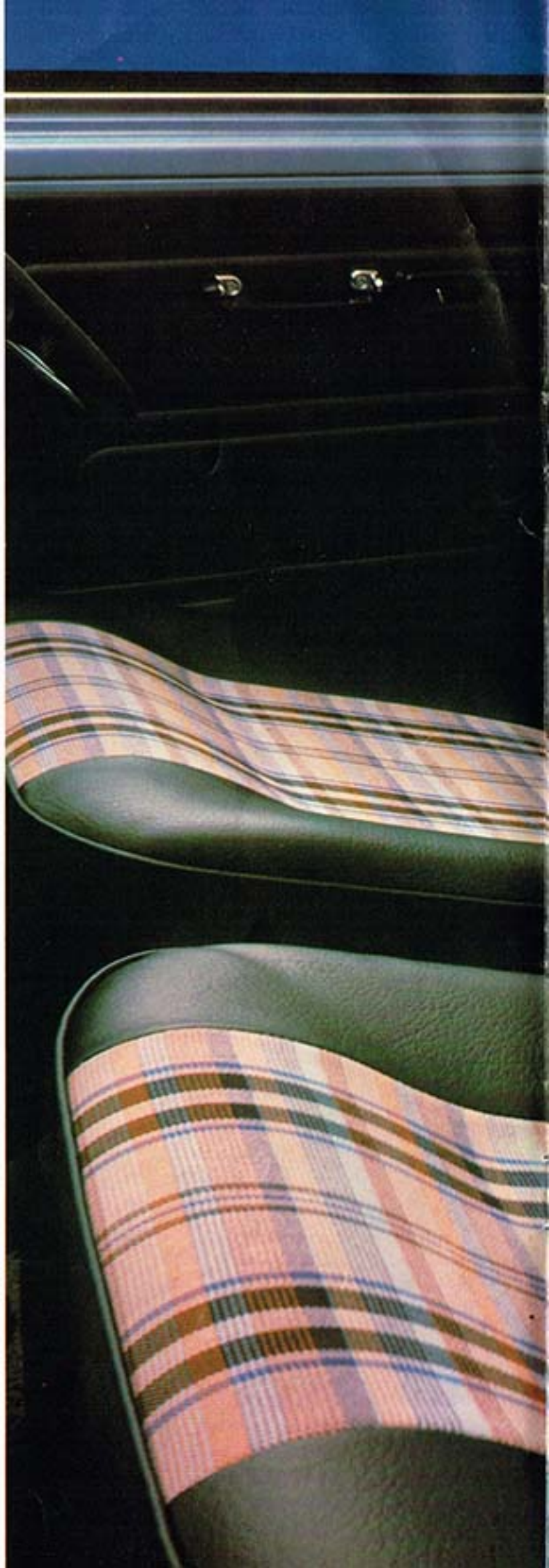
For the driver there's easier handling: the new 4-spoke soft feel steering wheel is a delight to hold, the newly designed gear lever knob a pleasure to shift. And the instruments are grouped in a twin-pack binnacle that gives you all the information you need on speed, fuel, battery and lights, with crystal clarity.

Everywhere you look there are unexpected new touches – the longer matt black wiper arms and blades for instance and the new window regulators – that proclaim the up-to-the-minute freshness of the car that has always been in the vanguard of fashion since it first came into being 21 years ago.

*The new model has a 4-spoke soft feel steering wheel and padded fascia rail for style, comfort and safety*

