Welcome to the best Mini yet
MinipassionMini.com

Look what's happened to the Mini! Always famous for its neat economy, outstanding handling and solid reliability, the Mini now has a host of technical refinements and appointments that bring big-car style to small-car ease.

The Mini 850 and 1000 models have kept their classic Mini shape. But look a little closer. Smart matt black grille, a bright range of colours and, inside, an improved steering wheel, contoured seats front and rear, sun visors with vanity mirror for the front passenger, and ticket pocket for the driver, a contoured rear seat backrest and central armrest all add a touch of the big-car style to the control pedals.

The Mini pioneered the front-wheel-driven transverse engine, and British Leyland is now offering a Mini with the power of the 1000 engine, the 1100. It's made to keep pace with its numerous safety features. Two-speed windshield wipers with a 'Kensington action'; electric windows; washers (coordinated with the turn indicator and headlamp dip and flash); two rear steering column stalks, a heated rear window, heated rear defroster, trunk light, a line-in radio; electrically adjustable rear view mirror, fold-down rear seat;

...these items are standard on all Minis.

The Mini 850 gives remarkable economy with functional style.
The Mini 1000, with its greater power and performance, is distinguished by a sport coachroof and rear light cluster combined with overwing lights.

Inside, the Mini 1000 has the additional luxury of a fitted carpet, padded-up seat trimming, and a built-in fuel gauge.

The Mini 1100 offers the same benefits as the Mini 1000 but with a different type of seat covering and a rear seat that can be converted into a cargo area.

The Mini has always been a classic, but now it's even more so. The Mini 1100 brings together many of the refinements and comforts of much more expensive big cars.
The Mini Clubman Saloon really looks a special kind of Mini. With extra performance, extra features, with its distinctive Saloon body style, the Clubman Saloon clearly brings together economy and refinement.

The pace of the Clubman is derived from its 998 cc engine, which, together with the Mini design, gives it a unique character. The comfort of the Clubman comes from the all-round independent suspension which has been specially designed for extra ride, and the luxuriously appointed interior.

The Clubman has cropped nylon seat covering surfaces with nose-adjusting front seat head restraints. The rear seatbacks are contoured, and the wheels are 6Jx14" with hub caps and 70D 14" as standard. Tinted glass on front and rear windows, with the fresh air heater, ensure your comfort in all weathers. Heated rear window, windscreen demisters and tinted glass are just a few of the extras.

A worthwhile Clubman Saloon safety feature is the extra-cost option of Denovus Safety Alloys. These are high-strength steel type which give greatly increased safety in the event of a collision. The wheels are only 4 1/2 inch by 14" and can be fitted for up to 100 miles at around 50 m.p.h. You will have the type repaired at an appointed Denovus Dealer.

If much of your driving is around town you may care to specify the extra-cost package of full-automatic transmission, only available with 998 cc engine. Whether manual or automatic, you will appreciate the Clubman's attention to detail. Reliable, safe and comfortable, the Clubman looks after your every wish.

MinipassionMini.com
Open the twin rear doors. Fold the rear seat backs forward. And there you have a Mini with 36 cu. ft. of load space. Make no mistake, the Mini Clubman Estate is no Mini through and through, with the same detail and refinement on the Clubman Saloon, the same outstanding economy, reliability and handling, with all the versatility of a space-age family car.

Put the rear seats up, and it's a comfortable four-seat Mini again—but with an unusually large luggage capacity for such a compact and manoeuvrable car.

The Clubman Estate has a distinctive broad coach stripe and, as on the Clubman Saloon, a special bonnet and underskirt beneath the front bumper, all of which add to the rugged look of the car. The Estate is neither as fast as the Saloon nor as nimble. Of course the differences in appliances and refinement are reflected in driving performance and roadholding performance of the latest version of the all-round-independent lift suspension.

Instruments, including water temperature gauge and oil pressure warning light, are enclosed in the Clubman two-berline pane, on the engine side of the facia. Controls mounted on the steering column operate the headlamp dip-switch— and the headlamp flasher—standard on all Minis—the horn, the indicators, the speed-express, with shift lever action, and the electric windshield wipers.

The Clubman Estate is a workhorse, but a versatile and comfortable estate which is at home in any setting. With triple glazed, vanity mirror in the front passenger's sun visor and a fixed panel in the driver's sun visor, you get excellent visibility to both front and rear. The little things which make driving pleasant.

Whatever the Clubman Estate is wanted to do, it will do it—reliably and economically.
The Mini 1275 GT. The high performance Mini. The Mini with the sports-car character, the big car luxury. And it’s got the looks to match its special specifications: big 210 mm spoked wheel, which come with Dunlop tyres, for instant judgement of what’s going on behind you, a special triple twin side stripe, the extra-cost option of metallic paint finish, and a compact new light cluster incorporating reversing lights.

The power of the Mini 1275 GT is economical power. The air control valve on the carburettor and the Cantor automatic mixture control improve still further the Mini’s well-known fuel economy. The precise handling of the 1275 GT with its front wheel drive and independent all-move suspension are outdone for economy by the power to weight ratio. Honeypower (DIN) developed by the 1275 cc engine.

The all-synchromesh, on forward gears, four-speed gearbox, evenly responds to the snug gear lever. The three-binnacle instrument panel includes a tachometer. And the steering wheel rim is leather bound for added comfort and style.

The nature of the great range of Mini appointments is a composite in the 1275 GT. The fitted carpet includes the door silks. There are striped napped futon seat wearing surfaces with rake adjusting front seats. The fascia and panel shelf are padded for extra comfort. The new, waisted cage seat belt is also standard. And with tinted glass, heated rear window and windscreen, the interior is well ventilated, with a flick-up action plus an electric windscreen wiper, and a dipping rear view mirror, the safety of maximum usability in all conditions is assured.

