

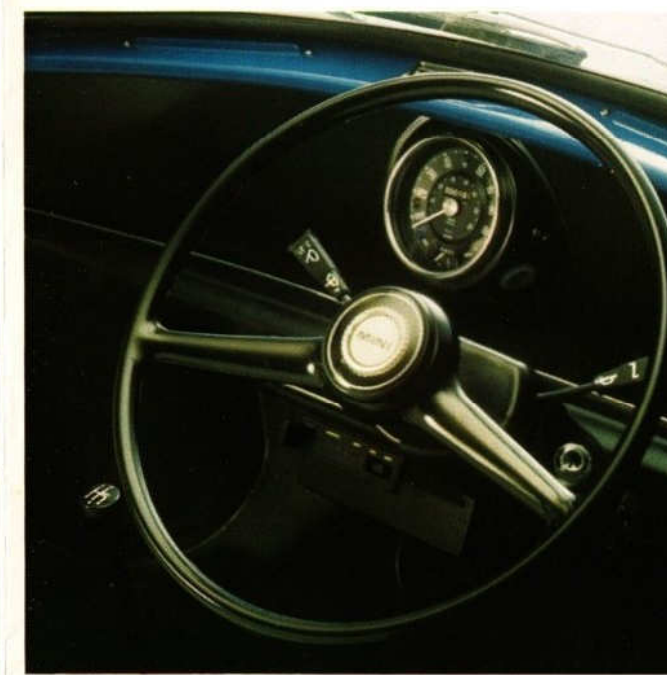
 **Mini-the great transporter**





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Mini 850 & 1000



...comfortably win the economy race.

Mini-style motoring makes more and more sense every day. It wins hands down with mini-sized costs yet family-sized space and comfort. Others may be cutting back, but Mini 850 and 1000 owners can still enjoy the full benefits of personal transport—and never more so than now, thanks to a whole new list of features that makes the world-famous Mini a better buy than ever!

Softer, smoother suspension improves the ride, and comfortably contoured seats front and rear with knit-backed expanded vinyl trim help you enjoy it to the full. The controls have become big-car type with larger pedals and easy-to-use twin switch levers on the steering column—the left one working the 2-speed wipers, flick-wipe and the electric screen washer, and the right one horn, headlamp flasher, dip-switch and self-cancelling direction indicators.

But the basic Mini formula remains as before, and rightly so! The nippy little Mini 850 is the most economical Mini of them all, and is a joy to drive thanks to its front wheel drive stability, very precise steering and 4-speed gearbox with synchromesh on all forward gears. Not forgetting, of course, its astonishing compactness. The Mini 1000 gives you a dash more power, a larger instrument binnacle containing water temperature and oil pressure gauges, face-level ventilation, and the extra-cost option of a 4-speed fully automatic gearbox.

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1. Mini 1000 interior. 2. Steering column-mounted switch lever. 3. Pedals. 4. Remote control gear lever. 5. Automatic transmission lever and quadrant. 6. Mini 850 fascia. 7. Mini 1000 fascia.

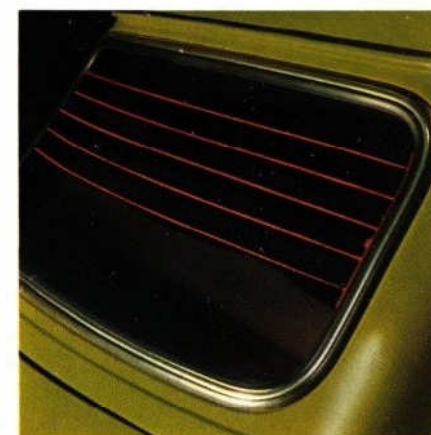


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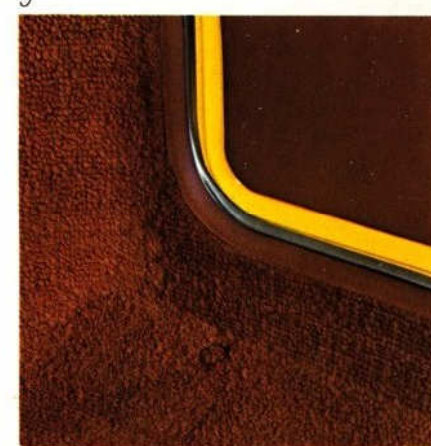
Mini CLUBMAN SALOON



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...opens up new vistas for the family.