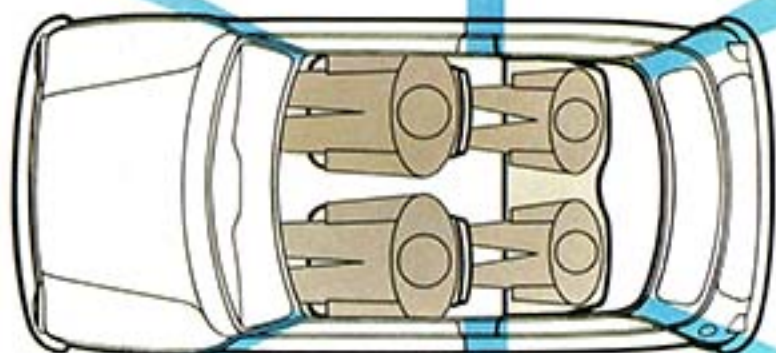


*The new door bins: extra stowage space is always useful*

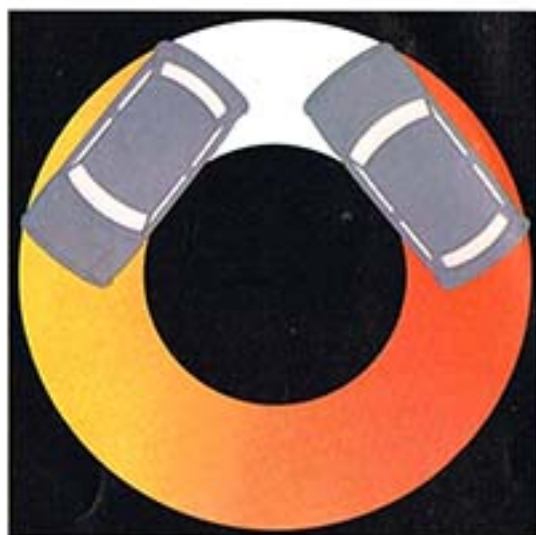




# Mini. How it makes the most of its features.



**Visibility** The Mini saloon gives you 91% visibility, the maximum possible without weakening the rugged frame



**Manoeuvrability** The Mini turns in just 28½ feet, outstripping its rivals by a margin when there's a tiny parking space to fill

The basic purpose of the Mini – a small town car for personal transport that is economical to run, agile in traffic, carries all the luggage that one or two people are likely to require and is fun to drive – has never changed. Nor has its basic shape. Sir Alec Issigonis designed it as a rugged chassis with a transverse engine and front wheel drive, a wheel at each corner for maximum stability and rack-and-pinion steering to give quick-as-a-wish manoeuvrability.

No other small car is so adept at weaving through traffic. So easy to park in a small, confined space. Offers such excellent visibility or such a large load-carrying capacity inside such small dimensions. The saloon models give you 5 cubic feet of boot space, the estate version takes 16 cubic feet with the rear

seat in position, 36 cubic feet when it's down!

