Mini - the great transporter
Mini 850 & 1000

...comfortably win the economy race.

Mini style without making race the main event. The Mini 850 and 1000 are no more complicated or more refined than any other Mini, but they offer more in the way of performance and economy. The Mini 850 is a small car that has a 1,679 cc engine, while the Mini 1000 is a larger car that has a 1,998 cc engine. Both cars are equipped with a 4-speed manual transmission and a front-wheel drive system.

The Mini 850 is available in a variety of colors, including red, blue, and black. It has a soft top roof that can be removed when the weather is nice. The interior of the Mini 850 is very simple and functional, with a small dashboard and simple controls. The seats are comfortable and supportive, and the car has plenty of legroom and headroom for its size.

The Mini 1000 is a bit larger than the Mini 850, and it has a more powerful engine. It is available in a variety of colors, including red, blue, and black. The interior of the Mini 1000 is very similar to that of the Mini 850, but it is a bit more spacious. The seats are comfortable and supportive, and the car has plenty of legroom and headroom for its size.

Both cars are very fuel-efficient, and they are able to achieve over 30 miles per gallon in city driving. They are also very easy to drive, and they are ideal for city driving. The Mini 850 is a bit more compact, and it is ideal for driving in tight spaces. The Mini 1000 is a bit larger, and it is ideal for driving in more open areas.

Both cars are very well built, and they are very reliable. They are also very fun to drive, and they are ideal for people who enjoy driving. The Mini 850 is a bit more agile, and it is ideal for people who enjoy driving on winding roads. The Mini 1000 is a bit more stable, and it is ideal for people who enjoy driving on straight roads.

Both cars are very well equipped, and they come standard with a variety of features. They come with a 4-speed manual transmission, a front-wheel drive system, and a soft top roof. They also come with a variety of safety features, including airbags, a traction control system, and a stability control system.

The Mini 850 is a bit more affordable than the Mini 1000, and it is ideal for people who are looking for a small car that is easy to drive. The Mini 1000 is a bit more expensive, and it is ideal for people who are looking for a larger car that is easy to drive.
Mini CLUBMAN SALOON

...opens up new vistas for the family.

Features, especially young ones, need to get out and play. What more sensible way of doing it than in the new mini-below Mini Clubman Saloon?

With 65 b.h.p. [95 b.h.p. in 1969] and 84.5 mph, the Clubman is built with the Mini's tried and tested reliability but with more space than most of the competition. In addition, extra headroom, extra boot space, extra door aperture, extra legroom. Even the curling chrome rim on the spare wheel comes as standard on the Mini Clubman Saloon.

Every major component is new to the Mini Clubman Saloon. The bodyshell is of steel, not the usual mild steel used elsewhere. It is a full press of 28 gauge, double steel sheeting for improved vibration damping. A new 2.1 litre, four-stroke, four-cylinder engine provides 65 b.h.p. (84.5 mph), a new 4 speed gearbox and 3rd gear synchromesh. A new differential gives a new choice of road holding. A new 14" steel wheels, with the Mini Clubman's new 145/80 x 14" radials, provide an overall smooth ride. The Clubman Mini's new, four-wheel drum brakes are of the hydraulic self-balancing type; front & rear. A new, twin point, short weave weave, is enhanced by the car's new six-speed, column operated, gear change.

There is a new design of standard carpet, with contrasting border and six-coloured seat trim. All new, front and rear seat cushions, and a new leather driving wheel. A new windscreen, a new windscreen wiper, a new rear vision mirror. The Clubman Mini is finished in a new, high gloss, mid-country green, which is entirely new to the Mini Clubman range.

The Clubman Mini is the most advanced Mini, the most exciting Mini, and the most family Mini. It is also the most comfortable Mini, the most reliable Mini, the most exciting Mini. The Mini Clubman Saloon is the most complete Mini.
Mini CLUBMAN ESTATE

...has the capacity for work and pleasure.

Wicks is living in a time when Do-It-Yourself and self-help is the passion of the nation. And this is where the sporting estate Mini Clubman Farm can come into your life.

