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MINI 850/1000 Never has so little done so much for so many



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The Battle of the British Road has continued for over a decade, and it's time we recognized the hero of this epic struggle. The Mini.

There are now more Minis on British roads than any other car.

But what gives the Mini its superiority over the competition?

Performance certainly. At 0 to 50 m.p.h. in 13.7 seconds* the Mini 1000 is very hard to catch.

Roadholding. Front-wheel-drive and independent suspension make the Mini extraordinarily attached to the road.

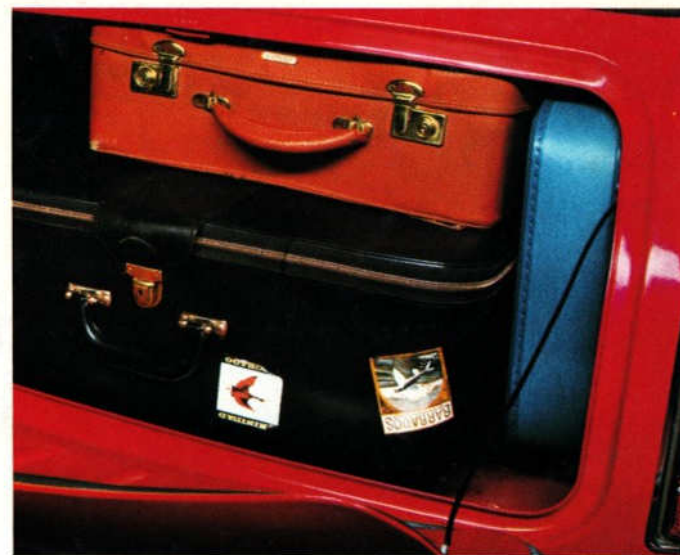
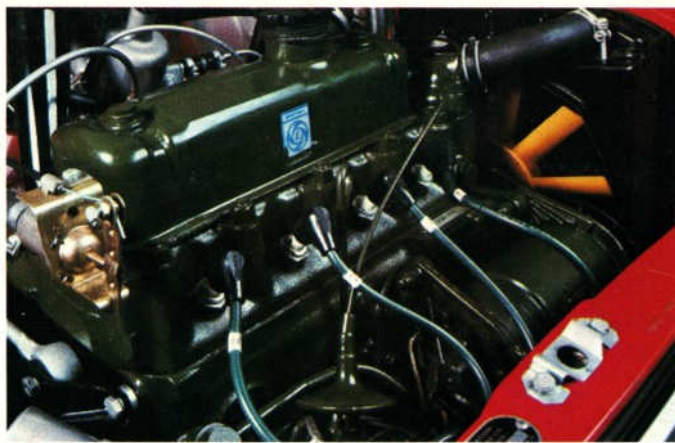
Manœuvrability. A length of just over 10 feet (3.05 m.) and a turning circle of only 28½ feet (8.69 m.) give supremacy in the dog-fight of congested traffic.

Space. As the shape suggests, the Mini is four people sitting comfortably with a car built round them.

And economy. Around 40 miles to the gallon* with insurance and maintenance savings to match.

In fact, never have so many got so much for so little.

* Motor Road Test on Mini 1000



A Choice of two engines: Either the 848-c.c. engine for maximum economy or the 998-c.c. version for a bit more pace. Simple, reliable and superbly accessible for servicing.

Easy gear change: The Mini 850/1000 models have a sporty remote-control gear shift. A fully automatic transmission is an extra-cost option on the Mini 1000.

Neat presentation: A simple binnacle houses the speedometer and fuel gauge, and the Mini 1000 also has water temperature and oil pressure gauges. A single stalk controls horn, headlamp flasher, dip-switch and direction flashers.

Design distinction: New badges, new door handles, neatly recessed hinges—a great design becomes still better.

Bags of boot space: 5½ cubic feet of it, in fact, which is incredible for so compact a car.

Interior comforts: More innovations—wind-down windows, padded door trims and seats shaped for better support.

MINI CLUBMAN Latest addition to the Mini family



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The new Mini Clubman, you'll find, is packed with exciting features to give new style and luxury to small car motoring. Take a look inside.