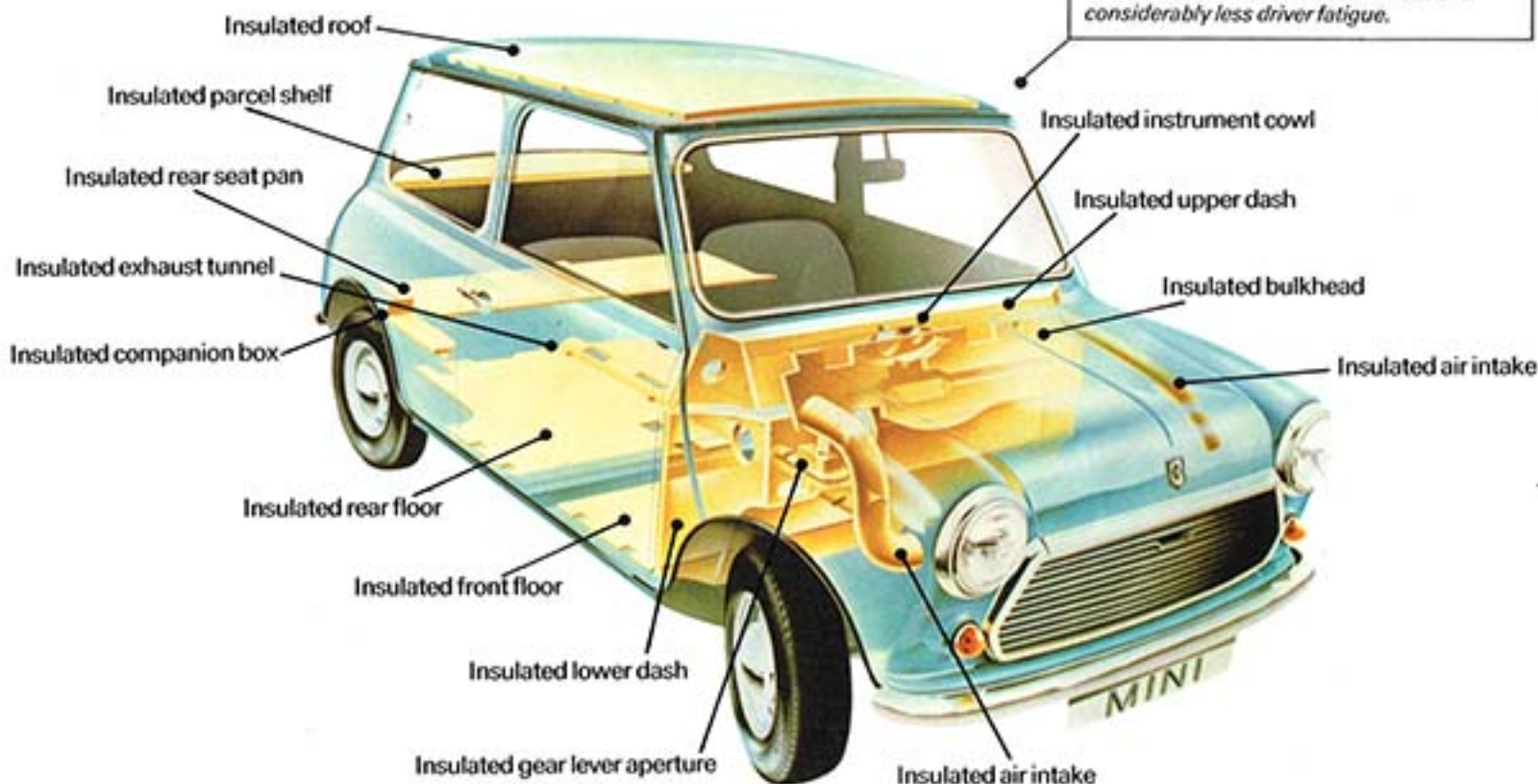
Nor is the Mini averse to a little extra work. Even with a full complement of four adults and a bootful of luggage it will tow an eight-hundredweight trailer, an ability that is very welcome when it takes a family on holiday.

One of the most important features of the Mini is its economy. Averaging 40 miles per gallon, it drinks less and achieves longer distances on a tankful of petrol than almost any other car. And with its remarkably large tank for its size – 7.5 gallons – it will travel over 300 miles between petrol stations. Fuel economy is only one aspect of the Mini's thrift. Because it is so well engineered and so tough, depreciation is far less than with most cars. A Mini will hold its second-

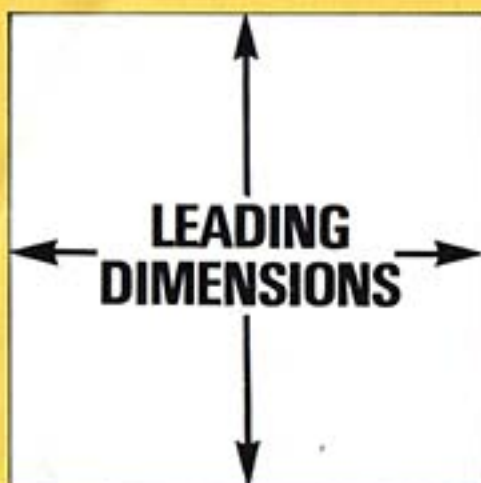
hand price long after its competitors have been consigned to the scrapyard.

The concept of the Mini is unique. Many of its features are unique. Certainly its performance is unique. That's why the Mini is the ideal round-town runabout, the premier small car in the world.