Consider the Clubman Estate as a family hobby. It is a practical proposition for those who would like to enjoy the pleasures of country living, yet with domestic comforts to a reasonable extent in the small family car.

Your Clubman Estate is a sturdy and sturdy family car. It is an off-road vehicle whose performance can be altered with a very few but going to work with the Clubman Estate suits your needs. The Clubman Estate is the ideal car for those who want to combine the advantages of a family car with the excitement of country life. With the Clubman Estate you can enjoy the beauty of the countryside and you will have your own personal pleasure. The Clubman Estate is a versatile and practical family car that is ideal for those who want to combine the demands of family life with the enjoyment of the countryside.

MiniPassionMini.com
Mini 1275 GT

impresses with its speed and style.

Flaunt, paint quality matching its as-dead-as-a-dodo, and finish.” That this car is a worthy contender for a new car is a new twist on an old theme. It’s a new twist on an old appeal. The Mini 1275 GT is a real car. It’s a real car. It’s a real car. It’s a real car.

The 1275 GT is a real car. It’s a real car. It’s a real car. It’s a real car.

But quick and sporty though it is, the Mini is not a sports car. The Mini 1275 GT is a real car. It’s a real car. It’s a real car. It’s a real car.

The Mini 1275 GT is a real car. It’s a real car. It’s a real car. It’s a real car.

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 carburettet, 33 b.h.p. at 5,500 rev/min*; maximum torque 5.5 kgm at 2,500 rev/min*; compression ratio 8:1:1.
(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 carburettet, 39 b.h.p. at 4,750 rev/min*; maximum torque 7.12 kgm at 2,000 rev/min*; compression ratio 8:1:1.

CLUTCH: Diaphragm spring, 7.125 in. (18.0 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears. Ratios: first 3.526; 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.

STIFFRING: Rack and pinion.

ROAD WHEELS: Pressed-steel disc, 145—10 radial-tyre plys.

BRAKES: Hydraulically operated. 7 in. (18.0 m.) diameter drums all round. Two leading shoes at front, leading and trailing at rear.

SUSPENSION: Independent all round. Cone rubber springs and telescopc 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 windshield washer and two-speed windshield 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. Warning lamps to show flashers working, headlamp high-beam, low oil pressure and no charge.


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.

* 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 carburettet, 45 b.h.p. at 5200 rev/min*; maximum torque 7.7 kgm at 2,700 rev/min*; compression ratio 8:5:1.

CLUTCH: Diaphragm spring, 7.125 in. (18.0 m.) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.526; 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-tyre plys.

BRAKES: Hydraulically operated. 7 in. (18.0 m.) diameter drums all round. Two leading shoes at front, leading and trailing at rear.

SUSPENSION: Independent all round. Cone rubber springs and telescopc 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 windshield washer and two-speed windshield 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. Warning lamps to show flashers working, headlamp high-beam, low oil pressure and no charge.


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.

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 carburettet, 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. (18.0 m.) diameter. Hydraulically operated.


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-tyre plys.

BRAKES: Hydraulically operated 8.4 in. (21.0 m.) diameter drums at front, 7 in. (18.0 m.) drums at rear.

SUSPENSION: Independent all round. Cone rubber springs and telescopc 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 windshield washer and two-speed windshield 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.


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.

* DIN 70020

Please consult your Dealer for latest colour combinations.
### Dimensions

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Unit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luggage boot width</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td><em>Width of front bucket seat</em></td>
<td>Q1</td>
<td>20.00 m.</td>
</tr>
<tr>
<td><em>Overall width of front seats</em></td>
<td>Q2</td>
<td>44.50 m.</td>
</tr>
<tr>
<td><em>Width of rear cushion</em></td>
<td>R</td>
<td>41.00 m.</td>
</tr>
<tr>
<td>Max. width between door casings</td>
<td>S</td>
<td>47.00 m.</td>
</tr>
<tr>
<td>Width over front seat at shoulder height</td>
<td>T</td>
<td>44.50 m.</td>
</tr>
<tr>
<td>Width over rear seat at shoulder height</td>
<td>U</td>
<td>46.00 m.</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>W</td>
<td>80.16 m.</td>
</tr>
<tr>
<td>Overall height</td>
<td>X</td>
<td>53.00 m.</td>
</tr>
<tr>
<td>Overall width</td>
<td>Y</td>
<td>55.50 m.</td>
</tr>
<tr>
<td>Overall length</td>
<td>Z</td>
<td>120.25 m.</td>
</tr>
<tr>
<td>Door entry width</td>
<td>AA</td>
<td>28.50 m.</td>
</tr>
<tr>
<td>Kerbside weight (approx.)</td>
<td></td>
<td>1380 lb. 617 cg.</td>
</tr>
</tbody>
</table>