Families, especially young ones, need to get out and about. What more sensible way of doing it than the now even-better Mini Clubman Saloon? With 45 b.h.p. (DIN) from its 1098 cc engine you set a speedy pace through the traffic yet pay for less petrol than most of the cars you pass. And thanks to the softer rubber springing controlled by improved telescopic dampers the family enjoys a delightfully smooth and comfortable ride but without any loss of that traditional Mini handling.

Even more comfort stems from the handsome interior design that now includes seating (the front ones are rake-adjusting) faced with soft cropped nylon, carpets that also embrace the door sills, extra sound-proofing material, bigger pedals, and the very handy column-mounted twin switch levers. All this, of course, is in addition to the Clubman's other inside attractions of exclusive twin instrument binnacle, wide safety-padded parcel shelf, fresh air heater and demister, face-level ventilation and heated rear window. The Mini Clubman Saloon may be ultra-compact outside, but once aboard you enjoy many of the luxuries of larger and much more expensive cars. And if much of your driving is around town you may care to specify the extra-cost package of fully-automatic transmission, only available with 998 cc engine.

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8. Clubman Saloon interior. 9. Electrically heated rear window. 10. Fitted carpet on door sills. 11. Wheel trim. 12. Fascia. 13. Rear seating.



Mini CLUBMAN ESTATE



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...has the capacity for work and pleasure.

We're living in a time when Do-It-Yourself isn't so much a pleasure as a necessity. And this is where the superbly versatile Mini Clubman Estate can come to your aid.

Consider the Clubman Estate as a family saloon. It's smartly and distinctively styled. It's easy to drive, easy to manoeuvre, and performs very briskly thanks to its powerful 1098 cc engine. It's a smooth rider too, with better damped suspension. As for the interior, it has all the features of the Clubman Saloon (see previous page), and that means comfort second to none in the small car class.

Now consider the Estate as a family help. You've ordered a new lawn mower but delivery can't be arranged until next week and it's going to cost extra. No problem—simply fold the rear seat forward to give yourself no less than 36 cu. ft. of loadspace and you pick up the mower yourself. Loading is easy, even with heavy or bulky items, thanks to the low luggage floor and the wide-opening twin rear doors. Indeed, once you've got this 'emergency' capacity you begin to wonder how you ever managed without it!

The Mini Clubman Estate is a thoroughly practical way to give the family the freedom it wants and to combat rising costs—and not just motoring costs either.

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14. Clubman Estate interior. 15. Front end has neatly built-in headlamps and side/flasher lamp units. 16. Load compartment with rear seat folded down. 17. Fascia.