**Listen to the Mini!** One of the most important recent developments to have taken place in the Mini – both saloon and estate versions – has been the installation of a comprehensive acoustic pack to deaden the noise from the road, the engine and the transmission. Below, we show you where the insulation is applied, from the fascia, bulkhead and entire floor area to the roof and rear parcel shelf. Further insulation reduces the noise from the engine through the air intake hoses, the gear lever aperture and the instrument cowl. The result is a 50% reduction in overall noise levels and considerably less driver fatigue.



# Mini. The little car with big ideas.



	Mini City	Mini HL	Mini HL Estate
Overall height	52.5in (1.33m)	52.5in (1.33m)	53.0in (1.34m)
Overall length	120.25in (3.05m)	121.0in (3.07m)	134.0in (3.40m)
Overall width	55.5in (1.41m)	55.5in (1.41m)	55.5in (1.41m)
Wheelbase	80.1in (2.04m)	80.1in (2.04m)	84.2in (2.14m)
Front track	47.75in (1.22m)	47.75in (1.22m)	47.75in (1.22m)
Rear track	46.5in (1.18m)	46.5in (1.18m)	46.5in (1.18m)

The Mini has been a familiar feature of British roads for so long that many people take it for granted. This is not surprising: many of today's Mini drivers were not yet born when the Mini was first introduced in 1959. But no other car in history has won so many friends and admirers among the motoring public.

The launch of the latest models affords a splendid opportunity to recall some of the highlights of the Mini's triumphant career.

**1959 Birth of a Legend** The year in which Sir Alec Issigonis's brilliant creation saw the light of day; the unorthodox little car designed to transport four people without an iota of waste in any sense of the word. Its excellence was immediately recognised by both public and private motoring enthusiasts. In its first year the Mini won a coveted major award for Technical Achievement.

**1960 Baby's first Savings** The Mini won the Mobil Economy Run – filled 2nd and 3rd places too! In the same year, a Mini driven by Donald and Eric Morley won its class at the Geneva Rally.

*Small is beautiful – and satisfying. The features that make the Mini the most desirable small car in the world.*

### 1961 Start of Something Magic!

Following suggestions from John Cooper, World Champion Formula One racing car constructor, the Mini Cooper went into production.

**1964 A Year of Firsts** The Cooper 'S' won the Monte Carlo Rally outright for the first time, an achievement it repeated in 1965 and 1967. At the Motor Show the Mini exhibited the first 4-speed automatic gearbox to be fitted in a small car.