Safety, with performance and comfort. That’s the Mini 1275 GT.
Specifications

850/1000

ENGINE: 4-cylinders, transverse, o.h.v. In unit, with clutch, gearbox and final drive.
(B50) Bore 2.478 in. (63.9 mm); stroke 2.678 in. (68.25 mm). Capacity 848 c.c. (51.74 cu. in.). S.U. type HS carburettet, 33 b.h.p. at 5,300 rev/min; maximum torque 6.9 lb ft at 2,500 rev/min; compression ratio 8.3 : 1.

(B100) Bore 2.666 in. (67.72 mm); stroke 3.286 in. (83.27 mm). Capacity 1098 c.c. (67.7 cu. in.). S.U. type HS carburettet, 45 b.h.p. at 5,250 rev/min; maximum torque 7.7 kg m at 2,700 rev/min; compression ratio 8.5 : 1.

CLUTCH: Diaphragm spring, 7.25 in. (18.5 cm) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.662; second 2.038; third 1.433; fourth 1.000; reverse 3.944 : 1.

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

STEERING: Rack and pinion. Leather bound steering wheel rim.

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

BRAKES: Disc, dual-line split, hydraulically operated. 7 in. (18 cm) 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 windshield wiper and two-speed windshield wipers with flick-wipe facility. Hazard warning lamp. Electrically heated rear window, fresh-air heater/defroster and combined ignition/starter switch incorporating steering-column lock. (1000 only) Reversing lamps.

INSTRUMENTS: Speedometer, fuel gauge. Warning lamps to show flashers/hazard lamps working, headlamp highbeam, heated rear window on, brake light failure, low oil pressure (850 only) and no charge. (Separate instruments for oil pressure and water temperature on 1000 Saloon.)


COACHWORK: (Estate): Automatic transmission with 996 cc engine. (Saloon only) Denovo wheels and tyres. (Saloon only) Metalic paint.

Clubman Saloon & Estate

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 kg m at 2,500 rev/min; compression ratio 8.3 : 1.

CLUTCH: Diaphragm spring, 7.25 in. (18.5 cm) diameter. Hydraulically operated.

GEARBOX: 4-speed, all synchromesh on forward gears. Remote control centre-floor gear change lever. Ratios: first 3.333; second 2.084; 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. Leather bound steering wheel rim.

ROAD WHEELS: Dunlop Denovo wheels with 155/65 SR—310 tyres.

BRAKES: Disc, dual-line split, hydraulically operated. 8 in. (21 cm) diameter drums on front, 7 in. (18 cm) drums at rear.

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


OPTIONAL EXTRA: Metallic paint.

EXPORT MARKETS: The specifications of this model 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

Please consult your Dealer for latest colour combinations.
One of the most comprehensive service schemes ever offered.

If you're thinking of buying a car take a good look round at what's being offered. Ever since the introduction of Supercover, everyone will be claiming more luxury, more miles per gallon and more extras. But you cannot afford to ignore what Supercover means to you.

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.

---

PASSENGER CAR FUEL CONSUMPTION ORDER 1977

Fuel Consumption Tests
The results of the officially approved tests for this range of models in miles per gallon and litres per 100 kilometres are as follows:

<table>
<thead>
<tr>
<th>Model</th>
<th>Urban Driving</th>
<th>Constant Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Driving</td>
<td>56 mph (90 kph)</td>
</tr>
<tr>
<td></td>
<td>L/100 mpg</td>
<td>L/100 km</td>
</tr>
<tr>
<td>Mini 850 Saloon Man.</td>
<td>39.3</td>
<td>48.7</td>
</tr>
<tr>
<td>Mini 1000 Saloon Man.</td>
<td>39.9</td>
<td>48.6</td>
</tr>
<tr>
<td>Mini 1000 Saloon Auto.</td>
<td>39.0</td>
<td>48.5</td>
</tr>
<tr>
<td>Mini Clubman Saloon Auto.</td>
<td>38.9</td>
<td>48.9</td>
</tr>
<tr>
<td>Mini Clubman 1100 Saloon Man.</td>
<td>37.4</td>
<td>37.4</td>
</tr>
<tr>
<td>Mini Clubman Estate Auto.</td>
<td>37.4</td>
<td>37.4</td>
</tr>
<tr>
<td>Mini Clubman 1100 Estate Man.</td>
<td>34.8</td>
<td>46.4</td>
</tr>
<tr>
<td>Mini 1275 GT Man.</td>
<td>34.7</td>
<td>46.0</td>
</tr>
</tbody>
</table>

Important Note
The results given above do not express or imply any guarantee of the fuel consumption of any particular car. Tests are not made on each car and there are inevitable differences between individual cars of the same model. Furthermore fuel consumption will be affected by particular modifications, by the driver's style and road and traffic conditions and by the extent to which a particular car has been driven and its standard of maintenance.

Information as to the result of officially approved tests on all cars tested is available for inspection by customers on any premises where these cars are displayed. (Effective from the 1st April, 1978.)

---

IMPORTANT NOTICE
British Leyland UK Limited is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. While every effort is made to produce up to date literature, this Brochure should not be regarded as an infallible guide to current specification, nor does it constitute an offer for the sale of any particular vehicle. Distributors and Dealers are not agents of British Leyland UK Limited and have absolutely no authority to bind British Leyland UK Limited by any express or implied undertaking or representation.

Leyland Cars
British Leyland UK Limited, Grosvenor House, Redditch, Worcs. B97 4DQ

MinipassionMini.com