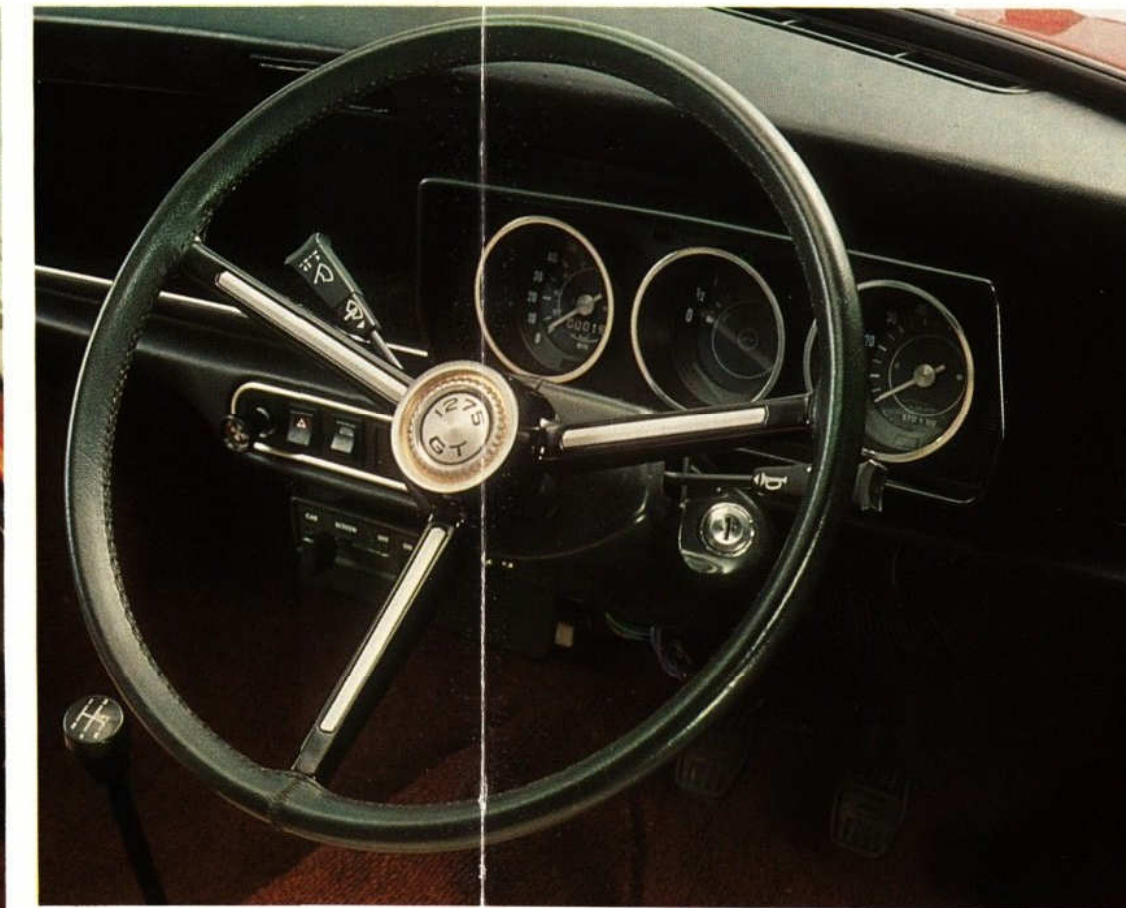


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Mini 1275 GT



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...impresses with its speed and style.

Flashy, petrol-guzzling monsters are as dead as yesterday. What the keen driver is really looking for is a more sensible way of enjoying his driving, and this is where the Mini 1275 GT impresses so much.

Here's a good-looking little car that's brilliantly packed with character and performance. Like all Minis it's a delightful car to drive—so responsive and obedient that it's amongst the safest on the road. All-independent suspension and radial ply tyres provide exceptional grip. Front wheel drive pulls you swiftly round the corners. The disc/drum braking system is reassuringly powerful. And the 1275 cc engine pushes out 54 b.h.p. (DIN) for safe and rapid overtaking.

But quick and sporty though it is, the Mini 1275 GT is in a different comfort class from the traditional sports car. The 'GT' really does mean Grand Touring. Seating is superb with rake-adjusting front seats and cropped nylon seat facings. There's fitted carpeting. Face-level ventilation and a fresh air heater/demister help you get the inside climate just right. And from the driver's seat you'll find a stylish three instrument binnacle (including tachometer), a short stick for the 4-speed gearbox, and the very efficient steering column-mounted twin switch levers for the electrical controls. In all, a very complete package!

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18. 1275 GT interior. 19. Fascia* 20. Four Dunlop Denovo tyres on special wheels can be supplied at extra cost. 21. Standard wheel and radial-ply tyre.

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. 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.

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. (Face-level vents, hinged rear quarter windows and fitted floor carpet on 1000 Saloon.)

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

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.

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. 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 (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. Hinged rear quarter windows. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Fitted floor carpet. Factory fitted inertia reel front seat belts. Wheel trims. Face-level vents.

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. Sliding window each side of rear compartment. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Factory fitted inertia reel front seat belts. Wheel trims. Face-level vents.

