



It's too good an idea for just one car



Mini

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.)

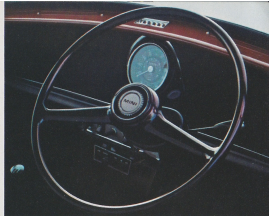
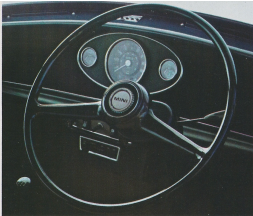
And space for four that gives the Mini family-car practicality.

* 'Motor' Road Test.

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



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.



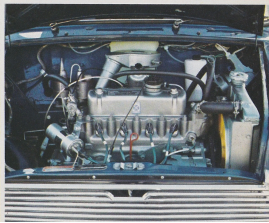
2 Lift the lid on economy and power. The Mini's engine has already an established reputation for reliability. And with the 850 and 1000 comes a choice of sheer economy on one hand, or a little more power on the other.

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. 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.



The power unit is illustrated in a special non-standard colour for clarity of detail.



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.

There are contoured seats (contoured the way you are).

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

There are wind-down windows and padded doors (no trimming of the trim here).

Getting under your feet is wing-to-wing carpet, piled on thick 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 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 998 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, there's an extra reliable, extra cost option of fully automatic transmission.
- 3 Get into the Clubman and you'll *feel* how much more we got in. Those wide, contoured seats are a real comfort and with a 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 a 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.

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.

59 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.*

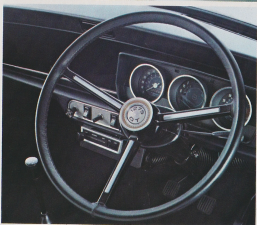
1 This is where the power comes from. A fast-revving 1275 cc engine that takes you up into the 80's, without taking it out of your pocket.

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 New sporting wheel trim and standard radial-ply tyres adding to the high standard of safety features.

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 carburettor, 37 b.h.p. at 5,500 r.p.m.; maximum torque 43 lb. ft. at 2,800 r.p.m.; 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 carburettor, 40 b.h.p. at 5,100 r.p.m.; maximum torque 51 lb. ft. at 2,600 r.p.m.; compression ratio 8:3 : 1.

CLUTCH: Diaphragm spring, 7-125 in. (0-18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh. 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 (Home Market). 5.20—10 cross-ply tyres are standard for Export Markets.

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 on Home market models.

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 (Home market only). Factory fitted automatic front seat belts are supplied at extra cost on all Home market models.

OPTIONAL EXTRAS: (1000 model only): Automatic transmission; face level ventilation.

EXPORT AVAILABILITY: At no extra cost cars can be supplied with right- or left-hand steering, km.p.h. speedometer and lighting equipment for suit export requirements. Optional at extra cost for export vehicles: Heater/demister. Electrically-heated rear window. Laminated windscreen. Radial-ply tyres.

(1000 model only): Face-level ventilation. Bumper over-riders.

CLUBMAN SALOON & ESTATE

ENGINE: 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. (Home market): Bore 2.543 in. (64.58 mm.); stroke 3.00 in. (76.2 mm.). Capacity 998 c.c. (60.96 cu. in.). S.U. type HS4 carburettor, 40 b.h.p. at 5,100 r.p.m.; maximum torque 51 lb. ft. at 2,600 r.p.m.; compression ratio 8:3 : 1.

(Export market): 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 carburettor, 49 b.h.p. at 5,250 r.p.m.; maximum torque 60 lb. ft. at 2,450 r.p.m.; compression ratio 8:5 : 1.

CLUTCH: Diaphragm spring, 7-125 in. (0-18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh, 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 (Home market); 5.20—10 cross-ply tyres (Export market).

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 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 on Home market models.

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 (Home market only). Felt-backed floor carpet. Factory fitted automatic front seat belts are supplied at extra cost on all Home market models.

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. Factory fitted automatic front seat belts are supplied at extra cost on all Home market models.

OPTIONAL EXTRAS: Automatic transmission; rake-adjusting front seats; wheel trims.

EXPORT AVAILABILITY: At no extra cost the Saloon and Estate can be supplied with right- or left-hand steering, km.p.h. speedometer and lighting equipment to suit export requirements. Optional at extra cost for export vehicles: Heater/demister; rake-adjusting front seats; laminated windscreen; radial-ply tyres; wheel trims; electrically-heated rear window (Saloon only); rear bumper over-riders (Saloon only).

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 carburettor, 59 b.h.p. at 5,300 r.p.m. Maximum torque 69 lb. ft. at 3,000 r.p.m. Compression ratio 8:8 : 1.

