



It's too good an idea for just one car



MinipassionMini.com

They get the Mini[®] off to a great start

There's never been a car like the Mini. And now the Mini gives you more than ever before. Beginning with the 850 and 1000.

Here's the economy you're looking for when you're looking for a smaller car. With its low price, insurance benefits, and 40 miles plus to the gallon,* it costs you less to put the Mini on the road, and less to keep it there.

Performance figures too, in the Mini story. 0-50 mph in 13.7 seconds* is the Mini 1000's achievement.

More facts supporting the Mini:

Roadholding that holds no surprises, thanks to front-wheel drive and independent suspension.

Manœuvrability that will get you into and out of all kinds of tight corners. (In town, it makes other cars look muscle bound.)

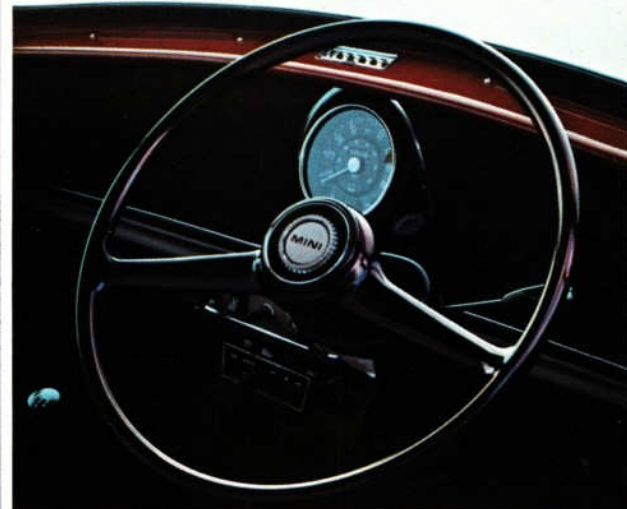
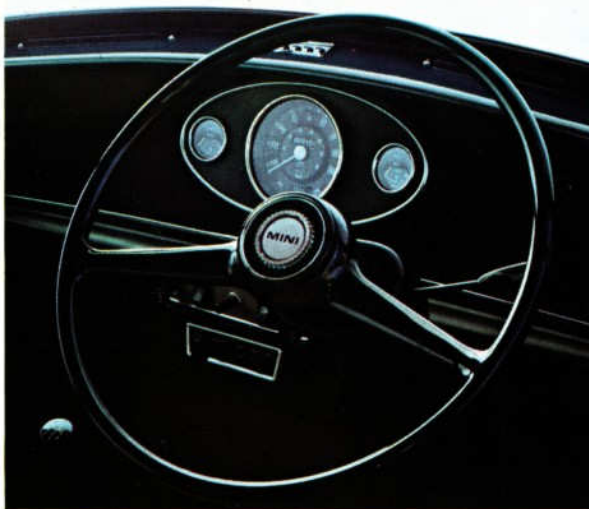
And space for four that gives the Mini family-car practicality.

* 'Motor' Road Test.

[®] 'Mini' is a registered Trade Mark of British Leyland

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1 From behind the wheel you can see all at a glance. Speedometer and fuel are both shown on one instrument—and the Mini 1000 also has water temperature and oil pressure gauges. One control stem gives you the horn, headlamp flasher, dip switch and direction indicators—at a touch.



2 Lift the lid on economy and power. The Mini's engine has already an established reputation for reliability. And with the 850 and 1000 comes a choice of sheer economy on one hand, or a little more power on the other.

3 In both the 850 and 1000 there's a sporty remote control lever which puts you into gear without fuss. The 1000 offers automatic transmission as an extra cost option.

4 The Mini is designed for you with seats that are shaped for better support and have knit-backed expanded vinyl wearing surfaces. To add extra comfort all round, there are items like padded door trims and wind-down windows.

5 In the luggage space itself is another case for the Mini. There's about 5½ cu. ft. right behind you—all this in a car only just over 10 ft. in length.