OPTIONAL EXTRA: Automatic transmission with 998 cc engine.

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. 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.

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. Hinged rear quarter windows. Exterior mirror. Cropped nylon seat wearing surfaces. Rake-adjusting front seats. Factory fitted inertia reel front seat belts. Face-level vents.

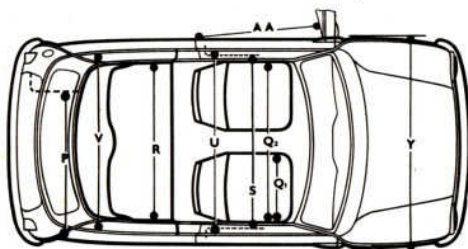
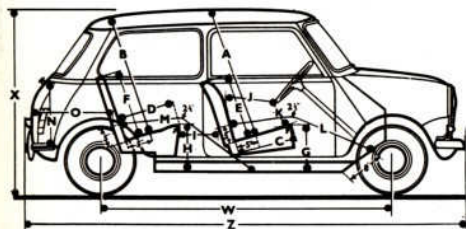
OPTIONAL EXTRA: Four Dunlop Denovo wheels and tyres.

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.

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Dimensions

850/1000



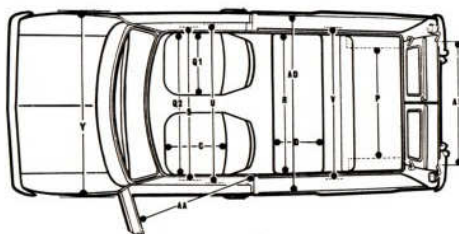
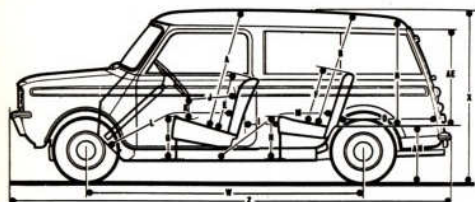
		<i>in.</i>	<i>m.</i>
*Front seat cushion to roof	A†	37-50	0-95
*Rear seat cushion to roof	B†	33-50	0-85
*Front cushion depth	C	16-80	0-43
*Rear cushion depth	D	16-25	0-41
*Front squab height	E	17-90	0-46
*Rear squab height	F	20-00	0-51
*Height of front cushion	G	13-50	0-34
*Height of rear cushion	H	13-50	0-34
*Back of front squab to front of rear cushion	I	max. 11-50 min. 7-50	0-29 0-19
*Steering-wheel to front squab	J	max. 16-50 min. 12-50	0-42 0-32
*Steering-wheel to cushion	K	6-50	0-17
*Leg room—front	L	max. 44-00 min. 41-00	1-12 1-04
*Leg room—rear	M	max. 44-50 min. 38-50	1-13 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



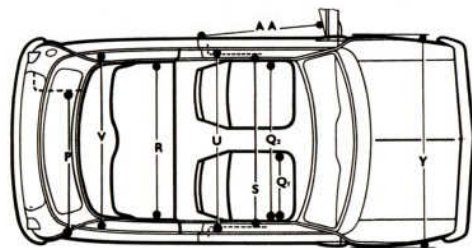
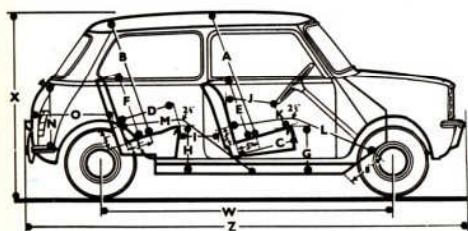
		<i>in.</i>	<i>m.</i>
*Front seat cushion to roof	A†	36-50	0-93
*Rear seat cushion to roof	B†	33-50	0-85
*Front cushion depth	C	16-80	0-42
*Rear cushion depth	D	16-30	0-41
*Front squab height	E	17-90	0-45
*Rear squab height	F	16-00	0-41
*Height of front cushion	G	13-50	0-34
*Height of rear cushion	H	14-50	0-37
*Back of front squab to front of rear cushion	I	max. 11-30 min. 7-30	0-29 0-18
*Steering-wheel to front squab	J	max. 16-50 min. 12-50	0-42 0-32
*Steering-wheel to cushion	K	6-50	0-17
*Leg room—front	L	max. 44-00 min. 41-00	1-12 1-04
*Leg room—rear	M	max. 44-50 min. 38-50	1-13 0-98
Luggage boot height	N	max. 33-50	0-85
Luggage boot depth	O	max. 29-50	0-75
Luggage boot width	P	max. 49-50	1-26
*Width of front bucket seat	Q1	20-00	0-51