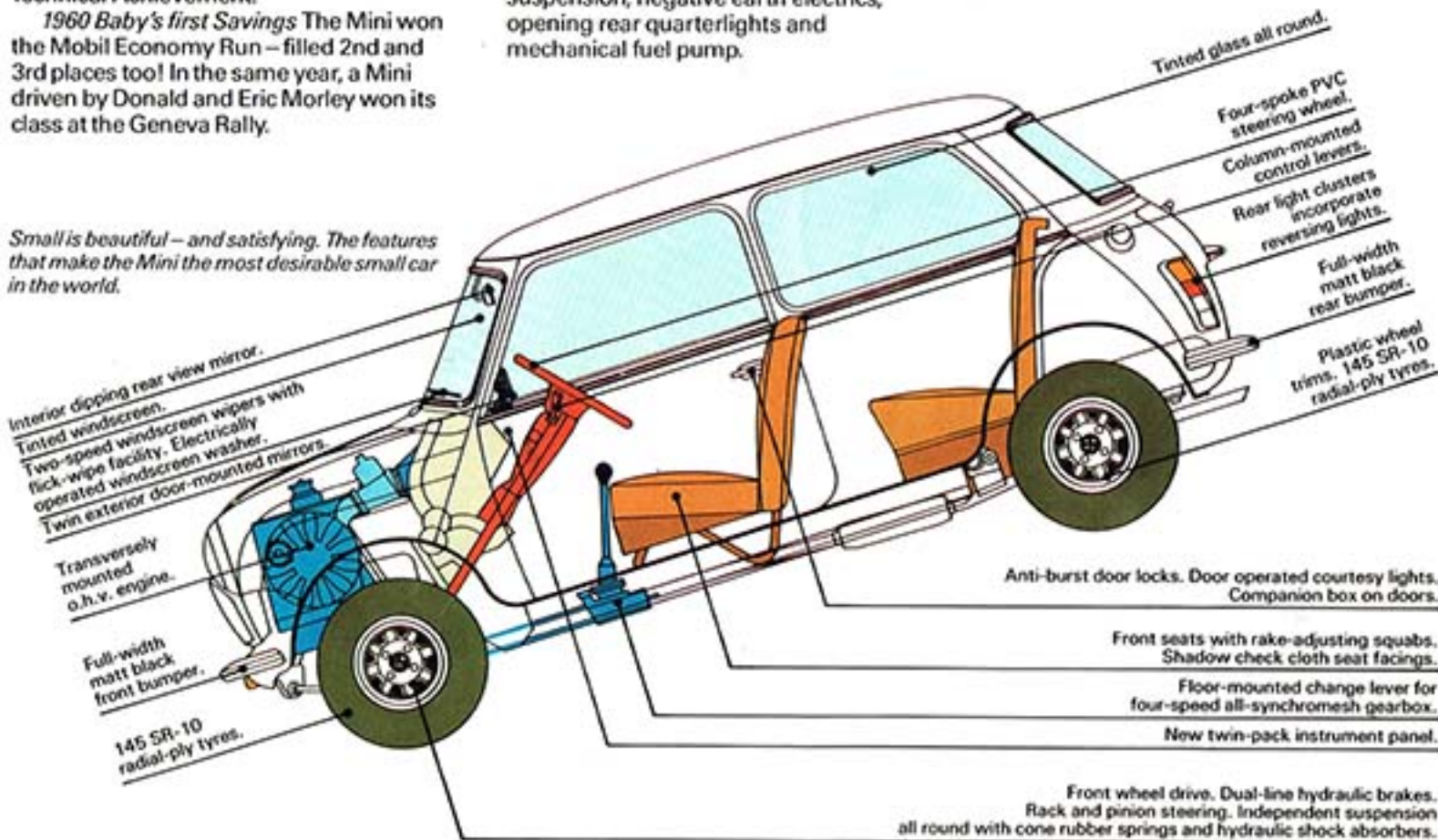
**1967 New designs for Town and Country** The introduction of the 1000 super de-luxe saloon and estate models with 998 cc engine and remote Cooper-type gearshift.

**1969 The First Two Million** In this year Mini production passed the two millionth milestone and a new Mini 1000 model was introduced with wind-up windows, concealed door hinges, dry cone suspension, negative earth electrics, opening rear quarterlights and mechanical fuel pump.

**1973 Quicker shift for the Mini** A new rod shift gear-change replaced the direct change system and made the Mini even nippier. At the same time it became the first low-price car with heated rear window, driver's door mirror, alternator and radial ply tyres as standard equipment.

**1979 New Mini!** It created an unheard of sensation when the Company announced a price reduction: the City was introduced at a price 5% lower than the current model.

These are just a handful of the memorable moments that have studied the Mini's illustrious career. The basic concept of the Mini has never altered. New modifications and continual improvements have kept it permanently in the forefront for its style, its performance, its sheer technical excellence.





## Mini HL Estate

The new version of the Mini Estate boasts many of the features you find in the new HL Saloon.

New shadow check seat facings with handsome vinyl borders; new 4-spoke soft feel steering wheel that won't become sticky in hot weather or clammy in cold, new door bins, a new gear lever and window regulators. The new-look badge to give the Estate grille a face-lift.

We haven't tampered with the overall design. We wouldn't dare. For the Estate has won a special place in the affections of its owners and admirers for its ability to offer more interior space than seems possible in such compact outside dimensions.

The Mini HL Estate offers 16 cubic feet of loadspace with the rear seat in position, a staggering 36 cubic feet of loadspace when the rear seat is folded flat. And with its rear door sill only 18 inches from the ground plus its wide-opening twin rear doors, it is probably the easiest vehicle on the road to load.

No wonder more Mini Estates are taken to picnics, cricket matches, point-to-points and on country town shopping expeditions than any other estate car. It's the biggest estate car in the smallest dimensions, the neatest and nippiest load-carrier on the road.