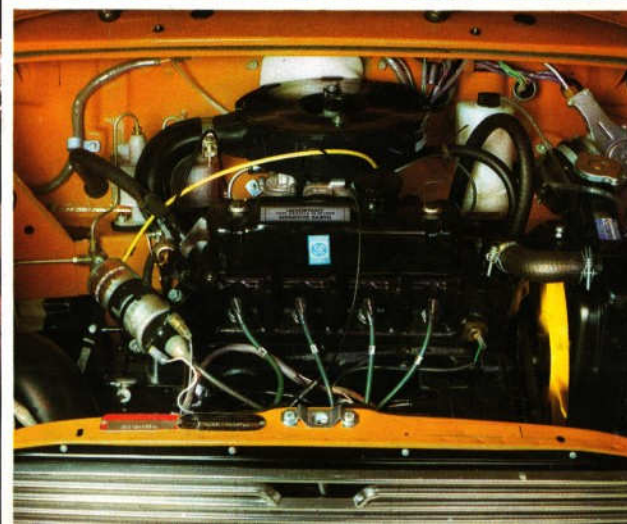


Illustration shows Mini 1000 interior



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Look what we got into one Mini[®]

The feature of the Mini Clubman is its features.

If you ever thought small car motoring meant cutting down on passenger comfort, look inside the Clubman.

The seats have cropped nylon wearing surfaces, and rake-adjusting front seats are standard equipment.

There's a fascia with twin recessed instrument dials and face-level ventilation.

There are wind-down windows and padded doors.

Getting under your feet is wing-to-wing carpet, shaped and fitted to do just that.

Out in front is a bonnet that is longer and more streamlined, with a styled grille and built-in headlamps.

And adding the final touch is a range of exciting colours.

All this, of course, is on top of the Mini's roadholding, economy and manoeuvrability. (A standard that becomes a rarity when you look at other cars.)



1 Bulging as it is with comforting features, the Clubman is no slouch. The 1098 cc 4-cylinder engine gives you a responsive car; smooth-running allied to economy and reliability.

2 A stubby remote-control gear shift gives a nice direct feel to manual control. If you prefer to leave it to the car, then, with the 998cc engine, there's the reliable, extra cost option of fully automatic transmission.

3 Get into the Clubman and you'll *feel* how much more we got in. Those seats are a real comfort and with a fresh-air heater and face-level ventilation you can stay comfortable whatever the weather outside.

4 The Clubman looks a little different. Smart front end with integral headlamps, bumper underriders and Clubman badges. Wheel trims are optional at extra cost.



The Mini[®] two plus two plus...

The Mini Clubman Estate is the car that adapts itself to your travelling.

Out for a run with the family, it's the perfect little family car. One that can cruise with the best (considering the speed limit) and park in spaces so restricted they're virtually reserved for Minis.

And inside are all the features of the 4-seater saloon.

When all you need is practicality, the back seat folds forward to give you the space of a small van. Space that will take a few loads off your mind.

And that's the extra plus you get with the Clubman Estate.

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1 The rear doors swing wide (when you're carrying loads, all your burdens aren't necessarily little ones). With the back seat up, there's all the space and comforts of a 4-seater saloon. . . .

2 Comforts that include fresh-air ventilation, and easy-to-read, twin recessed instrument dials behind the wheel.

3 The estate unfolds. Inside, back seat down, is 36 cu. ft. of loading space.

4 Although it's an estate—set off perfectly by the simulated wood grain flash along the sides—it sacrifices none of the basic benefits of the Mini Clubman design. It's simple, practical, good-looking; without need for ostentation. Wheel trims are optional at extra cost.





A resort to power

In the tradition of the Mini Cooper, the Mini 1275 GT gives a little more power to the range.

54 (DIN) horse power in fact that race you from 0-60 in 13.9 seconds and reach a top speed of approximately 87 mph.*

But power isn't all speed.

There are powerful disc/drum brakes installed just so the 1275 GT will never run away with you.

And tough little radial-ply tyres fitted to new 12 inch wheels to set you straight around corners.

There's a certain style to the Mini 1275 too. The style that makes it a GT.

Inside, the fascia includes a sporty rev counter, with a leather covered rally style steering wheel.

Outside the matt grille and identification stripes give it the appearance of a rally special. Yet the one special feature of the 1275 GT is that so much is fitted as standard.

* 'Motor' Road Test.



1 This is where the power comes from. A fast-revving 1275 cc engine that takes you up into the 80's, without taking it out of your pocket.