		<i>in.</i>	<i>m.</i>
*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	45-00	1-14
Wheelbase	W	84-20	2-14
Overall height	X	53-50	1-36
Overall width	Y	55-50	1-41
Overall length	Z	133-90	3-40
Door entry width	AA	28-50	0-72
Inside width	AD	max. 52-50	1-33
Rear door height	AE	30-00	0-76
Rear door width	AF	37-00	0-94
Height rear floor to ground	AH	18-00	0-46
Kerbside weight (approx.)		1514 lb.	686-8 kg.

*Approximate measurements

†With seats compressed

Clubman Saloon & 1275 GT



		<i>in.</i>	<i>m.</i>
*Front seat cushion to roof	A†	36-50	0-93
*Rear seat cushion to roof	B†	33-50	0-85
*Front cushion depth	C	16-80	0-42
*Rear cushion depth	D	16-30	0-41
*Front squab height	E	17-90	0-45
*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 min. 7-50	0-29 0-19
*Steering-wheel to front squab	J	max. 16-50 min. 12-50	0-42 0-32
*Steering-wheel to cushion	K	6-50	0-17
*Leg room—front	L	max. 44-00 min. 41-00	1-12 1-04
*Leg room—rear	M	max. 44-50 min. 38-50	1-13 0-98
Luggage boot height	N	max. 16-00	0-41
Luggage boot depth	O	max. 19-30	0-49
Luggage boot width	P	max. 37-50	0-95

		<i>in.</i>	<i>m.</i>
*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	80-20	2-04
Overall height (Saloon)	X	53-00	1-35
Overall height (1275 GT)	X	53-55	1-36
Overall width	Y	55-50	1-41
Overall length	Z	124-60	3-17
Door entry width	AA	28-50	0-72
Approx. kerbside weight:			
Saloon		1406 lb.	638 kg.
1275 GT		1488 lb.	675 kg.

*Approximate measurements

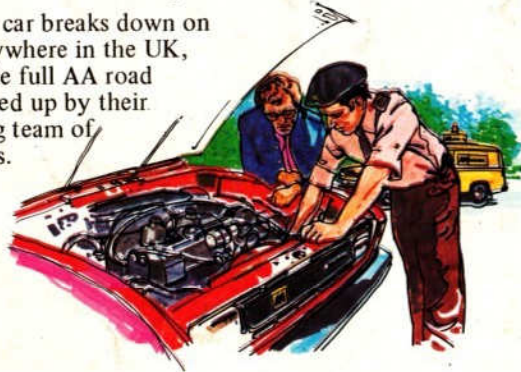
†With seats compressed

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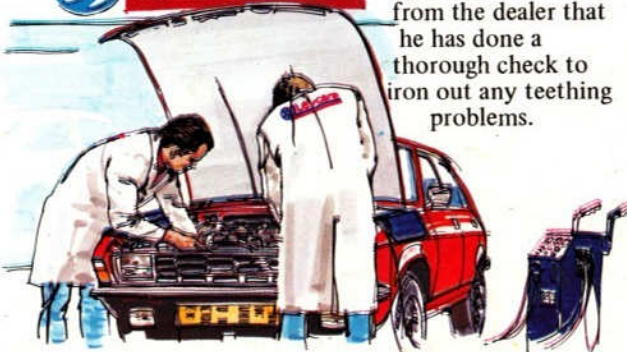
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