*Who would have thought you could carry an elaborate music centre, a washing machine, an armchair or a week's feed for half a dozen horses in such an apparently limited space? The Mini HL Estate is a miracle of engineering and ingenuity.*

*The HL Estate has a smart new look interior. It also boasts tinted glass to reduce glare.*



## Mini City

It's the smartest, neatest, most up-to-the-minute car about town. We've retained its name on the side but we've awarded it a new badge to wear on its front.

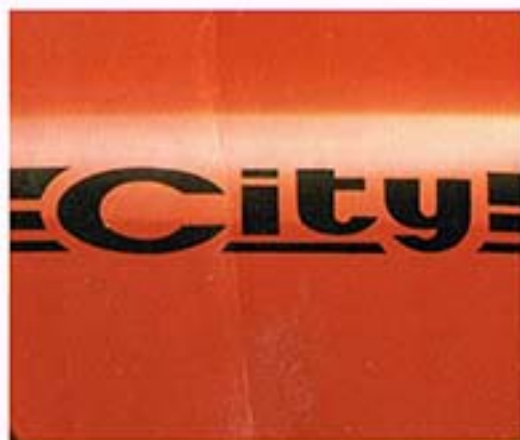
Inside we've given it dapper houndstooth cloth seat facings with hardwearing vinyl sides, backs and borders. Under the bonnet we have uprated its engine to 998 cc.

The Mini City is the small car that combines the last word in sophistication with ultra-practicability. It parks in the smallest space. Threads through traffic like a swift. Wastes less fuel than most other cars on the road when it's forced to idle in a traffic jam. It has all the headroom that a six-footer needs and the 5 cubic-foot boot takes all the shopping, luggage,

school gear and picnic equipment that anyone could want.

But the most important thing about the new Mini City is apparent only when you take the wheel: the exhilaration it brings back to driving. For this is a spirited and mettlesome steed. This is the thoroughbred that is fun to ride!





*The instruments are cleverly grouped where you can clearly see them. The town driver has no time to waste — nor concentration to spare.*

*Sunvisors include a vanity mirror for the front passenger and a handy ticket pocket for the driver.*

*As neat as it is nippy, the Mini City wears its name on its side.*

# Specifications:

## Mini HL

**Engine:** 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 64.58 mm; stroke 76.20 mm. Capacity 998 cc. S.U. type HS4 carburettor, 39 b.h.p. at 4,750 rev/min\*; maximum torque 7.12 kgm at 2,000 rev/min\*; compression ratio 8.3:1.

**Clutch:** Diaphragm spring, 18.4 cm diameter. Hydraulically operated.

**Gearbox:** 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.647; second 2.185; third 1.425; fourth 1.000; reverse 3.667:1.

**Final Drive:** Front-wheel-drive with pre-lubricated universals on open shafts. Ratio 3.44:1.

**Steering:** Rack & pinion. Four-spoke steering wheel.

**Wheels & Tyres:** Pressed-steel disc, 145 SR-10 radial-ply tyres.

**Brakes:** Dual-line, hydraulically operated, 17.8 cm diameter drums all round. Two leading shoes at front, leading and trailing at rear.

**Suspension:** Independent all round. Cone rubber springs and telescopic hydraulic dampers.

**Electrical:** 12-volt battery. Alternator. Multi-purpose lever on right-hand of steering column controls horn, headlamp flasher, dip-switch and self-cancelling direction indicators. Lever on left-hand of steering column controls electric windscreen washer and two-speed windscreen wipers with flick-wipe facility. Hazard warning lamps. Electrically heated rear window, fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock. Reversing lamps.

**Instruments:** Speedometer. Fuel and water temperature gauges. Warning lamps to show flashers/hazard lamps working, headlamp high-beam, heated rear window on, brake line failure, low oil pressure and no charge.