2 The feel of the GT. Starting with the leather covered steering wheel. The fascia includes a rev counter, speedometer, fuel and water temperature gauges, and directional fresh-air vents.

3 There's GT support from the seats too. To keep you sure and steady whenever you put the car through its paces. Carpet is underfoot, padded doors provide cushioned trim. And the front windows are wind-down.

4 Sporting wheels and standard radial-ply tyres add to the high standard of safety features. Four Dunlop Denovo tyres on special wheels can be supplied at extra cost.

5 A GT badge to show the world what you're driving.



Specifications

850/1000

ENGINE: 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. (850) Bore 2.478 in. (62.94 mm.); stroke 2.687 in. (68.25 mm.). Capacity 848 c.c. (51.74 cu. in.). S.U. type HS4 carburetter, 33 b.h.p. at 5,300 rev/min*; maximum torque 5.5 kgm at 2,500 rev/min*; compression ratio 8.3 : 1. (1000) Bore 2.543 in. (64.58 mm.); stroke 3.0 in. (76.20 mm.). Capacity 998 c.c. (60.96 cu. in.). S.U. type HS4 carburetter, 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, 7.125 in. (0.18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears. Ratios: first 3.525; second 2.218; third 1.433; fourth 1.000; reverse 3.544 : 1.

FINAL DRIVE: Front-wheel-drive with pre-lubricated universals on open shafts. Ratio: (850) 3.76 : 1, (1000) 3.44 : 1.

STEERING: Rack and pinion.

ROAD WHEELS: Pressed-steel disc. 145—10 radial-ply tyres.

BRAKES: Hydraulically operated. 7 in. (0.18 m.) 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, 30 amp-hr. battery. Alternator. Single lever on steering-column controls horn, headlamp flasher, dip-switch and self-cancelling direction flashers. Electrically heated rear window, fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock.

INSTRUMENTS: Speedometer. Fuel gauge. Warning lamps to show flashers working, headlamp high-beam, low oil pressure (850 only) and no charge. (Separate instruments for oil pressure and water temperature on 1000 Saloon.)

COACHWORK: 4-seater, 2-door Saloon of all-steel unitary construction. Wind-down door windows. Exterior mirror. Knit-backed expanded vinyl seat wearing surfaces. Factory fitted inertia reel front seat belts.

OPTIONAL EXTRAS: (1000 model only): Automatic transmission; cropped nylon seat wearing surfaces front and rear with rake-adjusting front seats; face level ventilation.

EXPORT MARKETS: The specifications of these models are correct for the U.K. market at date of printing. Export specifications may differ to suit conditions and regulations of overseas territories. Please check details with your Dealer.

* DIN 70020

CLUBMAN SALOON & ESTATE

ENGINE: 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 2.543 in. (64.58 mm.); stroke 3.296 in. (83.73 mm.). Capacity 1098 c.c. (67 cu. in.). S.U. type HS4 carburetter, 45 b.h.p. at 5,250 rev/min*; maximum torque 7.7 kgm at 2,700 rev/min*; compression ratio 8.5 : 1.

CLUTCH: Diaphragm spring, 7.125 in. (0.18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.525; second 2.218; third 1.433; fourth 1.000; reverse 3.544 : 1.

FINAL DRIVE: Front-wheel-drive with pre-lubricated universals on open shafts. Ratio 3.44 : 1.

STEERING: Rack and pinion.

ROAD WHEELS: Pressed-steel disc with 145—10 radial-ply tyres.

BRAKES: Hydraulically operated. 7 in. (0.18 m.) 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, 30 amp. hr. (Saloon), 36 amp. hr. (Estate) battery. Alternator. Single lever on steering-column controls horn, headlamp flasher, dip-switch and self-cancelling direction flashers. Electrically heated rear window (Saloon only), 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 working, headlamp high-beam, low oil pressure and no charge.

COACHWORK: (Saloon): 2-door, 4-seater saloon of all-steel unitary construction. Wind-down door windows. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Fitted floor carpet. Factory fitted inertia reel front seat belts.