CLUTCH: Diaphragm spring, 7-125 in. (0-18 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh. Remote control centre-floor gear change lever. Ratios: first 3.330; second 2.094; third 1.353; top 1.000; reverse 3.547 : 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 on Home market models.

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. Felt-backed floor carpet. Wind-down door windows. Exterior mirror (Home market only). Factory fitted automatic front seat belts are supplied at extra cost on all Home market models.

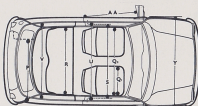
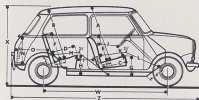
OPTIONAL EXTRAS: Rake-adjusting front seats.

EXPORT AVAILABILITY: At no extra cost the 1275 GT can be supplied with right- or left-hand steering, km.p.h. speedometer and lighting equipment to suit export requirements. Optional at extra cost for export vehicles: Heater/demister. Rake-adjusting front seats. Laminated windscreen. Electrically-heated rear window. Rear bumper over-riders.

Please consult your Dealer for latest colour combinations.

Dimensions

850/1000



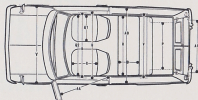
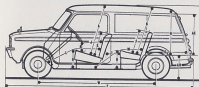
		in.	m.
*Front seat cushion to roof	A†	37-50	0-95
*Rear seat cushion to roof	B†	33-5	0-85
*Front cushion depth	C	16-80	0-43
*Rear cushion depth	D	16-25	0-41
*Front squab height	E	17-80	0-46
*Rear squab height	F	20-00	0-51
*Height of front cushion	G	13-50	0-34
*Height of rear cushion	H	13-50	0-34
*Back of front squab to front of rear cushion	I	max. 11-50	0-29
	J	min. 7-50	0-19
*Steering-wheel to front squab	J	max. 16-50	0-42
	K	min. 12-50	0-32
*Steering-wheel to cushion	K	max. 6-50	0-17
*Leg room—front	L	max. 44-00	1-12
	M	min. 41-00	1-04
*Leg room—rear	M	max. 44-00	1-13
	N	min. 38-50	0-97
Luggage boot height	N	max. 16-00	0-41
Luggage boot depth	O	max. 19-25	0-49

		in.	m.
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
Kerb weight (approx.)		1360 lb.	617 kg.

*Approximate measurements

†With seats compressed

CLUBMAN ESTATE



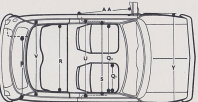
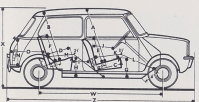
		in.	m.
*Front seat cushion to roof	A†	36-5	0-93
*Rear seat cushion to roof	B†	33-5	0-85
*Front cushion depth	C	16-3	0-42
*Rear cushion depth	D	16-3	0-41
*Front squab height	E	17-9	0-45
*Rear squab height	F	16-0	0-41
*Height of front cushion	G	13-5	0-34
*Height of rear cushion	H	14-5	0-37
*Back of front squab to front of rear cushion	I	max. 11-5	0-29
	J	min. 7-3	0-18
*Steering-wheel to front squab	J	max. 16-5	0-42
	K	min. 12-5	0-32
*Steering-wheel to cushion	K	max. 6-5	0-17
*Leg room—front	L	max. 44-0	1-12
	M	min. 41-0	1-04
*Leg room—rear	M	max. 44-5	1-13
	N	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

		in.	m.
*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	55-5	1-41
Overall width	Y	55-5	1-36
Door entry width	Z	133-9	3-40
Inside width	AA	28-5	0-72
Rear door height	AE	50-0	1-27
Rear door width	AF	37-0	0-94
Height rear floor to ground	AF	18-0	0-46
Kerb weight (approx.)		1514 lb.	686-8 kg.

*Approximate measurements

†With seats compressed

CLUBMAN SALOON & 1275 GT



		in.	m.
*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
	J	min. 7-5	0-19
*Steering-wheel to front squab	J	max. 16-5	0-42
	K	min. 12-5	0-32
*Steering-wheel to cushion	K	max. 6-5	0-17
*Leg room—front	L	max. 44-5	1-13
	M	min. 41-0	1-04
*Leg room—rear	M	max. 44-5	1-13
	N	min. 38-5	0-98
Luggage boot height	N	max. 16-0	0-41
Luggage boot depth	O	max. 19-3	0-49

		in.	m.
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. kerb weight (Saloon)		1406 lb.	638 kg.
Approx. kerb weight (1275 GT)		1488 lb.	675 kg.

*Approximate measurements

†With seats compressed

Mini—Five great ideas from..

**Austin Morris
British Leyland UK Ltd.,
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The Unipart scheme ensures quick, economic service for your Mini. Covering 10,000 outlets and 1,500 centres, Unipart offers you the most efficient spare parts service in the country.

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