**Coachwork:** 2-door, 4-seater saloon of all-steel unitary construction. Wind-down door windows. Hinged rear quarter windows. Interior dipping rear-view mirror. Twin exterior door-mounted mirrors. Shadow check cloth seat facings. Rake-adjusting front seats. Fitted floor carpet. Boot mat. Handbrake grip. Vanity mirror in passenger's sun visor. Ticket pocket in driver's sun visor. Door bins. Tinted glass. Coachline. Factory-fitted inertia reel front seat belts. Wheel trims. Face level vents. Locking fuel filler cap.

**Optional Extras:** Automatic transmission. Black paint finish. Metallic paint finish.

\* DIN 70020

## Mini HL Estate

**Engine:** 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 64.58 mm; stroke 76.20 mm. Capacity 998 cc. S.U. type HS4 carburettor, 39 b.h.p. at 4,750 rev/min\*; maximum torque 7.12 kgm at 2,000 rev/min\*; compression ratio 8.3:1.

**Clutch:** Diaphragm spring, 18.4 cm diameter. Hydraulically operated.

**Gearbox:** 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.647; second 2.185; third 1.425; fourth 1.000; reverse 3.667:1.

**Final Drive:** Front-wheel-drive with pre-lubricated universals on open shafts. Ratio 3.44:1.

**Steering:** Rack & pinion. Four-spoke steering wheel.

**Wheels & Tyres:** Pressed-steel disc, 145 SR-10 radial-ply tyres.

**Brakes:** Dual-line, hydraulically operated, 17.8 cm diameter drums all round. Two leading shoes at front, leading and trailing at rear.

**Suspension:** Independent all round. Cone rubber springs and telescopic hydraulic dampers.

**Electrical:** 12-volt battery. Alternator. Multi-purpose lever on right-hand of steering column controls horn, headlamp flasher, dip-switch and self-cancelling direction indicators. Lever on left-hand of steering column controls electric windscreen washer and two-speed windscreen wipers with flick-wipe facility. Hazard warning lamps. Fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock.

**Instruments:** Speedometer. Fuel and water temperature gauges. Warning lamps to show flashers/hazard lamps working, headlamp high-beam, heated rear window on, brake line failure, low oil pressure and no charge.

**Coachwork:** 2-door, all-steel, dual-purpose vehicle of all-steel unitary construction, 4-seater with folding rear seat to provide extra load carrying capacity. Wind-down door windows. Sliding window each side of rear compartment. Interior dipping rear-view mirror. Twin exterior door-mounted mirrors. Shadow check cloth seat facings. Rake-adjusting front seats. Fitted floor carpet, except load compartment which has vinyl coated felt mat. Handbrake grip. Vanity mirror in passenger's sun visor. Ticket pocket in driver's sun visor. Door bins. Tinted glass. Double line coach stripe. Factory-fitted inertia reel front seat belts. Wheel trims. Face level vents. Locking fuel filler cap.

**Optional Extras:** Automatic transmission. Black paint finish. Metallic paint finish.

\* DIN 70020

## Mini City

**Engine:** 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 64.58 mm; stroke 76.20 mm. Capacity 998 cc. S.U. type HS4 carburettor, 39 b.h.p. at 4,750 rev/min\*; maximum torque 7.12 kgm at 2,000 rev/min\*; compression ratio 8.3:1.

**Clutch:** Diaphragm spring, 18.4 cm diameter. Hydraulically operated.

**Gearbox:** 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.647; second 2.185; third 1.425; fourth 1.000; reverse 3.667:1.

**Final Drive:** Front-wheel-drive with pre-lubricated universals on open shafts. Ratio 3.44:1.

**Steering:** Rack & pinion. Two-spoke steering wheel.

**Wheels & Tyres:** Pressed-steel disc, 145 SR-10 radial-ply tyres.

**Brakes:** Dual-line, hydraulically operated, 17.8 cm diameter drums all round. Two leading shoes at front, leading and trailing at rear.