COACHWORK: (Estate): 2-door, all-steel, dual-purpose vehicle of unitary construction. 4-seater with folding rear seat to provide extra load carrying capacity. Wind-down door windows. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Factory fitted inertia reel front seat belts.

OPTIONAL EXTRAS: Automatic transmission with 998 cc engine; wheel trims.

EXPORT MARKETS: The specifications of these models are correct for the U.K. market at date of printing. Export specifications may differ to suit conditions and regulations of overseas territories. Please check details with your Dealer.

1275 GT

ENGINE: 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 2.78 in. (70.61 mm.); stroke 3.20 in. (81.28 mm.). Capacity 1275 c.c. (77.8 cu. in.). S.U. type HS4 carburetter, 54 b.h.p. at 5,250 rev/min*; maximum torque 9.2 kgm at 2,500 rev/min*; compression ratio 8.8 : 1.

CLUTCH: Diaphragm spring, 7.125 in. (0.18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears. Remote control centre-floor gear change lever. Ratios: first 3.330; second 2.094; third 1.353; top 1.000; reverse 3.347 : 1.

FINAL DRIVE: Front-wheel-drive, with pre-lubricated universals on open shafts. Ratio: 3.44 : 1.

STEERING: Rack and pinion.

ROAD WHEELS: Pressed-steel disc with 145/70SR—12 radial-ply tyres.

BRAKES: Hydraulically operated 8.4 in. (0.21 m.) diameter discs at front, 7 in. (0.18 m.) drums at rear.

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

ELECTRICAL: 12-volt, 40 amp.-hr. battery. Alternator. Single lever on steering-column controls horn, headlamp flasher, dip-switch, and self-cancelling direction flashers. Electrically heated rear window, fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock.

INSTRUMENTS: Speedometer. Fuel and water temperature gauges. Revolution counter. Warning lamps to show flashers working, headlamp high-beam, low oil pressure and no charge.

COACHWORK: 2-door, 4-seater saloon of all steel unitary construction. Fitted floor carpet. Wind-down door windows. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Factory fitted inertia reel front seat belts.

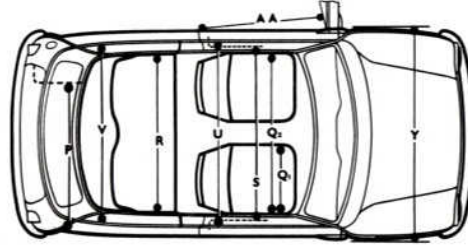
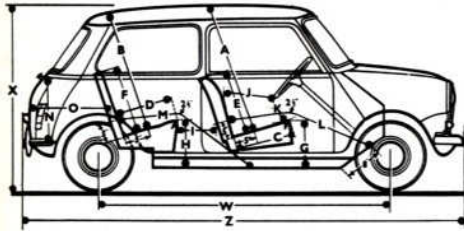
OPTIONAL EXTRAS: Four Dunlop Denovo wheels and tyres.

EXPORT MARKETS: The specification of this model is correct for the U.K. market at date of printing. Export specifications may differ to suit conditions and regulations of overseas territories. Please check details with your Dealer.

Please consult your Dealer for latest colour combinations.

Dimensions

850/1000

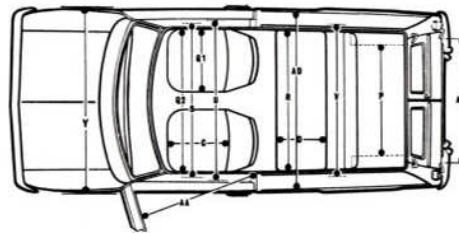
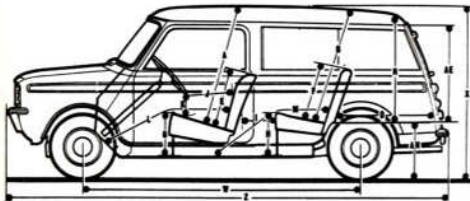