### Clubman Estate

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Unit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luggage boot height</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>Luggage boot depth</td>
<td></td>
<td>O</td>
</tr>
<tr>
<td><em>Overall width of front seats</em></td>
<td>Q2</td>
<td>44.50 m.</td>
</tr>
<tr>
<td><em>Width of rear cushion</em></td>
<td>R</td>
<td>41.00 m.</td>
</tr>
<tr>
<td>Max. width between door casings</td>
<td>S</td>
<td>47.00 m.</td>
</tr>
<tr>
<td>Width over front seat at shoulder height</td>
<td>T</td>
<td>46.00 m.</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>W</td>
<td>84.20 m.</td>
</tr>
<tr>
<td>Overall height</td>
<td>X</td>
<td>53.60 m.</td>
</tr>
<tr>
<td>Overall width</td>
<td>Y</td>
<td>55.50 m.</td>
</tr>
<tr>
<td>Overall length</td>
<td>Z</td>
<td>133.90 m.</td>
</tr>
<tr>
<td>Door entry width</td>
<td>AA</td>
<td>30.00 m.</td>
</tr>
<tr>
<td>Kerbside weight (approx.)</td>
<td></td>
<td>1514 lb. 866 kg.</td>
</tr>
</tbody>
</table>

### Clubman Saloon & 1275 GT

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Unit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luggage boot height</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>Luggage boot depth</td>
<td></td>
<td>O</td>
</tr>
<tr>
<td><em>Overall width of front seats</em></td>
<td>Q2</td>
<td>44.50 m.</td>
</tr>
<tr>
<td><em>Width of rear cushion</em></td>
<td>R</td>
<td>41.00 m.</td>
</tr>
<tr>
<td>Max. width between door casings</td>
<td>S</td>
<td>47.00 m.</td>
</tr>
<tr>
<td>Width over front seat at shoulder height</td>
<td>T</td>
<td>46.00 m.</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>W</td>
<td>80.20 m.</td>
</tr>
<tr>
<td>Overall height (Saloon)</td>
<td>X</td>
<td>53.60 m.</td>
</tr>
<tr>
<td>Overall height (1275 GT)</td>
<td>Y</td>
<td>55.50 m.</td>
</tr>
<tr>
<td>Overall length</td>
<td>Z</td>
<td>124.00 m.</td>
</tr>
<tr>
<td>Door entry width</td>
<td>AA</td>
<td>28.50 m.</td>
</tr>
<tr>
<td>Kerbside weight (approx.)</td>
<td></td>
<td>1392 lb. 638 kg.</td>
</tr>
</tbody>
</table>

*Approximate measurements*

1With seats compressed
One of the most comprehensive service schemes ever offered.

1. Free 24 hour on-the-spot roadside assistance.
   If your car breaks down on the road anywhere in the UK, you'll get the full AA road service backed up by their 2,500 strong team of radio patrols.

2. Free get-you-there relay recovery service.
   If your vehicle cannot be repaired within reasonable time, you, your car, and passengers will be transported free of charge by AA Relay to your destination. (This service operates in the UK mainland.)

3. No limit to mileage for first-year warranty.
   No matter how many miles you do, your free parts and labour warranty will cover you for a full year. (And there's a second year Warranty, with or without AA membership, available at low cost. Your Dealer has full details.)

4. A new 69 point check-out service, free before any car goes on the road.
   Inside every new car there will be a signed declaration from the dealer that he has done a thorough check to iron out any teething problems.

**Leyland Cars**

Even if you never need it, it's good to know you've got it.
Applicable only to vehicles used within the United Kingdom.

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