**Suspension:** Independent all round. Cone rubber springs and telescopic hydraulic dampers.

**Electrical:** 12-volt battery. Alternator. Multi-purpose lever on right-hand of steering column controls horn, headlamp flasher, dip-switch and self-cancelling direction indicators. Lever on left-hand of steering column controls electric windscreen washer and two-speed windscreen wipers with flick-wipe facility. Hazard warning lamps. Electrically heated rear window, fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock. Reversing lamps.

**Instruments:** Speedometer. Fuel gauge. Warning lamps to show flashers/hazard lamps working, headlamp high-beam, heated rear window on, brake line failure, low oil pressure and no charge.

**Coachwork:** 4-seater, 2-door Saloon of all-steel unitary construction. Wind-down door windows. Exterior door-mounted mirror. Black/white houndstooth check cloth seat wearing surfaces. Handbrake grip. Vanity mirror in passenger's sun visor. Ticket pocket in driver's sun visor. Rubber floor mats. Factory-fitted inertia reel front seat belts.

**Optional Extra:** Automatic transmission.

\* DIN 70020

## Passenger Car Fuel Consumption Order 1977

### Fuel Consumption Tests

The results of the officially approved tests for this range of models in miles per gallon and litres per 100 kilometres are as follows:

Model		Urban Driving		Constant Speed			
		mpg	L/100km	56mph (90kph)		75mph (120kph)	
		mpg	L/100km	mpg	L/100km	mpg	L/100km
Mini City Mini HL	Manual	38.8	7.3	48.5	5.8	33.0	8.5
Mini City Mini HL	Auto	40.2	7.0	38.9	7.3	—	—
Mini HL Estate	Manual	37.5	7.5	47.7	5.9	32.8	8.6
	Auto	37.4	7.6	36.3	7.8	—	—

### IMPORTANT NOTE:

The results given above do not express or imply any guarantee of the fuel consumption of any particular car. Tests are not made on each car and there are inevitable differences between individual cars of the same model. Furthermore fuel consumption will be affected by particular modifications by the driver's style and road and traffic conditions and by the extent to which a particular car has been driven and its standard of maintenance. Information as to the result of officially approved tests on all cars tested is available for inspection by customers on any premises where these cars are displayed.

### Important Notice:

BL Cars Limited is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. Whilst every effort is made to produce up to date literature, this brochure should not be regarded as an infallible guide to current specification, nor does it constitute an offer for the sale of any particular vehicle. Distributors and Dealers are not agents of BL Cars Limited and have absolutely no authority to bind BL Cars Limited by any express or implied undertaking or representation.



Even if you never need it,  
it's good to know you've got it.

Supercover has been created with all the backing and resources of Austin Morris and Jaguar Rover Triumph to provide an unparalleled combination of advantages for BL motorists.

It is the most comprehensive car care package in the UK. Supercover was the market leader in 1975 when first launched, and it's quite easy to see why it still is:

1. Pre-delivery check before the car is delivered.
2. Full labour and parts warranty with unlimited mileage.
3. 24 hour AA Roadside Assistance.
4. AA Relay Service (on the UK Mainland).
5. Second Year Protection providing full parts and labour warranty during second year\* with new easy payment method.

Supercover offers flexible protection that meets nearly every individual need and circumstance.

If circumstances arise which make it impossible for you to return your car for warranty work to the original dealer from whom you bought it, you can get the work done at any other dealer in BL's network.

Although this should normally be a dealer specialising in your particular marque of car, in an emergency the work can be done by any BL dealer.

Your Supercover Protection is also transferable since it is your car rather than you which is registered. If you decide to sell your car within the year, its resale value could be considerably increased by the fact that all Supercover benefits can be passed on to its new owner. This also applies to Second Year protection taken with or without the AA benefits.

Your dealer will supply you with a fully completed Temporary Membership Card which means that before you receive full Supercover AA Membership material you can, if necessary, call the nearest AA office and gain assistance simply by stating the number of your temporary Membership Card.

\*With the exception of warranty on exhaust systems and wearing parts of brakes and clutch.

**Austin Morris**

International House, Bickenhill Lane, Birmingham B37 7HH.

Lithographed by The Nuffield Press Limited, Cowley, Oxford, England. Publication No. 3480/A.