| | | <i>in.</i> | <i>m.</i> |
|---|----|------------|-----------|
| *Front seat cushion to roof ... | A† | 37.50 | 0.95 |
| *Rear seat cushion to roof ... | B† | 33.50 | 0.85 |
| *Front cushion depth ... | C | 16.80 | 0.43 |
| *Rear cushion depth ... | D | 16.25 | 0.41 |
| *Front squab height ... | E | 17.90 | 0.46 |
| *Rear squab height ... | F | 20.00 | 0.51 |
| *Height of front cushion ... | G | 13.50 | 0.34 |
| *Height of rear cushion ... | H | 13.50 | 0.34 |
| *Back of front squab to front of rear cushion ... | I | 11.50 | 0.29 |
| | | min. 7.50 | 0.19 |
| *Steering-wheel to front squab ... | J | 16.50 | 0.42 |
| *Steering-wheel to cushion ... | K | 12.50 | 0.32 |
| | | min. 6.50 | 0.17 |
| *Leg room—front ... | L | max. 44.00 | 1.12 |
| | | min. 41.00 | 1.04 |
| *Leg room—rear ... | M | max. 44.50 | 1.13 |
| | | min. 38.50 | 0.97 |
| Luggage boot height ... | N | max. 16.00 | 0.41 |
| Luggage boot depth ... | O | max. 19.25 | 0.49 |

| | | <i>in.</i> | <i>m.</i> |
|--|--------|------------|-----------|
| Luggage boot width ... | P max. | 38.00 | 0.96 |
| *Width of front bucket seat ... | Q1 | 20.00 | 0.51 |
| *Overall width of front seats ... | Q2 | 44.50 | 1.13 |
| *Width of rear cushion ... | R | 41.00 | 1.04 |
| Max. width between door casings ... | S | 47.00 | 1.19 |
| Width over front seat at shoulder height ... | U | 46.00 | 1.17 |
| Width over rear seat at shoulder height ... | V | 44.50 | 1.13 |
| Wheelbase ... | W | 80.16 | 2.04 |
| Overall height ... | X | 53.00 | 1.35 |
| Overall width ... | Y | 55.50 | 1.41 |
| Overall length ... | Z | 120.25 | 3.05 |
| Door entry width ... | AA | 28.50 | 0.72 |
| Kerbside weight (approx.) ... | | 1360 lb. | 617 kg. |

*Approximate measurements
†With seats compressed

CLUBMAN ESTATE



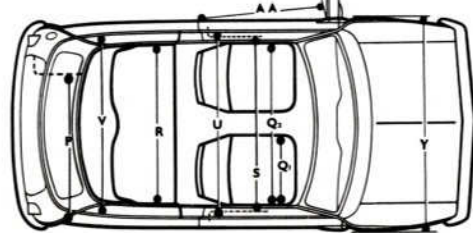
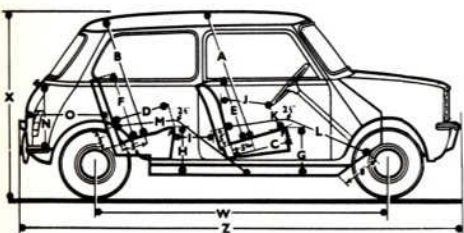
| | | <i>in.</i> | <i>m.</i> |
|---|----|------------|-----------|
| *Front seat cushion to roof ... | A† | 36.5 | 0.93 |
| *Rear seat cushion to roof ... | B† | 33.5 | 0.85 |
| *Front cushion depth ... | C | 16.8 | 0.42 |
| *Rear cushion depth ... | D | 16.3 | 0.41 |
| *Front squab height ... | E | 17.9 | 0.45 |
| *Rear squab height ... | F | 16.0 | 0.41 |
| *Height of front cushion ... | G | 13.5 | 0.34 |
| *Height of rear cushion ... | H | 14.5 | 0.37 |
| *Back of front squab to front of rear cushion ... | I | min. 11.3 | 0.29 |
| | | min. 7.3 | 0.18 |
| *Steering-wheel to front squab ... | J | max. 16.5 | 0.42 |
| | | min. 12.5 | 0.32 |
| *Steering-wheel to cushion ... | K | max. 6.5 | 0.17 |
| | | min. 4.0 | 0.10 |
| *Leg room—front ... | L | max. 44.0 | 1.12 |
| | | min. 41.0 | 1.04 |
| *Leg room—rear ... | M | max. 44.5 | 1.13 |
| | | min. 38.5 | 0.98 |
| Luggage boot height ... | N | max. 33.5 | 0.85 |
| Luggage boot depth ... | O | max. 29.5 | 0.75 |
| Luggage boot width ... | P | max. 49.5 | 1.26 |
| *Width of front bucket seat ... | Q1 | 20.0 | 0.51 |