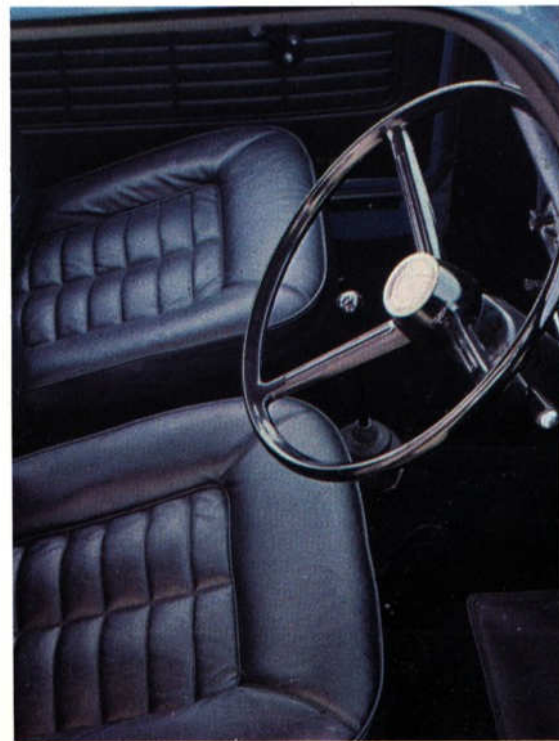
There are new contoured seats, soft and wide.

A new fascia with recessed instrument cowls and face level fresh-air ventilation. New steering wheel, wind-down windows and padded doors. And to complete your comfort, wall-to-wall carpeting. Hop in and try it.

Then consider the outside story.

You'll admire the longer, sleeker bonnet, stylish grille with built-in headlamps, and the wonderful range of new colours. All this the Mini Clubman offers, with all-round independent suspension and front-wheel drive to give unequalled roadholding and manoeuvrability.

So all that now remains is to test drive the new Mini Clubman, and your pleasure will be complete!



One litre power unit: The Clubman uses the British Leyland 998-c.c. 4-cylinder engine—smooth, responsive and amazingly economical.

Manual or automatic: If you like to stir the gears yourself you'll love the stubby remote-control gear shift. If much of your driving is in town you may prefer the extra-cost option of fully automatic transmission.

Sitting comfortably: There are new contoured seats, padded doors with wind-down windows, handsome trim, wall-to-wall felt-backed carpeting and an attractive two-dial instrument binnacle.

Smart new styling: See the sleek new bonnet line and bold new grille with headlamps neatly built-in at either end. And don't miss the details like the new wheel trims (optional extra), sidelights and badges.

MINI CLUBMAN ESTATE It's a small country



A small country, like ours, has its benefits. Nowhere is very far from somewhere else.

It also has its problems.

It's crowded with people who like to travel by car, which means road congestion and city parking problems.

Which means that if you want to enjoy yourself you must have a car that can cruise with the fastest, park with the shortest and give you the greatest flexibility in your carrying habits.

You're talking, of course, about the Mini Clubman Estate.

One moment it's a luxury saloon. Then fold forward the rear seat and, hey presto, you have all the space of a local delivery van!

If you think this sort of ingenuity costs money you're wrong. Check the spec. and you'll see you're really getting two cars for the price of one.

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ADDENDUM

The rear half of the sliding side windows on Mini Clubman Estate models is now fixed.



A load off your mind: Swing open the double rear doors and there you have it— 36 cubic feet (with rear seat down) of good reason for choosing the Clubman Estate. Easy to get at, easy to clean.

Extra space in seconds: With rear seat up you get all the luxury of a 4-seater saloon. Fold it away in seconds and you're ready to move house or whatever.

Built for action: Some estate cars have sides that stick out and get bashed in. Not the Mini. But if the steel panels do get damaged you have 4,000 Austin/Morris Dealers to choose from for replacement parts.

Efficient performance: With the handsome new style fascia, new steering-wheel, and fresh-air ventilation driving is a real pleasure. And some people say the Mini Estate's longer wheelbase makes the roadholding even better.

MINI 1275 GT Carries on where the Cooper left off



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And how!

All the fun, all the performance wrapped up in a more stylish and comfortable package.

You have 60 spirited horsepower to whip you swiftly past meanderers. You have extra sticky radials on the four corners to hold you firm on corners. You have power-booster disc/drum braking too to gobble up your speed without drama or fade. And you begin to understand why other manufacturers had to resort to freak 'specials' to stop the Minis winning all the rallies!

Here's proof you don't need cost and complication to enjoy your motoring. You don't need vast bonnets, power bulges, aerofoils, V12s and something from your bank manager.