| | | <i>in.</i> | <i>m.</i> |
|--|---------|------------|-----------|
| *Overall width of front seats ... | Q2 | 44.5 | 1.13 |
| *Width of rear cushion ... | R | 41.0 | 1.04 |
| Max. width between door casings ... | S | 47.0 | 1.19 |
| Width over front seat at shoulder height ... | U | 46.0 | 1.17 |
| Width over rear seat at shoulder height ... | V | 45.0 | 1.14 |
| Wheelbase ... | W | 84.2 | 2.14 |
| Overall height ... | X | 53.5 | 1.36 |
| Overall width ... | Y | 55.5 | 1.41 |
| Overall length ... | Z | 133.9 | 3.40 |
| Door entry width ... | AA | 28.5 | 0.72 |
| Inside width ... | AD max. | 52.5 | 1.33 |
| Rear door height ... | AE | 30.0 | 0.76 |
| Rear door width ... | AF | 37.0 | 0.94 |
| Height rear floor to ground ... | AH | 18.0 | 0.46 |
| Kerbside weight (approx.) ... | | 1514 lb. | 686.8 kg. |

*Approximate measurements
†With seats compressed

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CLUBMAN SALOON & 1275 GT



| | | <i>in.</i> | <i>m.</i> |
|---|----|------------|-----------|
| *Front seat cushion to roof ... | A† | 36.5 | 0.93 |
| *Rear seat cushion to roof ... | B† | 33.5 | 0.85 |
| *Front cushion depth ... | C | 16.8 | 0.42 |
| *Rear cushion depth ... | D | 16.3 | 0.41 |
| *Front squab height ... | E | 17.9 | 0.45 |
| *Rear squab height ... | F | 20.0 | 0.51 |
| *Height of front cushion ... | G | 13.5 | 0.34 |
| *Height of rear cushion ... | H | 13.5 | 0.34 |
| *Back of front squab to front of rear cushion ... | I | max. 11.5 | 0.29 |
| | | min. 7.5 | 0.19 |
| *Steering-wheel to front squab ... | J | max. 16.5 | 0.42 |
| | | min. 12.5 | 0.32 |
| *Steering-wheel to cushion ... | K | max. 6.5 | 0.17 |
| | | min. 4.0 | 0.10 |
| *Leg room—front ... | L | max. 44.0 | 1.12 |
| | | min. 41.0 | 1.04 |
| *Leg room—rear ... | M | max. 44.5 | 1.13 |
| | | min. 38.5 | 0.98 |
| Luggage boot height ... | N | max. 16.0 | 0.41 |
| Luggage boot depth ... | O | max. 19.3 | 0.49 |

| | | <i>in.</i> | <i>m.</i> |
|--|--------|------------|-----------|
| Luggage boot width ... | P max. | 37.5 | 0.95 |
| *Width of front bucket seat ... | Q1 | 20.0 | 0.51 |
| *Overall width of front seats ... | Q2 | 44.5 | 1.13 |
| *Width of rear cushion ... | R | 41.0 | 1.04 |
| Max. width between door casings ... | S | 47.0 | 1.19 |
| Width over front seat at shoulder height ... | U | 46.0 | 1.17 |
| Width over rear seat at shoulder height ... | V | 44.5 | 1.13 |
| Wheelbase ... | W | 80.2 | 2.04 |
| Overall height (Saloon) ... | X | 53.0 | 1.35 |
| Overall height (1275 GT) ... | X | 53.5 | 1.36 |
| Overall width ... | Y | 55.5 | 1.41 |
| Overall length ... | Z | 124.6 | 3.17 |
| Door entry width ... | AA | 28.5 | 0.72 |
| Approx. kerbside weight (Saloon) ... | | 1406 lb. | 638 kg. |
| Approx. kerbside weight (1275 GT) ... | | 1488 lb. | 675 kg. |

*Approximate measurements
†With seats compressed

Mini—Five great ideas from..

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