All you need is the Mini 1275 G.T.



Extra power: Put your foot down and the fast-revving 1275 c.c. engine has you up to 60 in a mere 13.5 seconds. Keep it there and you'll find the top speed is approximately 86 m.p.h. Nice to know, too, you're not paying for it through the nose.

Sports style fascia: Exclusive to the G.T. is a three instrument layout with rev. counter and speedometer; fuel and water temperature gauges. Note too the leather-covered steering-wheel and directional fresh air vents.

Super refinement: Passengers get V.I.P. treatment with new seats that give extra support, door-to-door carpets, padded door trim, wind-down windows, and tastefully luxurious trim throughout.

Smart looker: The GT looks like how it goes—sleeker bonnet line and matt black grille, bold GT stripes, exclusive GT badge and smart Rostyle wheels shod with radial-ply tyres as standard equipment.

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. (68.26 mm.). Capacity 848 c.c. (51.74 cu. in.). S.U. carburetter, 34 b.h.p. at 5,500 r.p.m.; maximum torque 44 lbf. ft. at 2,900 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. carburetter, 38 b.h.p. at 5,250 r.p.m.; maximum torque 52 lbf. ft. at 2,700 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 1.00; 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 and can be fitted, if required, on Home Market 850 models.

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. Combined ignition/starter switch incorporates 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. Fresh-air heater/demister (Home market 1000 Saloon only). Factory fitted static or automatic front seat belts are supplied at extra cost on all Home market models, and the choice must be made when ordering from your Dealer.

OPTIONAL EXTRAS: (850 and 1000 models): Heated back-light; (1000 model only): Automatic transmission; face level ventilation. (850 model only): Heater; passenger's visor;

EXPORT AVAILABILITY: At no extra cost cars 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: 850 Saloon with 998 c.c. engine (1000 De-luxe Saloon). 1000 Saloon with 848 c.c. engine (850 Special De-luxe Saloon). Heater/demister. Electrically-heated rear window. Laminated windscreen. Steering-column lock. Radial-ply tyres. Automatic transmission (1000 models only). (850/1000 Special De-luxe Saloons): Face level ventilation. Bumper over-riders.

CLUBMAN SALOON & ESTATE

ENGINE: 4-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive. Bore 2.54 in. (64.58 mm.); stroke 3.00 in. (76.2 mm.). Capacity 998 c.c. (60.96 cu. in.). S.U. carburetter, 38 b.h.p. at 5,250 r.p.m.; maximum torque 52 lbf. ft. at 2,700 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, remote control centre-floor gear change lever. Ratios: first 3.525; second 2.218; third 1.433; fourth 1.00; 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. Combined ignition/starter switch incorporates steering-column lock on Home market models. Fresh-air heater/demister (Home market only).

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. Felt-backed floor carpet. Factory fitted static or automatic front seat belts are supplied at extra cost on all Home market models, and the choice must be made when ordering from your Dealer.

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. Factory fitted static or automatic front seat belts are supplied at extra cost on all Home market models and the choice must be made when ordering from your Dealer.

OPTIONAL EXTRAS: Automatic transmission; rake-adjusting front seats; wheel trims; electrically-heated rear window (Saloon only).

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; automatic transmission; rake-adjusting front seats; laminated windscreen; radial-ply tyres; wheel trims; steering-column lock; 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 carburetter, 60 b.h.p. at 5,250 r.p.m. Maximum torque 69 lbf. ft. at 2,500 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 3.33; second 2.09; third 1.35; top 1.00; reverse 3.35 : 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 Rostyle with 145—10 radial-ply tyres.

BRAKES: Hydraulic with servo assistance. 7.5 in. (0.19 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. Combined ignition/starter switch incorporates steering-column lock on Home market models. Fresh-air heater/demister (Home market only).

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. Factory fitted static or automatic front seat belts are supplied at extra cost on all Home market models, and the choice must be made when ordering from your Dealer.

OPTIONAL EXTRAS: Rake-adjusting front seats; electrically-heated rear window.

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. Steering-column lock. Electrically-heated rear window. Rear bumper over-riders.

Please consult your Dealer for latest colour combinations.



A little goes a long way

ADDENDUM: With effect from 1 May 1973, the optional extras currently available vary from those described in this brochure. Full details of availability are given in the Company's official price list.

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed for details of the specification of any particular vehicle. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned with the benefit of the facilities specified in the Owners Service Statement.

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